



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

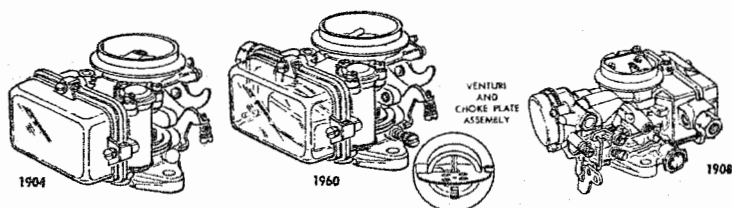
Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

INSTRUCTION SHEET

50-460

HOLLEY CARBURETOR - MODELS 1904, 1960, 1908



GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: IF NECESSARY TO REMOVE CHOKE HOUSING, CHOKE SHAFT SEAL (6) AND CHOKE HOUSING GASKET (7) SHOULD BE REPLACED. TO REMOVE SLEEVE (40) FROM STEM OF DIAPHRAGM (38), COMPRESS SLEEVE (40) AND SPRING (41) SO BALL (39) CAN DROP OUT OF HOLE. THE SLEEVE AND SPRING WILL THEN SLIDE OFF DIAPHRAGM SHAFT.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW(3)-STAT COVER RETAINER	32. PLUG-PUMP INLET BALL
2. RETAINER(3)-STAT COVER	33. BALL-PUMP INLET
3. STAT COVER & SPRING ASSY.	34. PLUG-PUMP DISCH. BALL
4. GASKET-STAT COVER	35. WEIGHT-PUMP DISCH. BALL
5. PLATE-CHOKE BAFFLE	36. BALL-PUMP DISCHARGE
6. SEAL-CHOKE SHAFT	37. SPRING-PUMP RETURN
7. GASKET-CHOKE HOUSING	38. PUMP DIAPH. & GASKET ASSY.
8. SCREW(4)-FUEL BOWL CLAMP	39. BALL-PUMP SLEEVE RETAINER
9. CLAMP(4)-FUEL BOWL	40. SLEEVE-PUMP PUSH ROD
10. RING-FUEL BOWL CLAMP	41. SPRING-PUMP OPERATING
11. GASKET-FUEL BOWL CLAMP RING	42. NOZZLE TUBE(MODEL 1960)
12. BOWL-FLOAT	43. O-RING - NOZZLE TUBE (MODEL 1960)
13. GASKET-FLOAT BOWL	44. SCREW-PUMP DISCH. NOZZLE
14. FUEL INLET FITTING, PLUG OR NEEDLE SEAT	45. NOZZLE-PUMP DISCHARGE
15. GASKET-PLUG OR NEEDLE SEAT	46. GASKET-PUMP DISCH. NOZZLE
16. SCREW-FUEL INLET SEAT	47. SCREW-DASHPOT LEVER
17. GASKET-FUEL INLET SEAT SCREW	48. LEVER-DASHPOT
18. GASKET-FUEL INLET SEAT	49. DASHPOT ASSY.
19. PIN-FLOAT HINGE	50. LOCKWASHER-DASHPOT ASSY.
20. FLOAT & LEVER ASSY.	51. FITTING-DIST. LINE
21. NEEDLE & SEAT ASSY. (SOLID NEEDLE SOME MODELS)	52. FITTING-FUEL INLET
22. RETAINER(2)-FLOAT BUMPER SPRING	53. MAIN BODY ASSY.
23. SPRING-FLOAT BUMPER	54. RETAINER-PUMP LINK
24. SCREW(3)-ECONOMIZER COVER	55. LINK-PUMP
25. COVER-ECONOMIZER DIAPHRAGM	56. SCREW(2)-THROTTLE BODY TO MAIN BODY
26. ECONOMIZER DIAPHRAGM ASSY.	57. THROTTLE BODY ASSY.
27. GASKET-ECONOMIZER DIAPH.	58. NEEDLE-IDLE ADJUSTING
28. SCREW(2) LONG-MAIN WELL BODY ASSY.	59. SPRING-IDLE ADJ. NEEDLE
29. SCREW(3) SHORT-MAIN WELL BODY ASSY.	60. VALVE-SPARK
30. MAIN WELL & ECON. BODY ASSY.	61. GASKET-SPARK VALVE
31. JET-MAIN METERING	62. GASKET-BODY FLANGE
	63. RETAINER-DIST. CHECK BALL
	64. BALL-DISTRIBUTOR CHECK
	65. GASKET-FLANGE

