



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.
- 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.

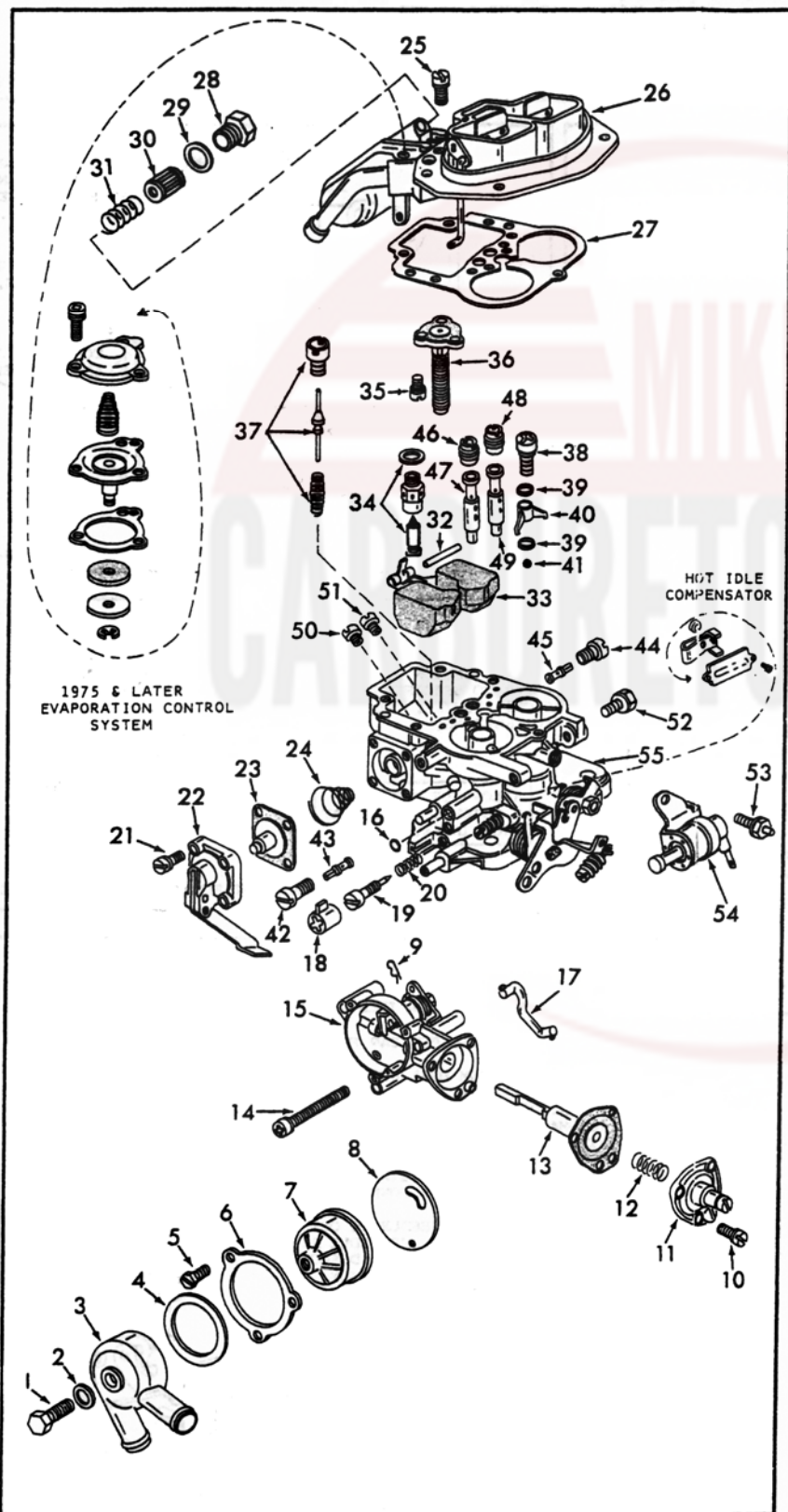
INSTRUCTION SHEET

HOLLEY CARBURETOR—MODEL 5210-C

50-435-6

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. CAUTION: NOTE SIZES OF JETS AND MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSY. (RECORD SIZES BELOW.) TO REMOVE PLASTIC LIMITER CAP (18) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE. NOTE: SCREWS AND NUTS USED IN THIS CARBURETOR HAVE METRIC THREADS. DO NOT SUBSTITUTE U.S. THREADED SCREWS OR NUTS.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW-CHOKE WATER HOUSING	29. GASKET-INLET NUT
2. GASKET-HOUSING SCREW	30. FILTER-FUEL
3. HOUSING-CHOKE WATER	31. SPRING-FILTER
4. GASKET-WATER HOUSING	32. PIN-FLOAT HINGE
5. SCREW(3)-RETAINING RING	33. FLOAT ASSY.
6. RING-CHOKE COVER RETAINING	34. NEEDLE, SEAT & GASKET ASSY.
7. CHOKE COVER & SPRING ASSY.	35. SCREW & LOCKWASHER(3)-DIAPHRAGM ASSY.
8. GASKET-CHOKE COVER	36. DIAPHRAGM ASSY.-ECONOMIZER
9. RETAINER-CHOKE ROD	37. POWER VALVE ASSY.
10. SCREW & LOCKWASHER(3)-DIAPHRAGM COVER	38. SCREW-PUMP DISC. NOZZLE
11. COVER ASSY.-DIAPHRAGM	39. GASKET(2)-PUMP NOZZLE
12. SPRING-DIAPHRAGM RETURN	40. NOZZLE-PUMP DISCHARGE
13. DIAPHRAGM ASSY.-CHOKE	41. BALL-PUMP DISCHARGE
14. SCREW & LOCKWASHER(3)-CHOKE HOUSING	42. RETAINER-PRI. IDLE JET
15. CHOKE HOUSING ASSY.	43. JET-PRI. IDLE
16. O-RING-CHOKE HOUSING	44. RETAINER-SEC. IDLE JET
17. ROD-FAST IDLE	45. JET-SEC. IDLE
18. CAP-IDLE LIMITER	46. JET-PRI. HIGH SPEED BLEED
19. NEEDLE-IDLE ADJUSTING	47. TUBE-PRI. MAIN WELL
20. SPRING-IDLE NEEDLE	48. JET-SEC. HIGH SPEED BLEED
21. SCREW & LOCKWASHER(4)-PUMP COVER	49. TUBE-SEC. MAIN WELL
22. PUMP COVER ASSY.	50. JET-PRI. MAIN
23. DIAPHRAGM ASSY.-PUMP	51. JET-SEC. MAIN
24. SPRING-PUMP RETURN	52. BOLT & LOCKWASHER-SOLENOID
25. SCREW & LOCKWASHER(5)-BOWL COVER	53. BOLT & LOCKWASHER SPECIAL-SOLENOID
26. BOWL COVER ASSY.	54. SOLENOID-IDLE STOP
27. GASKET-BOWL COVER	55. MAIN BODY ASSY.
28. NUT-FUEL INLET	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE 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 PARTS CONTAINING RUBBER MATERIALS, PLASTIC FLOAT OR PAPER FUEL FILTER.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

CHECK BALL 41,- 1975 & LATER MODELS USE 2 BALLS, 1 AS A WEIGHT

POWER VALVE ASSY. (37)-INSTALL STEM OF VALVE WITH TAPERED SEAT FACING VALVE SEAT.

ECONOMIZER DIAPHRAGM ASSY. REPLACEMENT. (36) CAREFULLY ALIGN HOLES IN DIAPHRAGM TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

PUMP RETURN SPRING (24)-INSTALL WITH SMALL DIAMETER AGAINST CARBURETOR BOWL.

IDLE ADJUSTING NEEDLE (19)-TURN IN UNTIL SEATED, THEN BACK OUT 2 1/2 TURNS.

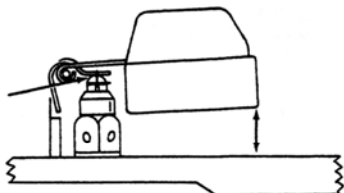
CHOKE COVER (7) INSTALLATION-INSTALL STAT SPRING LOOP ON PIN OF LEVER.

