



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.

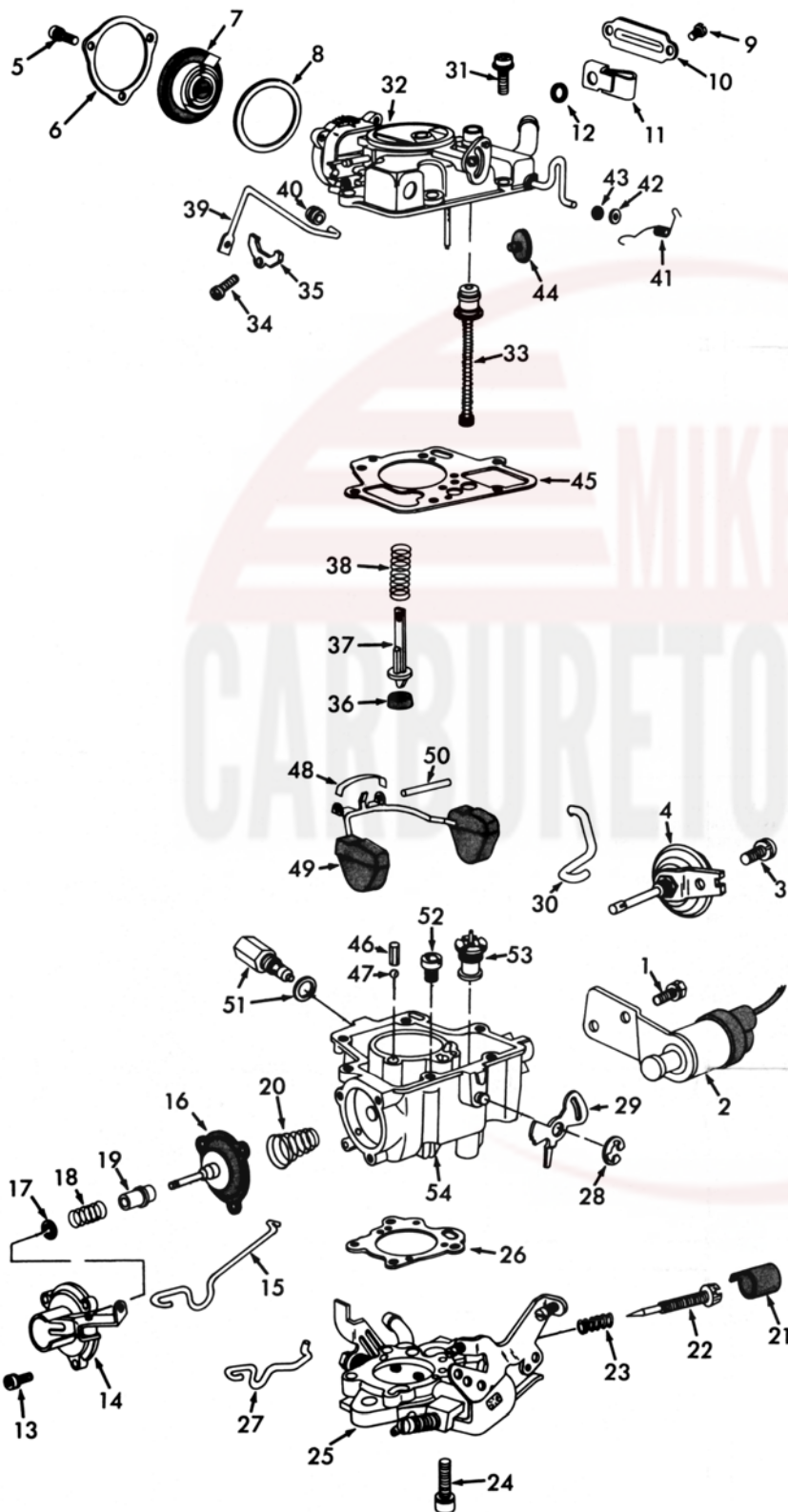
INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 1940