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

CAUTION: DO NOT SOAK ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

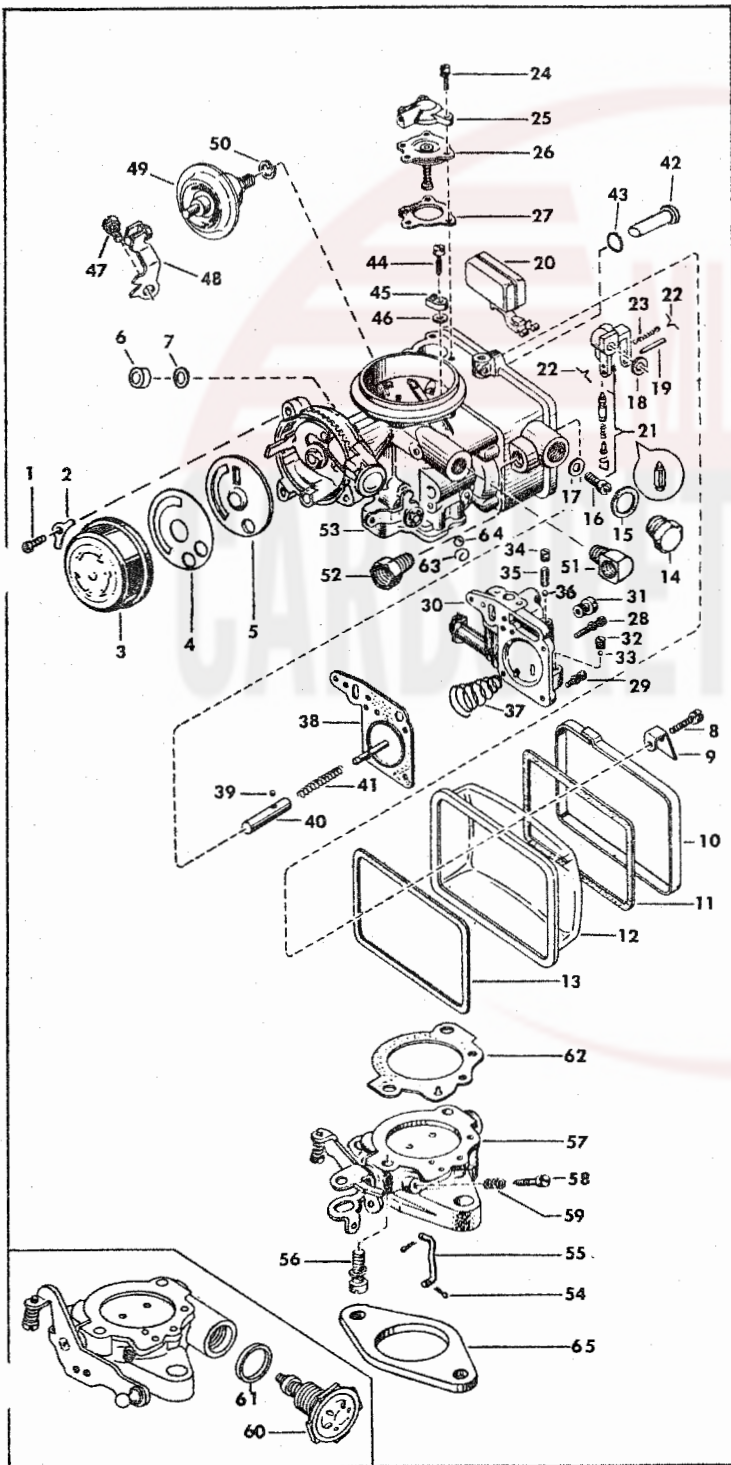
USE FLOAT BUMPER SPRING (23) AND RETAINER CLIPS (22) FROM OLD ASSEMBLY WHERE PREVIOUSLY USED.

SOME CARBURETORS WERE EQUIPPED WITH A SPRING LOADED FUEL INLET NEEDLE AND SOME WITH A SOLID NEEDLE. EITHER TYPE MAY BE USED AS SUPPLIED IN KIT.

SLIDE SPRING (41) AND SLEEVE (40) ON THE STEM OF PUMP DIAPHRAGM ASSEMBLY (38). WITH HOLE IN SLEEVE IN LINE WITH NOTCH ON STEM, DROP BALL (39) INTO HOLE IN SLEEVE AND RELEASE SLOWLY.

TIGHTEN SCREWS (8) PROGRESSIVELY AND EVENLY TO PREVENT STRAIN ON BOWL.

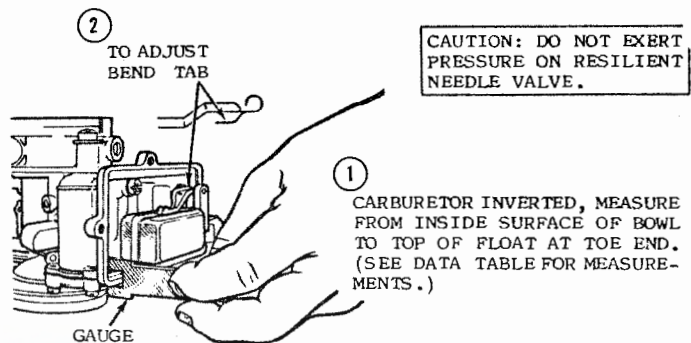
IDLE ADJUSTING NEEDLE (58). TURN NEEDLE IN LIGHTLY UNTIL SEATED. THEN BACK OUT 1 TURN.



ADJUSTMENTS

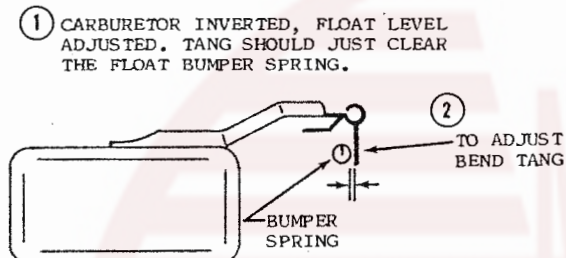
YEAR	MAKE	FLOAT LEVEL
1959-60	AMERICAN MTRS. 196" ENG.	9/32"
1961-62	AMERICAN MTRS. 196" ENG.	21/64"
1960-61	COMET 6 CYL. 144"-170" ENG.	9/32"
1959-60	EDSEL 6 CYL. 223" ENG.	9/32"
1960-61	FALCON 6 CYL. 144"-170" ENG.	9/32"
1952-64	FORD 6 CYL. 215"-223" ENG.	9/32"
1952-62	FORD TRUCK 6 CYL. 144"-170"-213"-215" ENG.	9/32"
1961-63	FORD TRUCK 6 CYL. 223"-262" ENG.	3/8 "
	GMC TRUCK 6 CYL. 248"-270" ENG.	3/8 "
	GMC TRUCK V6 305A ENG.	13/64"
1953-58	INTERNATIONAL TRUCK 6 CYL.	3/8 "
	INTERNATIONAL HARVESTER SCOUT 4 CYL.	3/8 "
1961-62	MERCURY 223" ENG.	9/32"