CARBURETOR MOUNTING NUTS-TORQUE 36 IN. LBS. ON EACH NUT ONE AT A TIME, THEN RETIGHTEN EACH IN THE SAME SEQUENCE TO 12FT. LBS.

ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

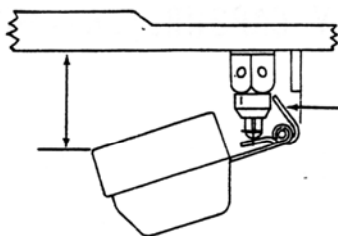
TO ADJUST BEND TANG



BOWL COVER INVERTED (BOWL COVER GASKET REMOVED). FLOAT RESTING ON NEEDLE VALVE OF ITS OWN WEIGHT. (DO NOT COMPRESS SPRING). MEASURE DISTANCE FROM FLOAT AT TOE END TO CASTING SURFACE. (CHECK BOTH FLOAT KIDNEYS)

DRY FLOAT LEVEL ADJUSTMENT

Fig. 1

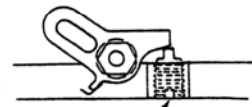


BOWL COVER HELD IN NORMAL POSITION WITH FLOAT HANGING FREELY. MEASURE DISTANCE FROM BOWL COVER GASKET SURFACE TO TOP OF FLOAT.

FLOAT DROP ADJUSTMENT

Fig. 2

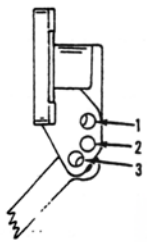
BACK OUT STOP SCREW UNTIL SECONDARY THROTTLE VALVE SEATS IN BORE. TURN SCREW IN UNTIL IT TOUCHES SECONDARY THROTTLE LEVER THEN TURN IN AN ADDITIONAL 1/4 TURN.



STOP SCREW

SECONDARY THROTTLE STOP ADJUSTMENT

Fig. 3

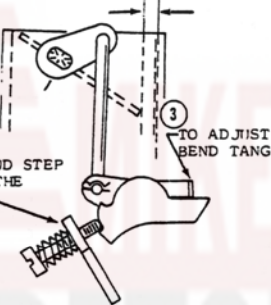


PUMP-POSITION HOLE

Fig. 4

2 HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE PLATE AND AIR HORN WALL.

1 HOLD FAST IDLE SCREW ON SECOND STEP AND AGAINST THE SHOULDER OF THE FIRST STEP OF FAST IDLE CAM.



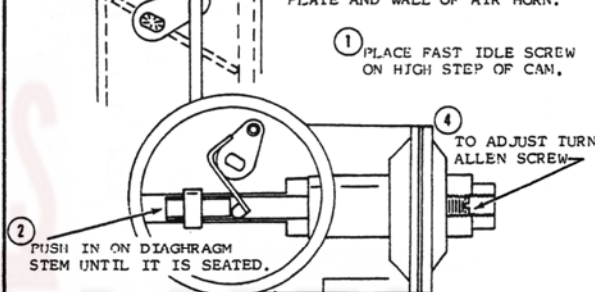
TO ADJUST BEND TANG

FAST IDLE CAM INDEX ADJUSTMENT

Fig. 5

3 HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE PLATE AND WALL OF AIR HORN.

1 PLACE FAST IDLE SCREW ON HIGH STEP OF CAM.



2 PUSH IN ON DIAPHRAGM STEM UNTIL IT IS SEATED.

TO ADJUST TURN ALLEN SCREW

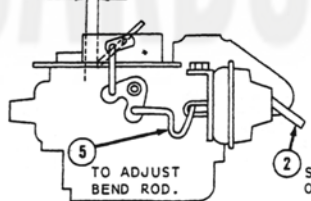
(VACUUM BREAK) CHOKE PULLDOWN ADJUSTMENT

Fig. 6

4 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & AIR HORN WALL.

13/32" CLEARANCE.

3 PUSH INSIDE CHOKE COIL LEVER CLOCKWISE TO CLOSE CHOKE VALVE.



1 PLACE FAST IDLE SCREW ON HIGHEST STEP OF FAST IDLE CAM.

TO ADJUST BEND ROD.

2 SEAT DIAPHRAGM USING OUTSIDE VACUUM SOURCE.

(SOME MODELS) SECONDARY VACUUM BREAK ADJUSTMENT.

FIG. 7

ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING. SEE DATA TABLE FOR SETTING.

ALLOWABLE VARIATION 2 NOTCHES EITHER WAY FROM INDEX.



AUTOMATIC CHOKE ADJUSTMENT

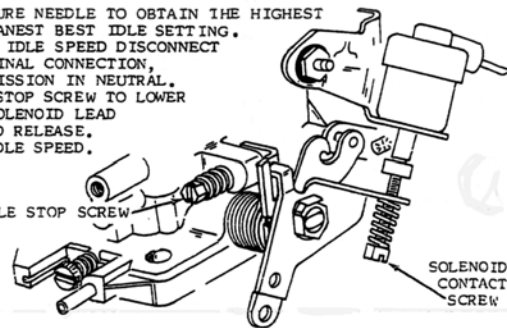
FIG. 8

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.

SUPPLEMENT SLOW IDLE ADJUSTING PROCEDURE

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. DISTRIBUTOR VACUUM HOSE DISCONNECT AND PLUG. ALSO DISCONNECT FUEL TANK HOSE AT VAPOR CANISTER.
3. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AUTOMATIC TRANSMISSION IN DRIVE.
 - B. AIR CLEANER INSTALLED.
4. ADJUST IDLE STOP SOLENOID PLUNGER CONTACT SCREW TO SPECIFIED IDLE R.P.M. USING A TACHOMETER. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
6. TO ADJUST SLOWER IDLE SPEED DISCONNECT SOLENOID AT TERMINAL CONNECTION. AUTOMATIC TRANSMISSION IN NEUTRAL. ADJUST LOW IDLE STOP SCREW TO LOWER R.P.M. CONNECT SOLENOID LEAD OPEN THROTTLE AND RELEASE. RECHECK HIGHER IDLE SPEED.
7. RECONNECT HOSES.

IDLE STOP SCREW



SOLENOID CONTACT SCREW

IDLE ADJUSTMENT

FIG. 10

2 REPLACEMENT CARBS. MEASURE AT TOP EDGE OF VALVE.

2 CHOKE HELD TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & AIR HORN WALL. 13/32" CLEARANCE.

1 THROTTLE HELD IN WIDE OPEN POSITION.

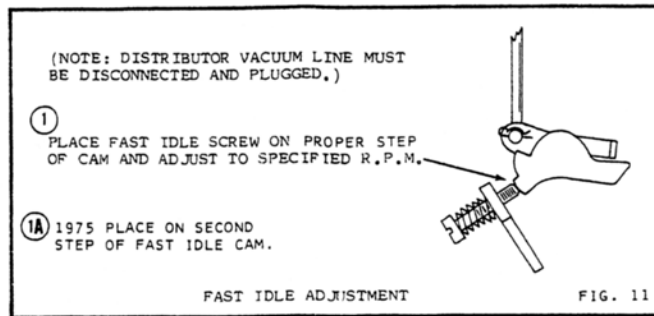


TO ADJUST BEND TANG.