IS- 50-540-2

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: MAIN WELL TUBE IS NOT REMOVABLE. TAKE EXTREME CARE SO AS NOT TO BEND OR DAMAGE TUBE. REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSY. (33). BEARING WASHER (42) AND FELT SEAL (43) CAN BE REMOVED. VENT VALVE ROD IS NOT REMOVABLE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LKWSHR. (2) - SOLENOID	28. E CLIP - FAST IDLE CAM
2. SOLENOID ASSY. - THROTTLE	29. CAM - FAST IDLE
3. SCREW & LKWSHR. - DASHPOT	30. LINK - FAST IDLE CAM
4. DASHPOT ASSY.	31. SCREW & LKWSHR (6) - BOWL COVER
5. SCREW (3) - CHOKE COVER RETAINER	32. BOWL COVER ASSY.
6. RETAINER - CHOKE COVER	33. PISTON ASSY. - POWER VALVE
7. CHOKE COVER & SPRING ASSY.	34. SCREW - PUMP ROD CLAMP
8. GASKET - CHOKE COVER	35. CLAMP - PUMP ROD
9. SCREW & LKWSHR (2) - COVER	36. CUP - PUMP
10. COVER - IDLE COMP. VALVE	37. STEM - PUMP CAP
11. VALVE - IDLE COMPENSATOR	38. SPRING - PUMP
12. GASKET - IDLE COMP. VALVE	39. ROD - PUMP
13. SCREW & LKWSHR (3) - COVER	40. GROMMET - PUMP ROD
14. COVER ASSY. - CHOKE DIAPHRAGM	41. SPRING - VENT ROD
15. LINK - CHOKE DIAPHRAGM LEVER	42. BEARING - VENT ROD
16. DIAPHRAGM ASSY. - CHOKE	43. SEAL (FELT) - VENT ROD
17. RETAINER - MODULATOR SPRING	44. VALVE - VENT
18. SPRING - CHOKE MODULATOR	45. GASKET - BOWL COVER
19. SLEEVE - CHOKE MODULATOR	46. WEIGHT - PUMP DISC BALL
20. SPRING - DIAPHRAGM RETURN	47. BALL - PUMP DISC
21. CAP - IDLE LIMITER	48. RETAINER - FLOAT PIN
22. NEEDLE - IDLE ADJUSTING	49. FLOAT ASSY.
23. SPRING - IDLE ADJ. NEEDLE	50. PIN - FLOAT HINGE
24. SCREW & LKWSHR (3) - THROTTLE BODY	51. NEEDLE, SEAT & GASKET ASSY.
25. THROTTLE BODY ASSY.	52. JET - MAIN
26. GASKET - THROTTLE BODY	53. POWER VALVE ASSY.
27. LINK - PUMP OPERATING	54. BOWL ASSY. - FLOAT

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 PLASTIC FLOAT, SOLENOIDS OR PARTS CONTAINING RUBBER MATERIALS IN CARBURETOR CLEANING SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

VENT ROD BEARING (42) - LIGHTLY STAKE CASTING AROUND BEARING WASHER.

POWER PISTON (33) - LIGHTLY STAKE CASTING AROUND WASHER.

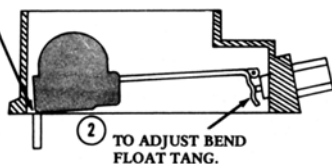
PUMP OPERATING LINK (27) - INSTALL LINK IN NUMBER 2 SLOT OF THROTTLE LEVER:

THROTTLE BODY SCREWS (24) - TORQUE SCREWS TO 30 IN. LBS. IN THREE EVEN STEPS.

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

ADJUSTMENTS

- 1 FLOAT BOWL INVERTED AND FLOAT PIN HELD IN PLACE BY FLOAT PIN RETAINER. TOE OF EACH FLOAT SHOULD JUST TOUCH STRAIGHT EDGE HELD ACROSS SURFACE OF FLOAT BOWL.