DATA TABLE



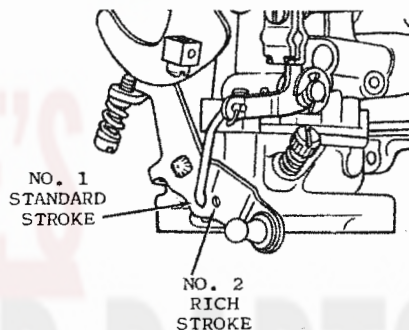
FLOAT LEVEL ADJUSTMENT

Fig. 1



(CARBURETORS USING FLOAT BUMPER SPRING)
FLOAT DROP TANG ADJUSTMENT

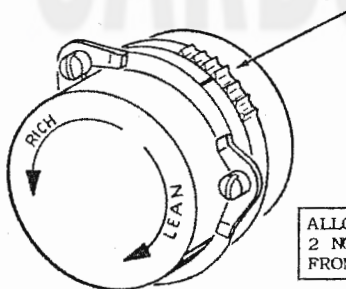
Fig. 2



PUMP LINK POSITIONS

Fig. 3

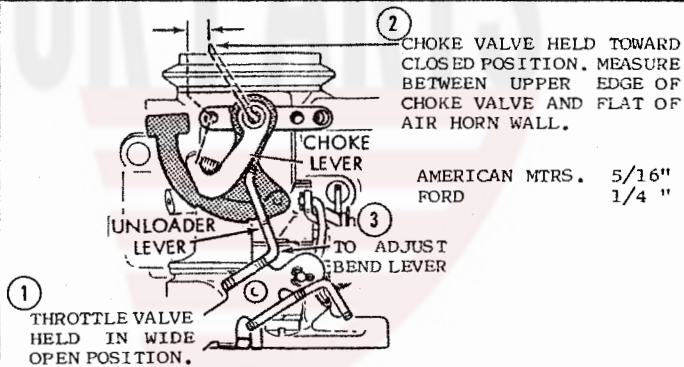
ROTATE STAT COVER AGAINST SPRING TENSION. SET MARK ON COVER TO INDEX MARK ON HOUSING.



ALLOWABLE VARIATIONS
2 NOTCHES EITHER WAY
FROM INITIAL SETTING.

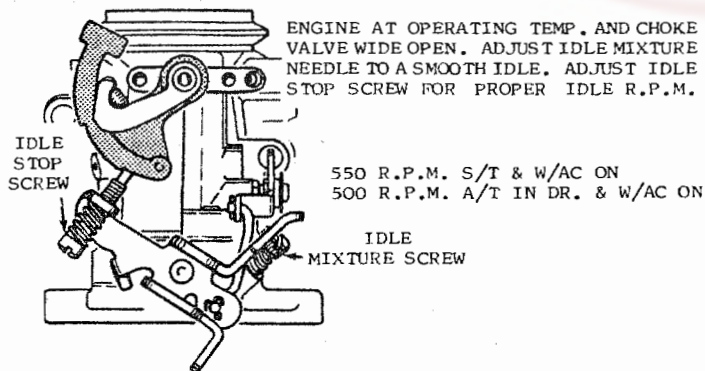
AUTOMATIC CHOKE SETTING

Fig. 4



UNLOADER ADJUSTMENT

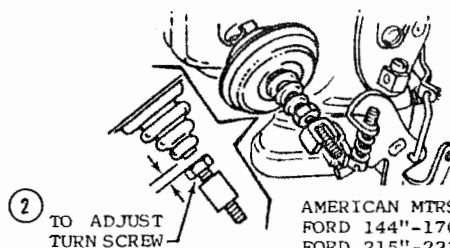
Fig. 5



SLOW IDLE ADJUSTMENT

Fig. 6

1 SLOW IDLE ADJUSTED. DEPRESS PLUNGER STEM AND MEASURE DISTANCE BETWEEN END OF STEM AND SCREW HEAD.



DASHPOT ADJUSTMENT

Fig. 7

CARBURETOR SERVICE PROCEDURE**HOLLEY MODELS 1904, 1908 and 1960**

Note: Some models of the above listed carburetors may vary slightly in general design and appearance from others, but basic cleaning and adjustment procedure will remain the same.

1. DISASSEMBLY

The following procedure for disassembly divides the carburetor into two main sections: Main Body and Throttle Body. Disassembly will be best accomplished by following alphabetical listing which denotes name of part to be removed and number sequence indicating order of removal.