UNLOADER ADJUSTMENT

FIG. 9

ADJUSTMENTS



ADJUSTMENT DATA TABLE

Year	Make		Dry Float Level	Float Drop Setting	Pump Pin Position	Fast Idle Cam Index Setting	Choke Pull Down Setting	Auto Choke Setting	Slow Idle R.P.M.	Fast Idle R.P.M.
1973	Chevrolet (Vega)									
	140" Eng.	M/T	7/16"	1"	No. 3	9/64"	5/16"	1 - RICH	E/D	2000 Top Step
		A/T	7/16"	1"	No. 2	9/64"	5/16"	2 - RICH	E/D	2200 Top Step
1974	Vega 140" Eng.	M/T	7/16"	1"	No. 3	9/64"	5/16"	2½ - RICH	E/D	2000 Top Step
		A/T	7/16"	1"	No. 2	9/64"	13/32"	3½ - RICH	E/D	2200 Top Step
1975	Vega 140" Eng. Monza	M/T	7/16"	1"	No. 3	7/64"	21/64"	3 - RICH	E/D	1600 2nd Step
		M/T	7/16"	1"	No. 3	7/64"	9/32"	3 - RICH	E/D	1600 2nd Step
		A/T	7/16"	1"	No. 2	7/64"	19/64"	4 - RICH	E/D	1600 2nd Step
		A/T	7/16"	1"	No. 2	7/64"	9/32"	4 - RICH	E/D	1600 2nd Step
1976	Vega 140" Eng. Monza	M/T	7/16"	1"	No. 3	21/64"	5/16"	2 - RICH	E/D	2200 Top Step
	Calif.	M/T	7/16"	1"	No. 3	21/64"	17/64"	2 - RICH	E/D	2200 Top Step
		A/T	7/16"	1"	No. 2	21/64"	9/32"	3 - RICH	E/D	2200 Top Step
	Calif.	A/T	7/16"	1"	No. 2	21/64"	17/64"	3 - RICH	E/D	2200 Top Step
1977	Vega 140" Eng. Fed.	All/T	7/16"	1"	----	3/32"	1/4"	3 - RICH	E/D	2500 Top Step
	Calif.	M/T	7/16"	1"	----	1/8"	9/32"	3 - RICH	E/D	2500 Top Step
	Altitude	A/T	7/16"	1"	----	1/8"	19/64"	3 - RICH	E/D	2500 Top Step
1977	Oldsmobile (Starfire)									
	140" Eng. Fed.	All/T	7/16"	1"	----	3/32"	1/4"	3 - RICH	E/D	2500 Top Step
	Calif.	M/T	7/16"	1"	----	1/8"	9/32"	3 - RICH	E/D	2500 Top Step
	Altitude	A/T	7/16"	1"	----	1/8"	19/64"	3 - RICH	E/D	2500 Top Step
1975	Pontiac (Astre)									
	140" Eng.	M/T	7/16"	1"	No. 3	9/64"	19/64"	2½ - RICH	E/D	2000 Top Step
		A/T	7/16"	1"	No. 2	9/64"	13/32"	3½ - RICH	E/D	2200 Top Step
1976	Astre 140" Eng.	M/T	7/16"	1"	No. 3	21/64"	5/16"	2 - RICH	E/D	2200 Top Step
	Calif.	M/T	7/16"	1"	No. 3	21/64"	17/64"	2 - RICH	E/D	2200 Top Step
		A/T	7/16"	1"	No. 2	21/64"	9/32"	3 - RICH	E/D	2200 Top Step
	Calif.	A/T	7/16"	1"	No. 2	21/64"	17/64"	3 - RICH	E/D	2200 Top Step
1977	Astre 140" Eng. Fed.	All/T	7/16"	1"	----	3/32"	1/4"	3 - RICH	E/D	2500 Top Step
	Calif.	M/T	7/16"	1"	----	1/8"	9/32"	3 - RICH	E/D	2500 Top Step
	Altitude	A/T	7/16"	1"	----	1/8"	19/64"	3 - RICH	E/D	2500 Top Step

**DATA TABLE
HOLLEY REPLACEMENT CARBURETORS**

Carburetor Number	Dry Float Level	Float Drop Setting	Pump Pin Position	Choke Pull Down Setting	Auto Choke Setting
ASTRA, STARFIRE, VEGA					
R-7179	7/16"	1"	No. 3	-----	1-RICH
R-7344, R-8293, R-8294	7/16"	1"	No. 3	19/64"	2.5-RICH
R-7706, R-8263, R-8264, R-8295	7/16"	1"	No. 3	21/64"	3-RICH
R-7757, R-7758	7/16"	1"	No. 3	-----	3-5 RICH
R-8295, R-8297	7/16"	1"	No. 3	13/64"	3-5 RICH

INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

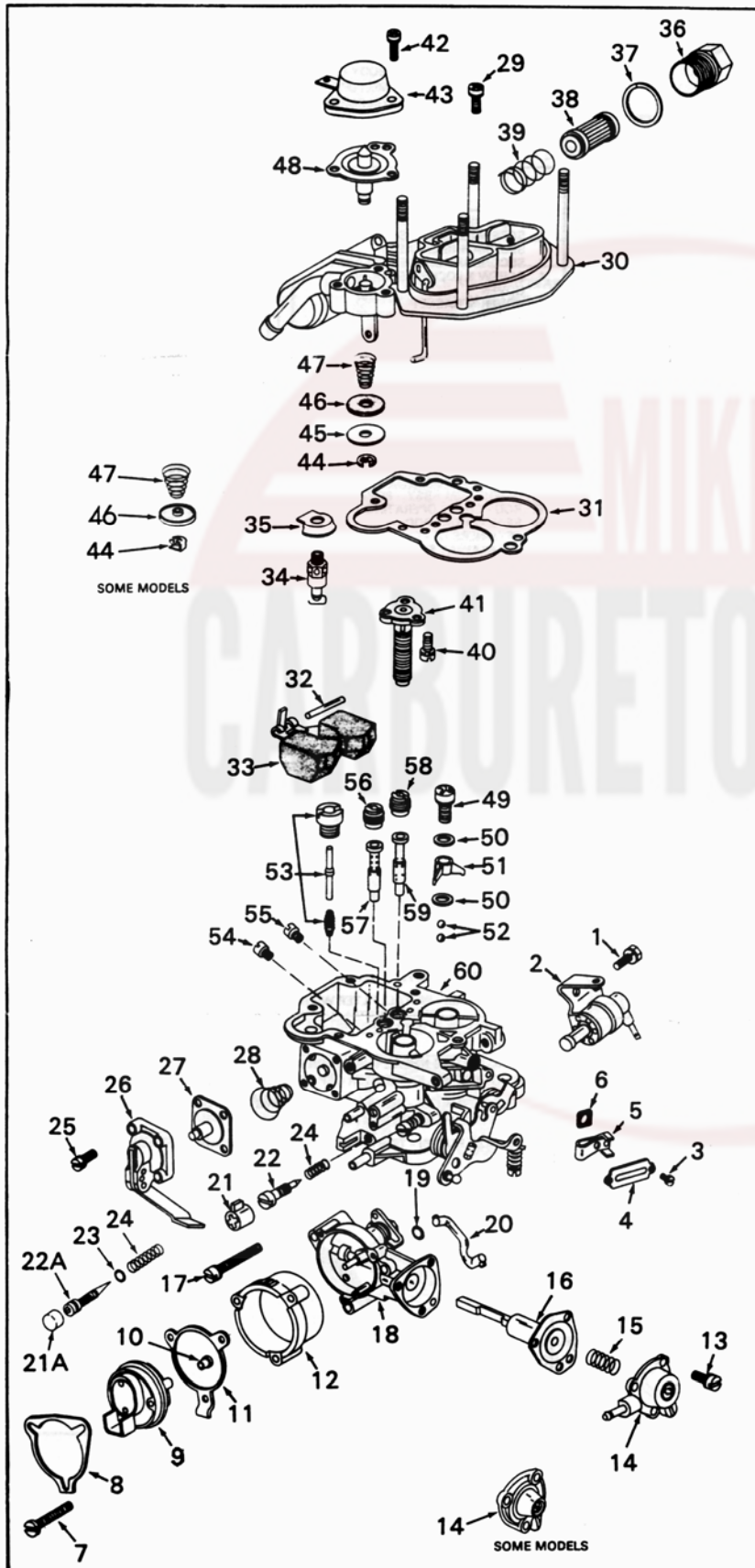
HOLLEY MODEL - 5210C

(GM PRODUCTS)

IS- 50-539-5

GENERAL EXPLODED VIEW

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INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. TAMPER RESISTANT CHOKE COVER SCREWS CAN BE REMOVED BY USING A FILE OR SUITABLE GRINDER TO REMOVE SCREW HEADS, OR BY CAREFULLY SAWING A SLOT IN SCREW HEAD, BACKING OUT REMAINING PORTION OF SCREW MAY BE HARD. SCREWS ARE COATED WITH A RETAINING COMPOUND. REPLACEMENT SCREWS ARE SUPPLIED IN REPAIR KIT. MODELS WITH SEALED IDLE MIXTURE NEEDLE (22A), REMOVE STAKING FROM AROUND IDLE MIXTURE NEEDLE BRASS CUP PLUG. REMOVE CUP PLUG BY USING A SUITABLE SCREW EXTRACTOR. SOLID TYPE PLUGS ARE REMOVED BY POSITIONING A PUNCH IN LOCATOR POINT OF THE THROTTLE BODY, BENEATH IDLE MIXTURE NEEDLE PLUG (MAINFOLD SIDE). DRIVE OUT HARDENED STEEL PLUG COVERING MIXTURE NEEDLE. NOTE SIZES OF JETS AND MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSEMBLY (RECORD SIZES BELOW).

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (2)- SOLENOID	29. SCREW & LOCKWASHER (5)- BOWL COVER.
2. SOLENOID- IDLE STOP	30. BOWL COVER ASSEMBLY
3. SCREW & LOCKWASHER (2)- COVER	31. GASKET- BOWL COVER
4. COVER- COMPENSATOR VALVE	32. PIN- FLOAT
5. VALVE ASSY. HOT IDLE COMPENSATOR	33. FLOAT ASSEMBLY
6. GASKET- COMPENSATOR VALVE	34. NEEDLE & SEAT ASSEMBLY
7. SCREW (3)- CHOKE RETAINER	35. BAFFLE- NEEDLE SEAT (SOME MODELS)
8. RETAINER- CHOKE COVER	36. NUT- FUEL INLET
9. CHOKE COVER & COIL ASSY.	37. GASKET- INLET NUT
10. BUSHING- CHOKE SPRING LOOP	38. FILTER- FUEL
11. RING- CHOKE GROUND	39. SPRING- FUEL FILTER
12. HOUSING- CHOKE COIL ASSY.	40. SCREW & LOCKWASHER (3)- DIAPHRAGM ASSEMBLY.
13. SCREW & LOCKWASHER (3)- COVER	41. DIAPHRAGM ASSY.- POWER VALVE
14. COVER ASSY.- DIAPHRAGM	42. SCREW & LOCKWASHER (3)- SOLENOID
15. SPRING- DIAPHRAGM	43. SOLENOID ASSY.- BOWL VENT
16. DIAPHRAGM ASSY.- CHOKE	44. E- CLIP- WASHER
17. SCREW & LOCKWASHER (3)- CHOKE HOUSING.	45. WASHER- VENT VALVE
18. CHOKE & DIAPHRAGM HOUSING ASSY.	46. VALVE- VENT
19. O-RING- CHOKE HOUSING (SOME MODELS)	47. SPRING- DIAPHRAGM RETURN
20. ROD- FAST IDLE	48. DIAPHRAGM ASSY.- VENT VALVE
21. CAP- IDLE LIMITER	49. SCREW- PUMP DISC. NOZZLE
21A. PLUG- IDLE NEEDLE SEAL (SOME MODELS).	50. GASKET (2)- PUMP NOZZLE
22. NEEDLE- IDLE ADJUSTING	51. NOZZLE- PUMP DISCHARGE
22A. NEEDLE- IDLE ADJUSTING (SOME MODELS).	52. BALL (2)- PUMP DISCHARGE
23. O-RING- IDLE NEEDLE (SOME MODELS).	53. POWER VALVE ASSY.
24. SPRING- IDLE ADJUSTING NEEDLE	54. JET- PRI. MAIN
25. SCREW & LOCKWASHER (4)- PUMP COVER.	55. JET- SEC. MAIN
26. COVER ASSY.- PUMP	56. JET- PRI. HIGH SPEED BLEED
27. DIAPHRAGM ASSY.- PUMP	57. TUBE- PRI. MAIN WELL
28. SPRING- PUMP RETURN	58. JET- SEC. HIGH SPEED BLEED
	59. TUBE- SEC. MAIN WELL
	60. MAIN BODY ASSEMBLY

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN A SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF ALL OBSCURE AREAS. CAUTION: DO NOT SOAK PLASTIC FLOAT, SOLENOIDS, OR PARTS CONTAINING RUBBER IN CARBURETOR CLEANING SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

POWER VALVE ASSY. (53)- INSTALL STEM OF VALVE WITH TAPERED SEAT FACING VALVE SEAT.

CHECK BALL (52)- 2 BALLS ARE USED, ONE IS USED AS A WEIGHT.

ECONOMIZER DIAPHRAGM ASSY. (41)- CAREFULLY ALIGN HOLES IN DIAPHRAGM AND COVER TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

FUEL FILTER (38)- INSTALL FILTER WITH SOLID END AGAINST SPRING (39).

PUMP RETURN SPRING (28)- INSTALL WITH SMALL DIAMETER AGAINST CARBURETOR BOWL.

IDLE ADJUSTING NEEDLE (22)- TURN IN UNTIL SEATED, THEN BACK OUT 2 1/2 TURNS. (DO NOT INSTALL IDLE LIMITER CAP OR PLUG AT THIS TIME).

CHOKE COVER (9)- INSTALL STATE SPRING LOOP ON PIN OF LEVER. (USE NO GASKET ON ELECTRIC CHOKE COVER, IT MUST BE GROUNDED).

CARBURETOR ATTACHING NUTS- TIGHTEN EVENLY TO 145 IN. LBS. TORQUE.

FUEL INLET NUT (36)- TIGHTEN TO 300 IN. LBS. TORQUE.

INSTRUCTION SHEET

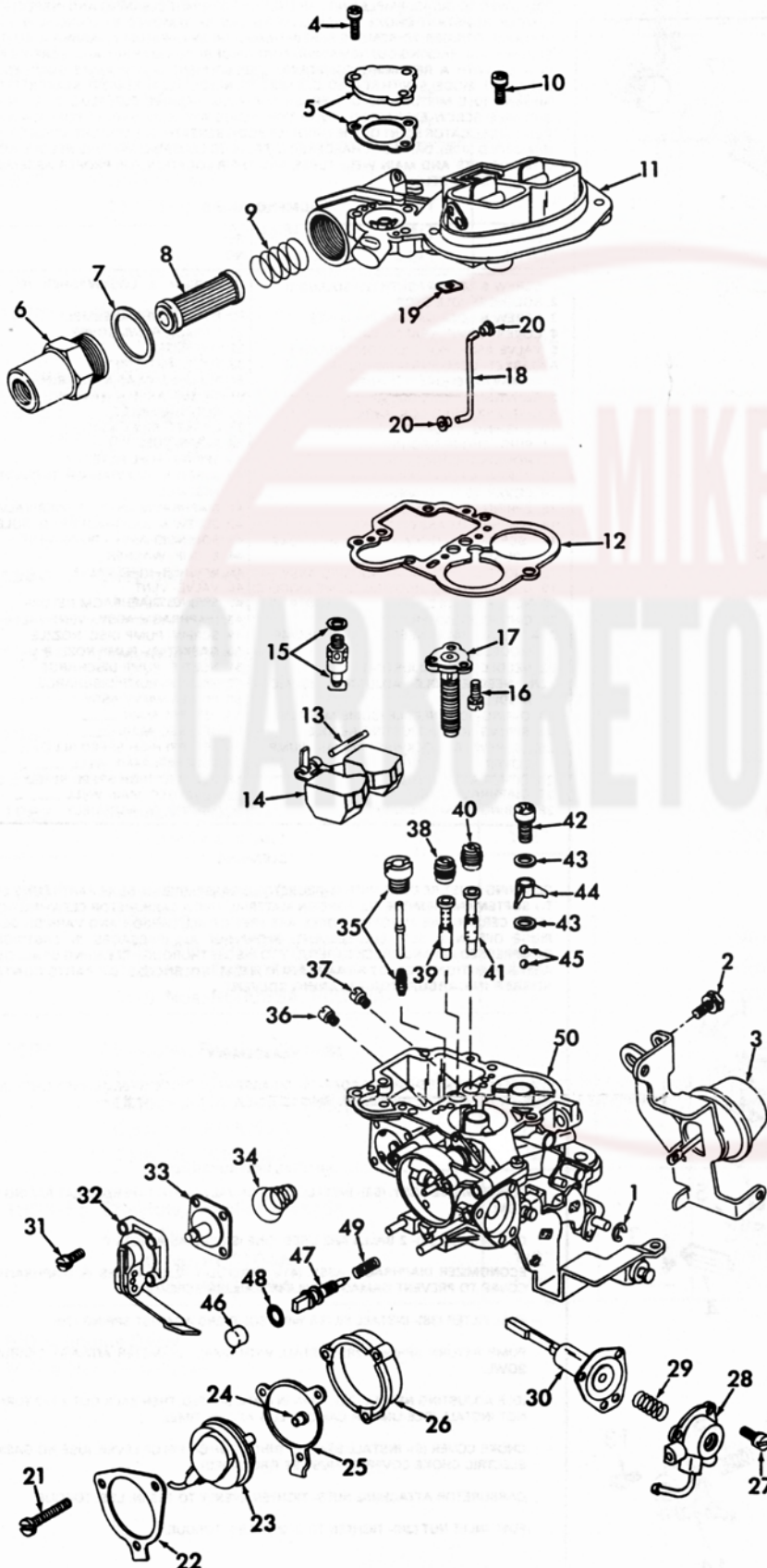
OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 5210C