Main Body Section:

- A. Thermostat housing assembly (if used) — 1, 2, 3, 4 and 5.
- B. Choke shaft nut and washer (if used) — 6 and 7.
- C. Choke housing assembly (if used) — 8 through 13.
- D. Float bowl, clamps and gaskets — 14 through 19.
- E. Fuel inlet plug — 20 and 21. Some models may have an inlet fitting in place of plug (20). On others the fuel inlet valve and seat will be an integral part of plug (20) and will not use an inlet seat (24) as shown.
- F. Fuel inlet valve and seat assembly — 22 through 25.
- G. Float assembly — 26 and 27. On models that have a non-removable float pin, remove retainer to separate float from main well body (34).
- H. Economizer cover and diaphragm (if used) — 28 through 31.
- I. Main well and economizer body — 32 through 35.
- J. Main jet — 36.
- K. Pump discharge retainer, weight and ball — 37, 38 and 39.
- L. Pump inlet ball and retainer — 40 and 41. Parts (37-41) not removable on all models.
- M. Pump diaphragm and rod assembly — 42 through 46. To disassemble unit, apply pressure on sleeve (45), compressing spring (46), allowing ball (44) to drop out.
- N. Pump discharge nozzle — 47, 48 and 49. Some models have non-removable nozzles.

Throttle Body Section:

- O. Pump link — 50 and 51.
- P. Throttle body and gasket — 52 through 55.

- Q. Distributor passage ball and retainer (if used) — 56 and 57.
- R. Idle adjusting screw and spring — 58 and 59.
- S. Spark valve assembly (if used) — 60 and 61.

2. CLEANING

- A. Using a regular carburetor cleaning solution, soak parts long enough to give a thorough cleaning and make sure parts and passages are free of all foreign matter.
- B. To remove any residue that might be left after use of cleaner, it is recommended that parts be immersed in clean gasoline or suitable solvent.
- C. BLOW OUT ALL PARTS AND PASSAGES WITH DRY COMPRESSED AIR.
- D. Do not soak any parts containing rubber, leather or plastic if they are to be re-used.

3. REASSEMBLY

Reassemble carburetor in the reverse order of disassembly, paying particular attention to the following:

- A. When installing the idle adjusting screw (58), lightly bottom (do not force), then back out 1½ turns.
- B. When installing the pump inlet and discharge balls (41 and 39), take note that the inlet ball (41) is the larger of the two.
- C. When installing the main well and economizer body (34), place the left palm over air horn and with fingers hold the main well body in place. Start screws (32 and 33) and apply thumb pressure against protruding end of pump push rod sleeve (45) compressing spring. Release thumb pressure before fully tightening screws. This positions diaphragm for proper flexing action.
- D. When installing the fuel inlet valve and seat (24 and 25), make certain that seat and gasket fit flush with side of casting and that fuel inlet seat screw (22) is firmly tightened. A leakage of fuel between gaskets and seat will result in a flooding condition.

ADJUSTMENTS

A. Float Level: (Fig. 1)

Invert carburetor and allow float to rest on the closed needle valve. Using the gauge supplied, the distance between bottom of float and floor of fuel bowl should be as listed in table. To adjust, bend tab on float lever that contacts needle valve. Note: This is a bench adjustment and fuel level must be checked after installing carburetor on engine.

B. Fuel Level: (Fig. 2)

With carburetor installed, crank engine until fuel ceases to enter fuel bowl. Remove economizer parts (28-31) and measure distance from fuel level to top surface of economizer hole. Setting will be correct when distance is plus or minus $1/32$ " of figure listed in specification table.

C. Accelerator Pump: (Fig. 3)

When two or more holes are provided in throttle lever for seasonal setting of pump link, position link as follows: Use hole farthest from throttle shaft for cold weather operation. Use hole closest to throttle shaft for normal or warm weather operation. Maintain original setting when possible.

D. Unloader: (Fig. 3)

Hold throttle wide open and close choke valve until choke lever rests against unloader lever. The clearance, measured as shown in figure 3, between upper edge of choke valve and air horn wall should be as listed in specification table. To adjust, bend unloader lever.

E. Automatic Choke:

With screws loosely in place, rotate cover against spring tension until index mark on cover is aligned with specified mark on housing. Tighten screws. Choke valve should be completely closed, but free to open with slight finger pressure.

F. Dashpot: (Fig. 4)

If dashpot is used, this setting should be checked after idle speed is properly adjusted. With engine idling, hold dashpot stem all the way in. The clearance (A), between stem and dashpot adjusting screw, should be as listed in specification table. To adjust, rotate adjusting screw.

5. IDLE ADJUSTMENT (Fig. 5)

- Rotate throttle stop screw (1) to slightly open throttle.
- Allow engine to warm up thoroughly before making final adjustment.
- Rotate idle adjusting screw (2), in or out, until engine idles smoothly.
- Rotate throttle stop screw (1) for proper R.P.M.
- Recheck idle adjusting screw (2) for best setting.

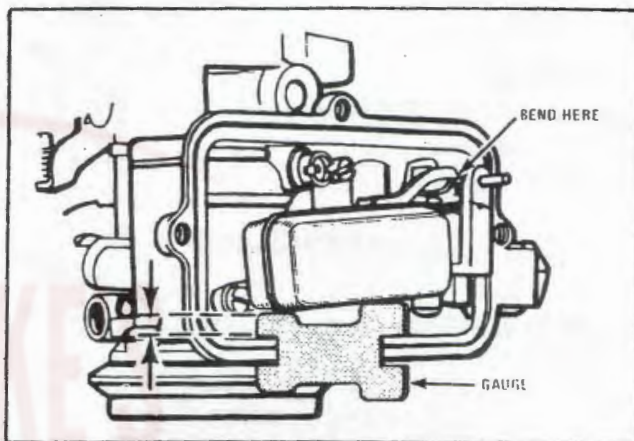


Figure 1

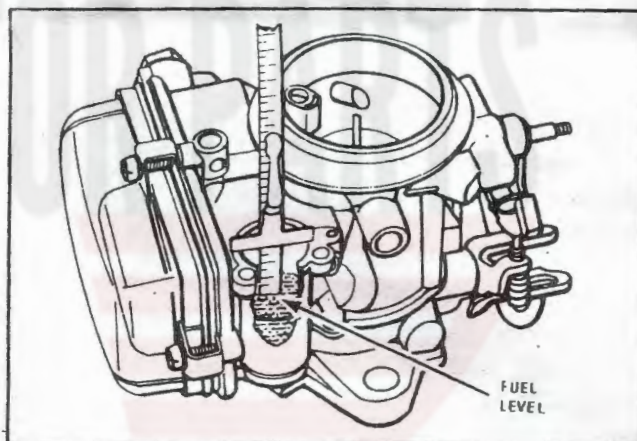


Figure 2

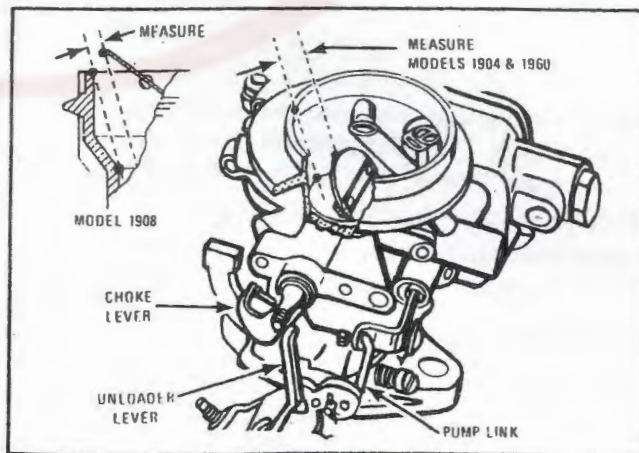


Figure 3

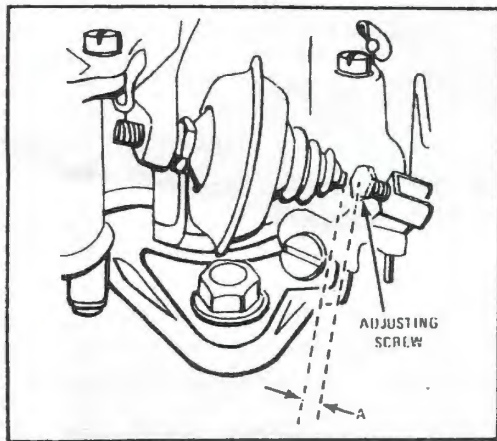


Figure 4

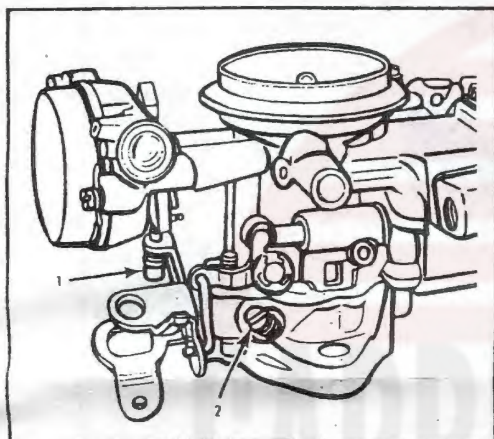


Figure 5

HELPFUL SERVICE SUGGESTION

USE DRILLS FOR GAUGES:

A complete set of drills (which most shops have) make an ideal assortment of gauges for checking certain required adjustment settings. Below is a table of the most popular drill sizes available given in fractions of an inch and their corresponding decimal equivalent.

SPECIFICATION AND ADJUSTMENT TABLE

Application	Float Level Setting	Fuel Level Setting	Un-loader* Setting	Auto** Choke	Dashpot* Setting
COMET 1960-61	13/64	23/32	1/4	Index	.120-.150
EDSEL 1959 1960	13/64 13/64	11/16 11/16	— —	Index —	.045-.064 .060-.090
FALCON 1960 1961	13/64 13/64	23/32 23/32	— —	Index Index	.045-.060 .120-.150
FORD 1952-57 1958-59 1960-64	13/64 (1) 13/64 13/64	3/4 11/16 11/16	— — —	Index Index Index	.045-.064 (2) .045-.064 .060-.090
FORD TRUCK 1958-60 1961-62 1963-64 144" Eng. (Econo) 1963-64 223" & 262" Eng. 1963-67 170" Eng. All/T	13/64 13/64 13/64 13/64 13/64	11/16 11/16 23/64 3/4 23/64	— — — — —	— — — — —	.045-.060 .060-.090 — .060-.090 —
G.M.C. TRUCK 1955-60	13/64 (3)	3/4 (4)	—	—	—
I.H.C. Metro & Scout Trucks	3/8 3/8	3/4 3/4 (5)	— —	Index Index	.095-.105 .095-.105
RAMBLER 1959 1960 1961 1962 R-4512-AAS	9/32 (6) 9/32 (6) 13/64 13/64 13/64	23/32 (7) 3/4 (7) 3/4 (7) 3/4 11/64	7/16 (8) 7/16 (8) 5/16 5/16 5/16	Index Index Index (9) Index (10) 2 Lean	— .130-.160 .130-.160 .130-.160 .085-.115
IDLE SPEED R.P.M. (Approx.)	Standard Transmission 500-525		Automatic Transmission 475-500		

* Not required on all carburetors.