(GM PRODUCTS CANADA)

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. TAMPER RESISTANT CHOKE COVER SCREWS CAN BE REMOVED BY USING A FILE OR BY CAREFULLY SAWING A SLOT IN SCREW HEAD. BACKING OUT REMAINING PORTION OF SCREW MAY BE HARD. SCREWS ARE COATED WITH A RETAINING COMPOUND. TO REMOVE IDLE MIXTURE NEEDLE PLUG POSITION A PUNCH IN LOCATOR POINT OF THE THROTTLE BODY BENEATH IDLE MIXTURE PLUG. DRIVE OUT HARDENED STEEL PLUG COVERING MIXTURE NEEDLE. NOTE SIZES OF JETS AND MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSEMBLY. (RECORD SIZES BELOW)

NOMENCLATURE

REF. NO.	REF. NO.
1. E-CLIP SEC. DIAPHRAGM ROD	25. RING - CHOKE GROUND
2. SCREW & LOCKWASHER (3) - SEC. DIAPHRAGM ASSY.	26. HOUSING - CHOKE COIL ASSY.
3. SECONDARY DIAPHRAGM ASSY.	27. SCREW & LOCKWASHER (3) - COVER
4. SCREW & LOCKWASHER (3) - COVER	28. COVER ASSY. - DIAPHRAGM
5. COVER & GASKET	29. SPRING - DIAPHRAGM
6. NUT - FUEL INLET	30. DIAPHRAGM ASSY. - CHOKE
7. GASKET - INLET NUT	31. SCREW & LOCKWASHER (4) - PUMP COVER
8. FILTER - FUEL	32. COVER ASSY. - PUMP
9. SPRING - FUEL FILTER	33. DIAPHRAGM ASSY. - PUMP
10. SCREW & LOCKWASHER (5) - BOWL COVER	34. SPRING - PUMP RETURN
11. BOWL COVER	35. POWER VALVE ASSY.
12. GASKET - BOWL COVER	36. JET - PRI. MAIN
13. PIN - FLOAT	37. JET - SEC. MAIN
14. FLOAT ASSEMBLY	38. JET - PRI. HIGH SPEED BLEED
15. NEEDLE & SEAT ASSY.	39. TUBE - PRI. MAIN WELL
16. SCREW & LOCKWASHER (3) - DIAPHRAGM ASSY.	40. JET - SEC. HIGH SPEED BLEED
17. DIAPHRAGM ASSY. - POWER VALVE	41. TUBE - SEC. MAIN WELL
18. ROD - CHOKE OPERATING	42. SCREW - PUMP DISC NOZZLE
19. SEAL - CHOKE ROD	43. GASKET (2) - PUMP NOZZLE
20. RETAINERS (2) - CHOKE ROD	44. NOZZLE - PUMP DISCHARGE
21. BREAKAWAY SCREW (3) - CHOKE RETAINER	45. BALL (2) - PUMP DISCHARGE
22. RETAINER - CHOKE COVER	46. PLUG - IDLE NEEDLE
23. CHOKE COVER & COIL ASSY.	47. NEEDLE - IDLE ADJUSTING
24. BUSHING - CHOKE SPRING LOOP	48. O-RING - IDLE NEEDLE
	49. SPRING - IDLE ADJ. NEEDLE
	50. MAIN BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN A SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF ALL OBSCURE AREAS. CAUTION: DO NOT SOAK PLASTIC FLOAT, SOLENOIDS, OR PARTS CONTAINING RUBBER IN CARBURETOR CLEANING SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

POWER VALVE ASSY. (35) - INSTALL STEM OF VALVE WITH TAPERED SEAT FACING VALVE SEAT.

CHECK BALL (45) - 2 BALLS ARE USED, ONE IS USED AS A WEIGHT.

POWER VALVE DIAPHRAGM ASSY. (17) - CAREFULLY ALIGN HOLES IN DIAPHRAGM AND COVER TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

FUEL FILTER (8) - INSTALL FILTER WITH SOLID END AGAINST SPRING (9).

PUMP RETURN SPRING (34) - INSTALL WITH SMALL DIAMETER AGAINST CARBURETOR BOWL.

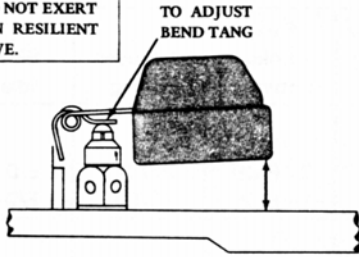
IDLE ADJUSTING NEEDLE (47) - TURN IN UNTIL SEATED, THEN BACK OUT 2 1/2 TURNS. (DO NOT INSTALL IDLE LIMITER CAP OR PLUG AT THIS TIME.)

CHOKE COVER (23) - INSTALL STAT SPRING LOOP ON PIN OF LEVER (BE SURE CHOKE SPRING LOOP BUSHING IS IN PLACE.)

FUEL INLET NUT (6) - TIGHTEN TO 300 IN. LBS. TORQUE (25FT. LBS.).

ADJUSTMENTS

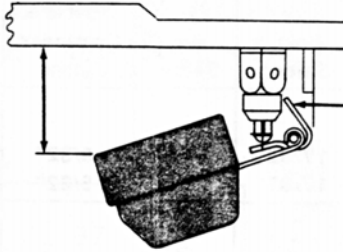
CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



BOWL COVER INVERTED (BOWL COVER GASKET REMOVED). FLOAT RESTING ON NEEDLE VALVE OF ITS OWN WEIGHT. (DO NOT COMPRESS SPRING). MEASURE DISTANCE FROM FLOAT AT TOE END TO CASTING SURFACE. (CHECK BOTH FLOATS)

DRY FLOAT LEVEL ADJUSTMENT

Fig. 1

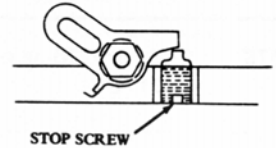


BOWL COVER HELD IN NORMAL POSITION WITH FLOAT HANGING FREELY. MEASURE DISTANCE FROM BOWL COVER GASKET SURFACE TO TOP TOE OF FLOAT.

FLOAT DROP ADJUSTMENT

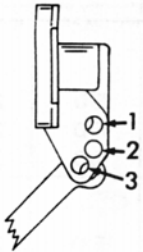
Fig. 2

BACK OUT STOP SCREW UNTIL SECONDARY THROTTLE VALVE SEATS IN BORE. TURN SCREW IN UNTIL IT TOUCHES SECONDARY THROTTLE LEVER, THEN TURN IN AN ADDITIONAL 1/4 TURN.