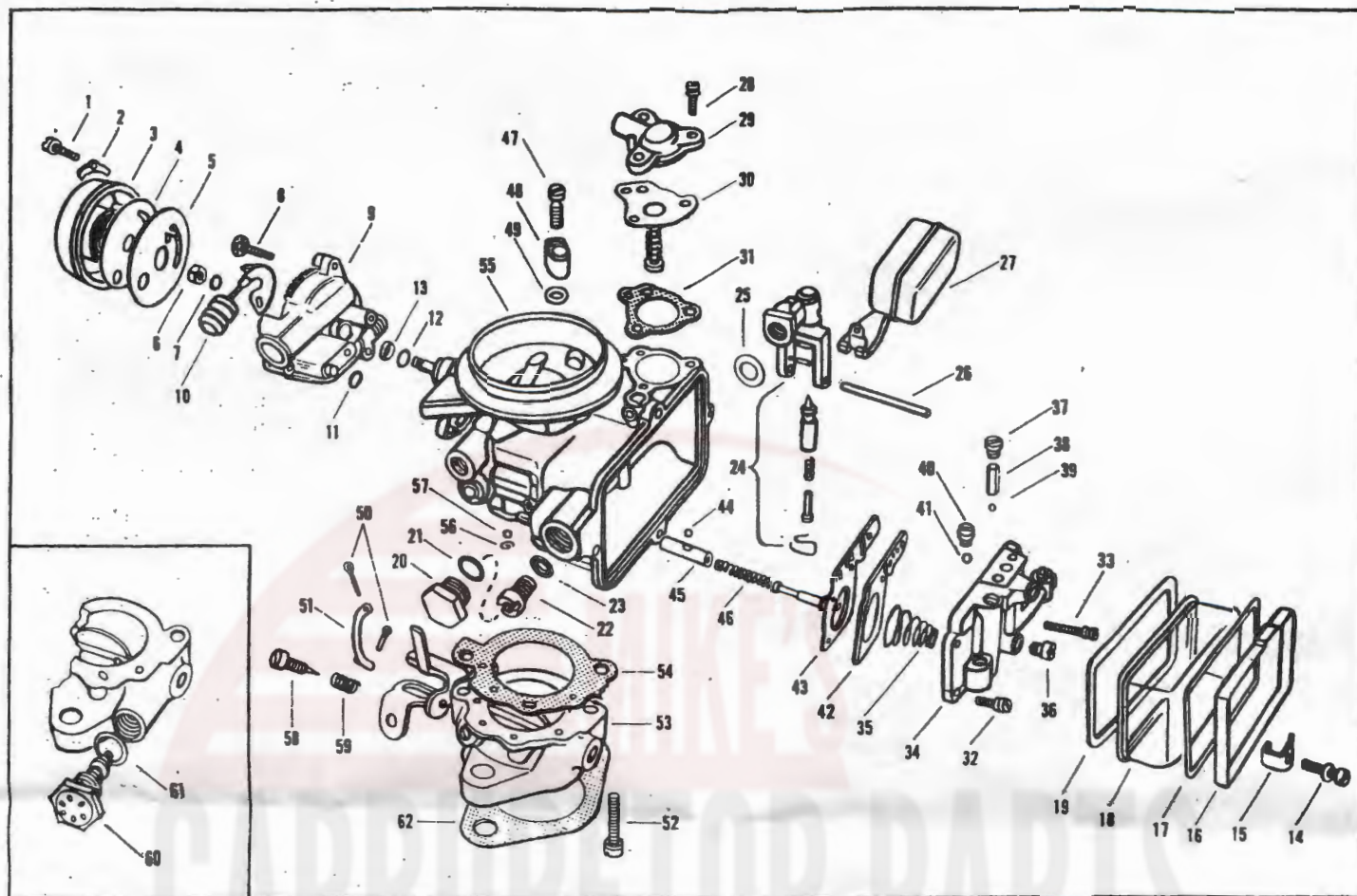
** If so equipped, allowable variation is 2 marks either side of initial setting.

- | | |
|---|------------------------------------|
| (1) Carb. No. R-2042AA, AAS = 9/32 | (6) Carb. No. R-2138A = 21/64 |
| (2) Carb. No. R-2042AA, AAS = .060-.090 | (7) Carb. No. R-2138A = 11/16 |
| (3) Carb. No. R-1915A, 1A = 9/32 | (8) Carb. No. R-2138A = 5/16 |
| (4) Carb. No. R-1915A, 1A = 11/16 | (9) Carb. No. R-2381A, 1A = 3 Lean |
| (5) Carb. No. R-4134A, 35A = 11/16 | (10) Carb. No. R-2446A = 3 Lean |

Drill Size, Fraction-Inch	Decimal Equivalent	Drill Size, Fraction-Inch	Decimal Equivalent	Drill Size, Fraction-Inch	Decimal Equivalent
1/64	.015	11/64	.172	21/64	.328
1/32	.031	3/16	.187	11/32	.344
3/64	.047	13/64	.203	23/64	.359
1/16	.062	7/32	.219	3/8	.375
5/64	.078	15/64	.234	25/64	.390
3/32	.094	1/4	.250	13/32	.406
7/64	.109	17/64	.265	7/16	.437
1/8	.125	9/32	.281	15/32	.469
9/64	.140	19/64	.297	1/2	.500
5/32	.156	5/16	.312	9/16	.562