SECONDARY THROTTLE STOP ADJUSTMENT

Fig. 3

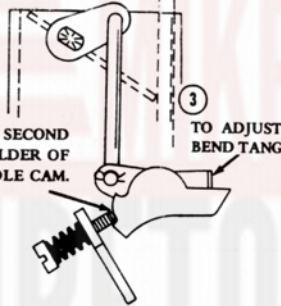


PUMP PIN POSITION HOLES

Fig. 4

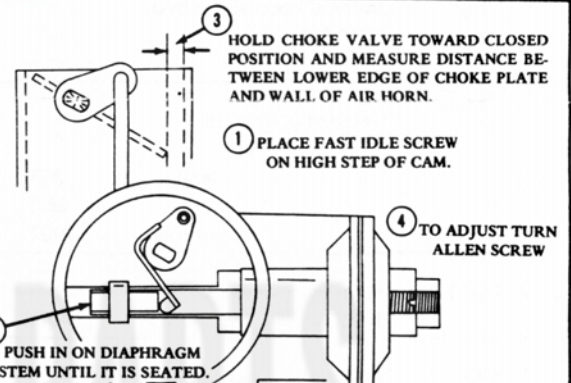
- 2 HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE PLATE AND AIR HORN WALL.

- 1 HOLD FAST IDLE SCREW ON SECOND STEP AND AGAINST THE SHOULDER OF THE FIRST STEP OF FAST IDLE CAM.



FAST IDLE CAM INDEX ADJUSTMENT

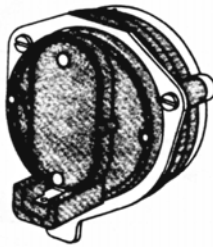
Fig. 5



- 2A APPLY OUTSIDE VACUUM SOURCE TO SEAT DIAPHRAGM ON UNITS WITH VACUUM PICK UP ON DIAPHRAGM COVER.
- CHOKE PULLDOWN ADJUSTMENT

Fig. 6

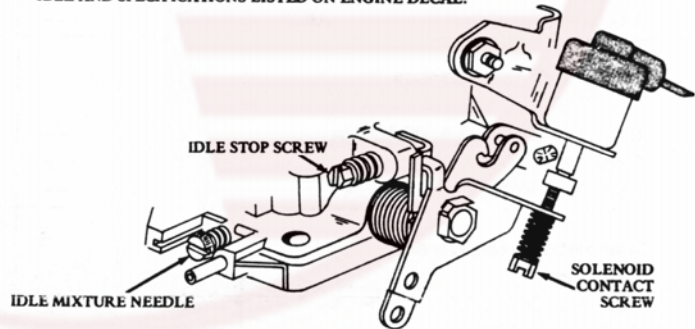
ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING. SEE DATA TABLE FOR SETTING.



AUTOMATIC CHOKE ADJUSTMENT

Fig. 7

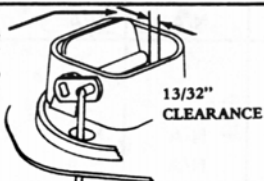
USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE AND SPECIFICATIONS LISTED ON ENGINE DECAL.



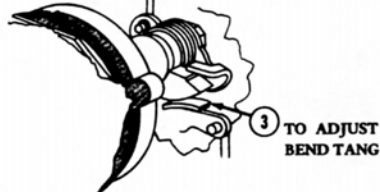
IDLE ADJUSTMENT

Fig. 9

- 2 CHOKE HELD TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL.



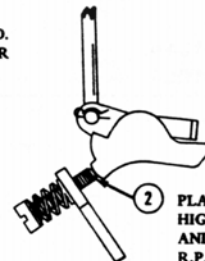
- 1 THROTTLE HELD IN WIDE OPEN POSITION.



UNLOADER ADJUSTMENT

Fig. 8

- 1 CURB IDLE SPEED ADJUSTED. DISCONNECT AND PLUG EGR PORT.



FAST IDLE ADJUSTMENT

Fig. 10

ADJUSTMENT DATA TABLE

Year	Make		Dry Float Setting	Float Drop Setting	Fast Idle Cam Index Setting	Choke Pulldown Setting	Auto Choke Setting	Unloader Setting	Slow Idle	Fast Idle R.P.M.
1978	Chevrolet (Monza, Nova) 151" Eng. Federal	A/T	17/32"	1"	5/32"	.300"	2 - RICH	23/64"	E/D	2500
		M/T	17/32"	1"	5/32"	.325"	1 - RICH	23/64"	E/D	2500
1978	Oldsmobile (Omega, Starfire) 151" Eng.	A/T	17/32"	1"	5/32"	.300"	2 - RICH	23/64"	E/D	2400
		M/T	17/32"	1"	5/32"	.325"	1 - RICH	23/64"	E/D	2200
1977	Pontiac (Astre) 151" Eng. Federal	A/T	17/32"	1"	5/32"	.275"	4 - RICH	13/32"	E/D	2400
		Federal M/T	17/32"	1"	5/32"	.300"	4 - RICH	13/32"	E/D	2400
		California All/T	17/32"	1"	5/32"	.275"	2 - RICH	13/32"	E/D	2400
1978	Pontiac (Phoenix, Sunbird) 151" Eng.	A/T	17/32"	1"	5/32"	.300"	2 - RICH	23/64"	E/D	2400
		M/T	17/32"	1"	5/32"	.325"	1 - RICH	23/64"	E/D	2200
1979	Chevrolet (Chevette) 97.6" Eng. 4 Cyl.									
		Federal A/T	1/2"	---	.110"	.250"	2 - RICH	.350"	E/D	2500
		Federal M/T	1/2"	---	.110"	.245"	2 - RICH	.350"	E/D	2500
		California All/T	1/2"	---	.130"	.300"	1 - RICH	.350"	E/D	2500
1980	Chevrolet (Chevette) 1.6 Liter Eng. (49 States)	All/T	1/2"	---	.110"	.120"	N/A	.350"	E/D	2500
1981	Chevrolet (Chevette) 1.6 Liter Eng. (Can.)	All/T	1/2"	---	.110"	.300"	INDEX	.275"	E/D	E/D
1982	Chevrolet (Chevette) 1.6 Liter Eng. (Can.)	All/T	1/2"	---	.080"	.270"	N/A	.350"	E/D	E/D
1982	Pontiac (T-1000) 1.6 Liter Eng. (Can.)	All/T	1/2"	---	.080"	.270"	N/A	.350"	E/D	E/D
1983	Chevrolet, Pontiac, Canada 1.6L Eng.									
		Carb. Nos. R60008A, R60009A	1/2"	---	.090"	.280"	N/A	.275"	E/D	E/D
		Carb. Nos. R-60047A	1/2"	---	.120"	N/A	N/A	.350"	E/D	E/D
		Carb. Nos. R60098A, R6099A	1/2"	---	.080"	N/A	N/A	.275"	E/D	E/D
1984	Chevrolet, Pontiac, Canada 1.6L Eng.									
		Carb. No. R60056A	1/2"	---	.110"	N/A	N/A	.300"	E/D	E/D
		Carb. No. R60057A	1/2"	---	.110"	N/A	N/A	.350"	E/D	E/D
		Carb. No. R60059A	1/2"	---	.120"	N/A	N/A	.350"	E/D	E/D
1984-85	Chevrolet, Pontiac, Canada 1.6L Eng.									
		Carb. No. R60104A	1/2"	---	.090"	N/A	N/A	.275"	E/D	E/D
		Carb. No. R60105A	1/2"	---	.100"	N/A	N/A	.350"	E/D	E/D