— Save for future use —

EXPLODED VIEW OF TYPICAL HOLLEY CARBURETOR MODEL 1904-FC



Ref. No.	Nomenclature
1	Thermostat Housing Screw
2	Thermostat Housing Clamp
3	Thermostat Housing Assembly
4	Thermostat Housing Gasket
5	Choke Housing Plate
6	Choke Shaft Nut
7	Lockwasher
8	Choke Housing Screw
9	Choke Housing Assembly
10	Choke Piston and Lever Assembly
11	Choke Housing Gasket
12	Choke Shaft Seal Washer
13	Choke Shaft Seal
14	Float Bowl Clamp Screw
15	Float Bowl Clamp
16	Float Bowl Clamp Ring
17	Float Bowl Clamp Ring Gasket
18	Float Bowl
19	Float Bowl Gasket
20	Fuel Inlet Plug
21	Fuel Inlet Plug Gasket
22	Fuel Inlet Seat Screw
23	Fuel Inlet Seat Screw Gasket
24	Fuel Inlet Valve and Seat Assembly
25	Fuel Inlet Seat Gasket
26	Float Pin
27	Float Assembly
28	Economizer Screw and Washer
29	Economizer Cover
30	Economizer Diaphragm and Stem
31	Economizer Body Gasket

Ref. No.	Nomenclature
32	Main Well and Economizer Screw (Short)
33	Main Well and Economizer Screw (Long)
34	Main Well and Economizer Body
35	Pump Return Spring
36	Main Jet
37	Pump Discharge Ball Retainer
38	Pump Discharge Ball Weight
39	Pump Discharge Ball
40	Pump Inlet Ball Retainer
41	Pump Inlet Ball
42	Spacer Gasket
43	Pump Diaphragm and Rod Assembly
44	Pump Push Rod Sleeve Ball
45	Pump Push Rod Sleeve
46	Pump Operating Spring
47	Pump Discharge Nozzle Screw
48	Pump Discharge Nozzle
49	Pump Discharge Nozzle Gasket
50	Cotter Pin
51	Pump Link
52	Throttle Body Screw and Washer
53	Throttle Body
54	Throttle Body Gasket
55	Main Body
56	Distributor Passage Ball Retainer
57	Distributor Passage Ball
58	Idle Adjusting Screw
59	Idle Adjusting Screw Spring
60	Spark Valve Assembly
61	Spark Valve Gasket
62	Flange Gasket

INITIAL IDLE ADJUSTING: NEEDLE SETTING



Seat Idle Adjusting Needle lightly, then turn open 1 turn. Readjust to proper idle speed and mixture after engine has been brought to operating temperature.

CHOKE SETTING

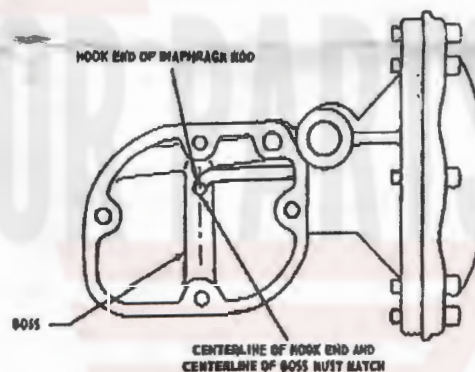


Set choke on center mark. Maximum permissible adjustment is two notches either rich or lean.

INSTALLING GOVERNOR DIAPHRAGM

(Governor Type Only). When reassembling the Governor Assembly, place the diaphragm and diaphragm cover in position. Insert the cover screws and lockwashers. Turn the screws in until the flanges almost meet, but do not tighten. Hook the end of the diaphragm rod into the slot provided in the governor diaphragm gauge (Kent Moore Tool No. 10-187) then

place the gauge over the governor housing then tighten cover screws evenly. If gauge is not available, stretch and hold diaphragm rod by hand until center line of hook end of rod and center line of the boss match, then tighten screws evenly while maintaining the diaphragm stretched in this position.



AFTER INSTALLING THE CARBURETOR ON THE VEHICLE

Depress and release the throttle to make sure of complete throttle plate opening and closing.

DASHPOT CLEARANCE



Dashpot plunger fully depressed, the choke fully open, and throttle at curb idle (closed) position, clearance should be .060 to .090.

IMPORTANT

Correct engine timing, spark plug heat range and gap, distributor point condition and gap, condenser and wiring, valve lash, correct operation of the heat valve (when equipped on the engine) are very important to obtain engine efficiency and performance.

This is a typical view type instruction sheet for different carburetor models, which will show more parts than are required in any one specific model.

This kit may also contain a universal parts assortment resulting in throw away, or an excess in the number of parts that are actually required for servicing any one carburetor. In the case of duplicate gaskets or parts, compare with old piece.

CARE AND CLEANING

To properly overhaul the carburetor, it must be completely disassembled and all parts must be thoroughly cleaned with a commercial carburetor cleaner or solvent. Gaskets, diaphragms, rubber floats, "O" rings, and other non-metallic parts must not come in

contact with the cleaner solution, to prevent deterioration. Each part must be inspected for wear, deterioration and damage, and all defective parts must be discarded and replaced. The carburetor must then be carefully rebuilt and adjusted.

INSTALLING ECONOMIZER DIAPHRAGM AND STEM ASSEMBLY

Make sure that the bottom of the contacting surface of the Economizer Stem sets squarely on top of

the power valve plunger protruding from the arm of the metering block.