E/D = Engine Decal

N/A = Non Adjustable

INSTRUCTION SHEET

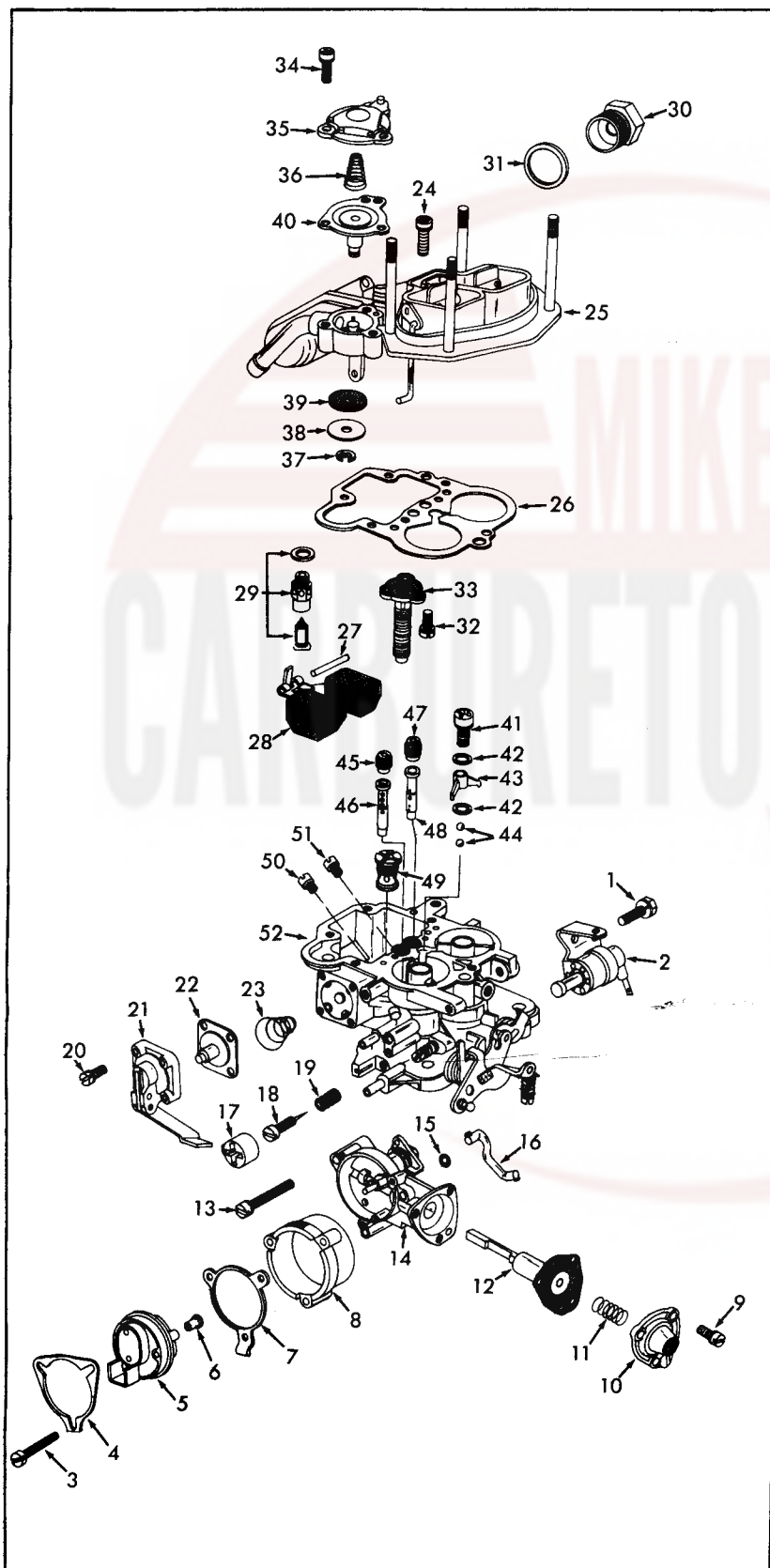
HOLLEY CARBURETOR—MODEL 5210-C

AMC 4 CYL ENGINE

IS- 50-541-2

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. CAUTION: NOTE SIZES OF JETS AND MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSEMBLY (RECORD SIZES BELOW.)

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LKWSHR. (2) - SOLENOID	27. PIN - FLOAT
2. SOLENOID - IDLE STOP	28. FLOAT ASSY.
3. SCREW (3) - CHOKE RETAINER	29. NEEDLE, SEAT AND GASKET ASSY.
4. RETAINER - CHOKE COVER	30. NUT - FUEL INLET
5. CHOKE COVER AND COIL ASSY.	31. GASKET - INLET NUT
6. BUSHING - COIL SPRING LOOP	32. SCREW & LKWSHR. (3) - DIAPHRAGM ASSY.
7. RING - CHOKE GROUND	33. DIAPHRAGM ASSY. - ECONOMIZER
8. HOUSING - CHOKE COIL ASSY.	34. SCREW & LKWSHR. (3) - COVER
9. SCREW & LKWSHR. (3) - COVER	35. COVER - DIAPHRAGM
10. COVER ASSY. - DIAPHRAGM	36. SPRING - DIAPHRAGM RETURN
11. SPRING - DIAPHRAGM	37. E CLIP - WASHER
12. DIAPHRAGM ASSY. - CHOKE	38. WASHER - VENT VALVE
13. SCREW & LKWSHR. (3) - CHOKE HOUSING	39. VALVE - VENT
14. CHOKE & DIAPHRAGM HOUSING ASSY.	40. DIAPHRAGM ASSY. - VENT VALVE
15. O-RING - CHOKE HOUSING ASSY.	41. SCREW - PUMP DISC. NOZZLE
16. ROD - FAST IDLE	42. GASKET - PUMP NOZZLE
17. CAP - IDLE LIMITER	43. NOZZLE - PUMP DISCHARGE
18. NEEDLE - IDLE ADJUSTING	44. BALL (2) - PUMP DISCHARGE
19. SPRING - IDLE ADJ. NEEDLE	45. JET - PRI. HIGH SPEED BLEED
20. SCREW & LKWSHR. (4) - PUMP COVER	46. TUBE - PRI. MAIN WELL
21. COVER ASSY. - PUMP	47. JET - SEC. HIGH SPEED BLEED
22. DIAPHRAGM ASSY. - PUMP	48. TUBE - SEC. MAIN WELL
23. SPRING - PUMP RETURN	49. POWER VALVE ASSY.
24. SCREW & LKWSHR. (5) - BOWL COVER	50. JET - PRI. MAIN
25. BOWL COVER ASSY.	51. JET - SEC. MAIN
26. GASKET - BOWL COVER	52. MAIN BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIALS. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE 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 PARTS CONTAINING RUBBER MATERIALS, SOLENOIDS, OR PLASTIC FLOAT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

CHECK BALLS (44) - ALL MODELS USE 2 BALLS. ONE IS USED FOR A WEIGHT.

SPRING (36) - INSTALL WITH SMALL END TOWARDS COVER.

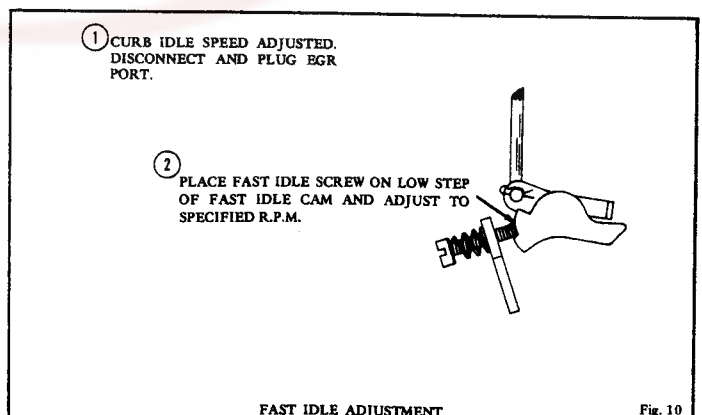
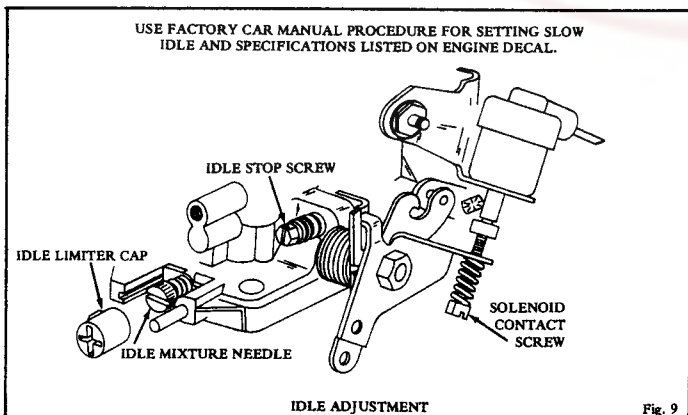
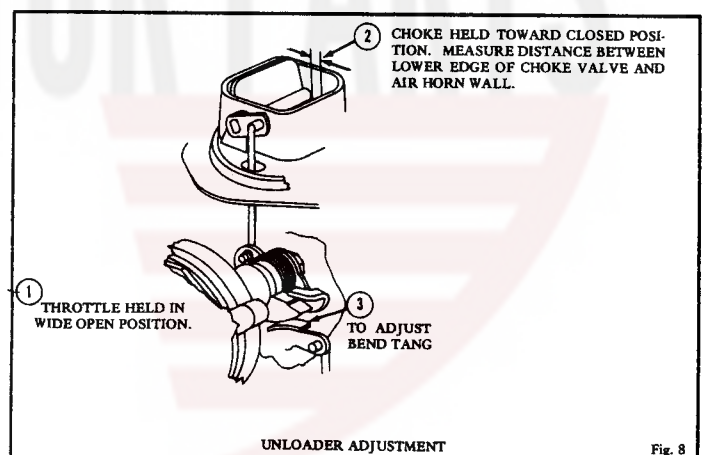
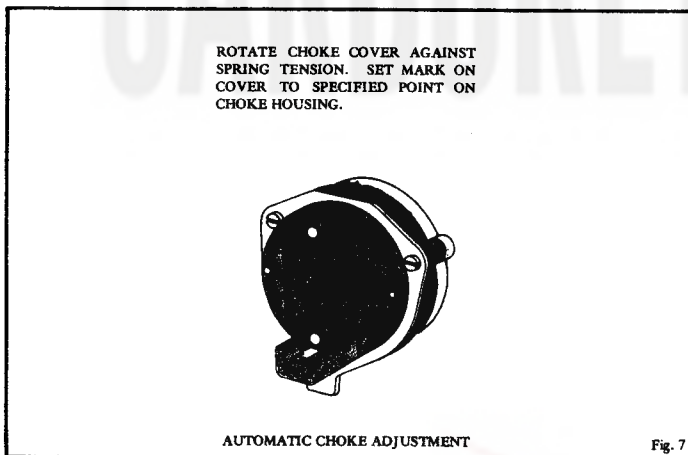
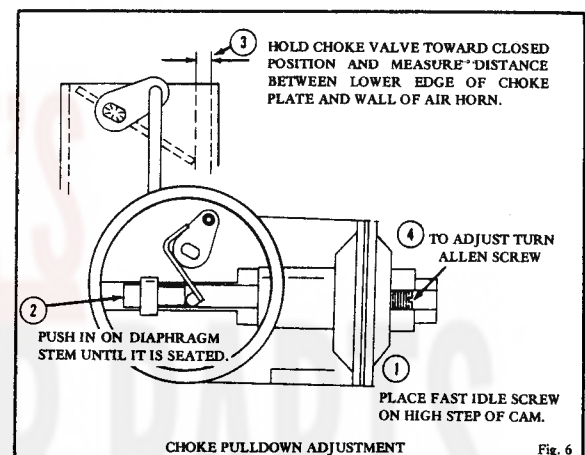
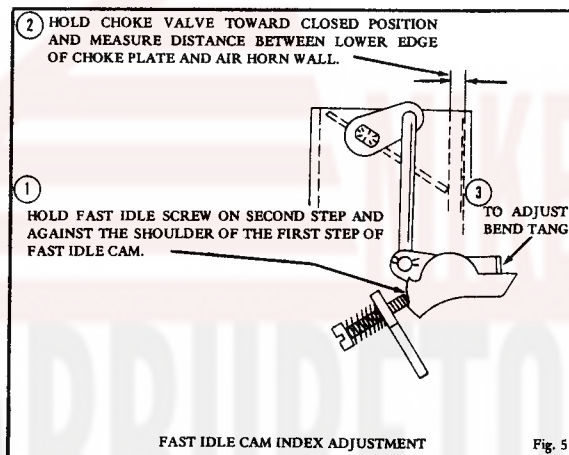
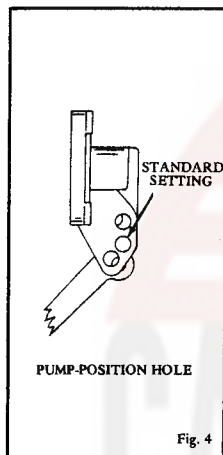
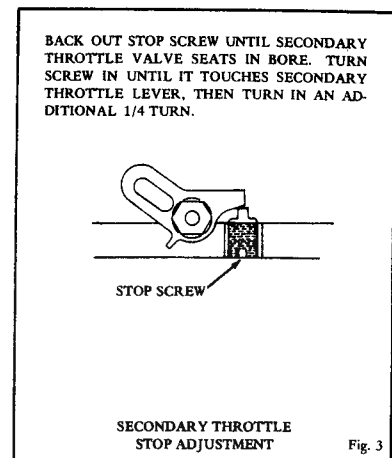
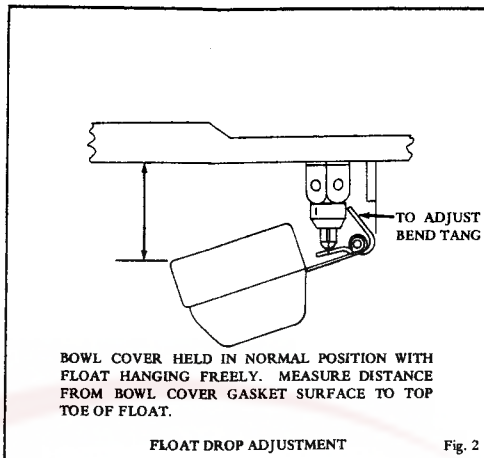
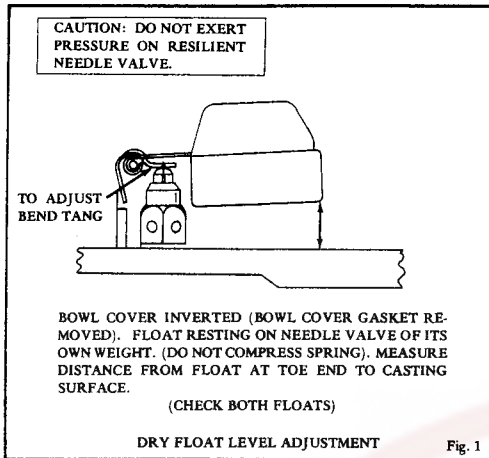
ECONOMIZER DIAPHRAGM ASSEMBLY (33) - CAREFULLY ALIGN HOLES IN DIAPHRAGM TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

PUMP RETURN SPRING (23) - INSTALL WITH SMALL END AGAINST CARBURETOR BOWL.

IDLE ADJUSTING NEEDLE (18) - TURN IN UNTIL SEATED, THEN BACK OUT 2 1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

CHOKE COVER (5) - INSTALL BUSHING (6) - IN LOOP END OF COIL SPRING BEFORE INSTALLING ON PIN OF LEVER.

ADJUSTMENTS



ADJUSTMENT DATA TABLE

YEAR	APPLICATION AMC PRODUCTS	DRY FLOAT LEVEL	FLOAT DROP	FAST IDLE CAM INDEX ADJ.	CHOKE PULLDOWN ADJ.	AUTO. CHOKE SETTING	UN- LOADER ADJ.	FAST IDLE R.P.M*
1977	4 CYL. ENG. 49 STATES ALL/T	7/16"	1"	9/64"	1/4"	1-RICH	5/16"	1600
	CALIF. A/T	7/16"	1"	7/64"	13/64"	1-RICH	5/16"	1600
	ALT. M/T	7/16"	1"	9/64"	7/32"	INDEX	5/16"	1600
1978	4 CYL. ENG. 49 STATES A/T	7/16"	1"	13/64"	13/64"	1-RICH	5/16"	1800
	M/T	7/16"	1"	3/16"	3/16"	1-RICH	5/16"	1800
	CALIF.	7/16"	1"	3/16"	3/16"	1-RICH	5/16"	1800
	ALT. M/T	7/16"	1"	11/64"	3/16"	INDEX	5/16"	1800
1979	4 CYL. ENG. 49 STATES A/T	7/16"	1"	13/64"	3/16"	1-RICH	5/16"	1800
	M/T	7/16"	1"	3/16"	17/64"	1-RICH	5/16"	1800
	CALIF. A/T	7/16"	1"	3/16"	3/16"	1-RICH	5/16"	1800
	(R-8675A) Hilly Terrain M/T	7/16"	1"	11/64"	11/64"	INDEX	5/16"	1800

*check engine decal.