DRY FLOAT SETTING

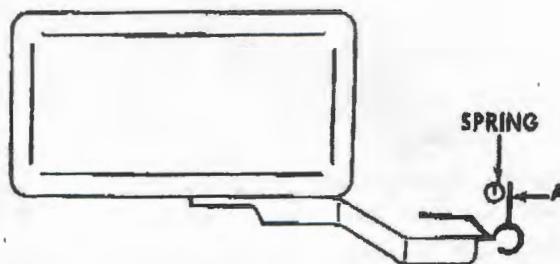
1. Invert carburetor assembly.
2. Insert gauge as shown.
3. Bend float lever tab to bring setting within limits. Float should just contact gauge.



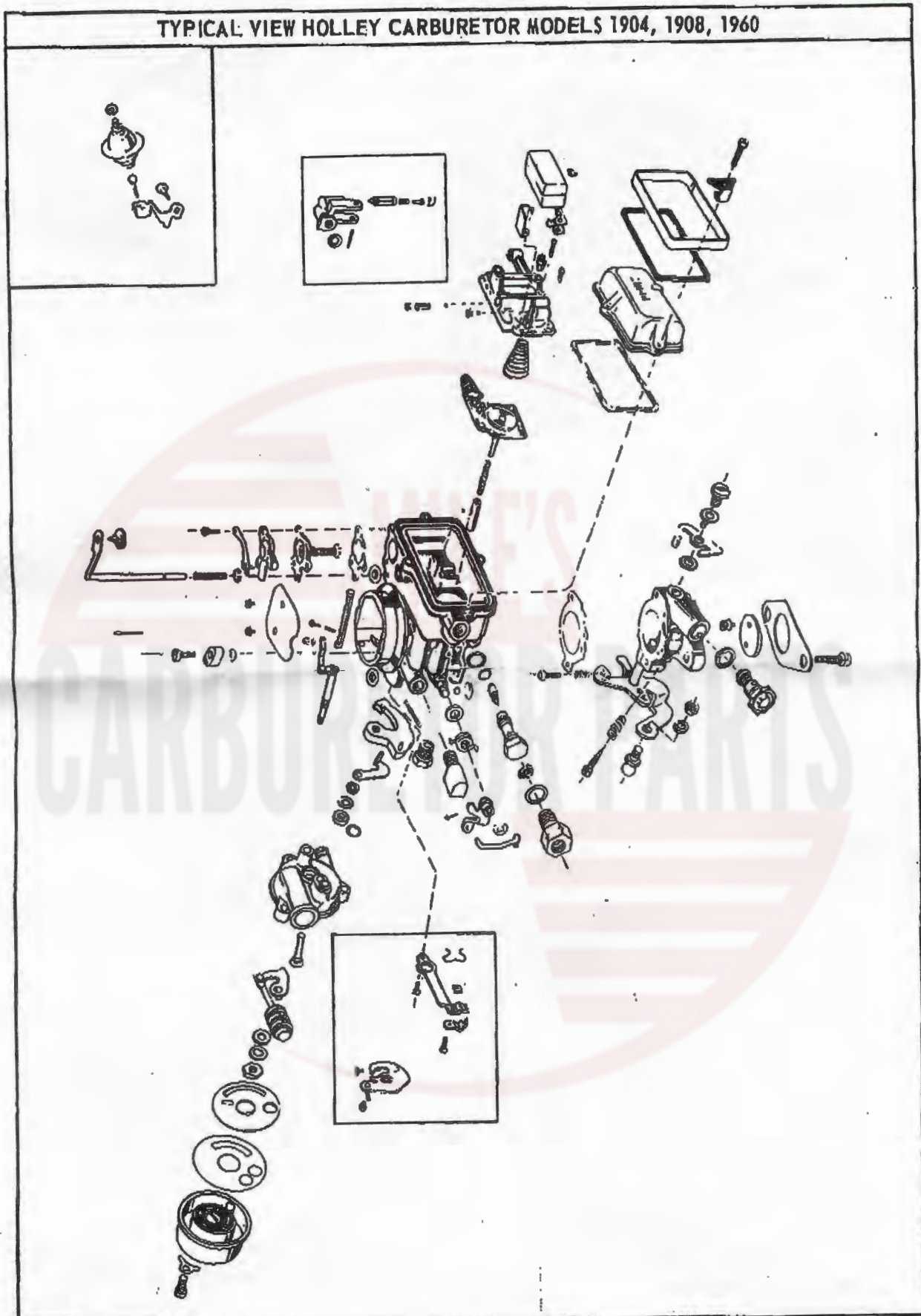
Application	Gauge	Application	Gauge	Application	Gauge
Ford Pass. & Truck	9/32	American Motors 1959-60 Solid Needle	9/32	American Motors 1959-60 Spring Loaded Needle	13/64
Comet & Meteor	9/32	American Motors 1961-62	3/8	G.M.C. W/Bumper Spring	13/64
Edsel	9/32	Towmotor	3/8	G.M.C. W.O/Bump Spring	3/8
				I.H.C. & Chev. Truck	3/8

FLOAT TANG ADJUSTMENT

Carburetors using Float Bumper Spring. The tang on the hinge portion of the float (Fig. A) must be properly adjusted. The proper adjustment requires that with the carburetor in the inverted position and the dry float setting properly adjusted, the tang just clears the float bumper spring.



TYPICAL VIEW HOLLEY CARBURETOR MODELS 1904, 1908, 1960



TYPICAL VIEW HOLLEY CARBURETOR MODEL 1904-G