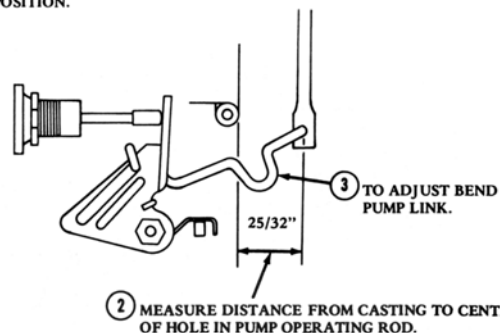


CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

DRY FLOAT LEVEL ADJUSTMENT

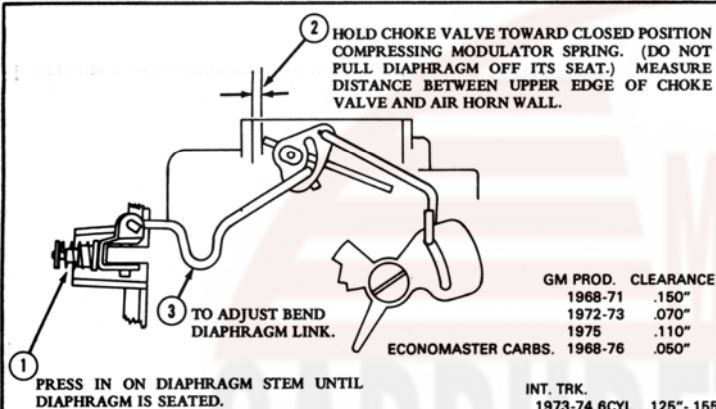
Fig. 1

- 1 IDLE STOP SCREW BACKED OUT, THROTTLE HELD IN CLOSED POSITION.



PUMP STROKE ADJUSTMENT

Fig. 2

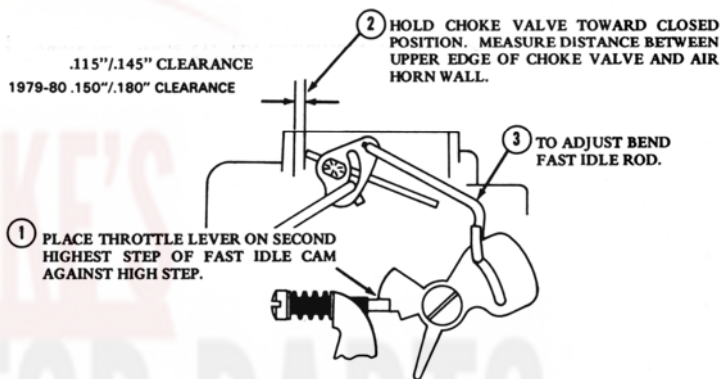


GM PROD.	CLEARANCE
1968-71	.150"
1972-73	.070"
1975	.110"
ECONOMASTER CARBS. 1968-76	.060"

INT. TRK.	CLEARANCE
1973-74 6CYL.	.125"-.155"
1975-78 4 CYL.	.115"
1979 4 CYL.	.165"

CHOKE PULL DOWN ADJUSTMENT

Fig. 3



FAST IDLE CAM POSITION ADJUSTMENT

Fig. 4

ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING.

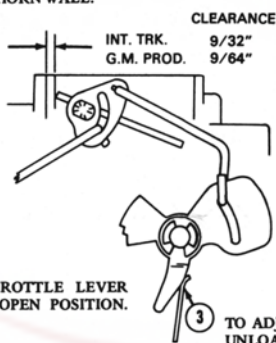


INT. TRK.	
1973-74 6CYL.	1-RICH
1975-78 4CYL.	1-RICH
1979 4CYL.	1-LEAN
1980 4CYL.	INDEX

AUTOMATIC CHOKE ADJUSTMENT

Fig. 5

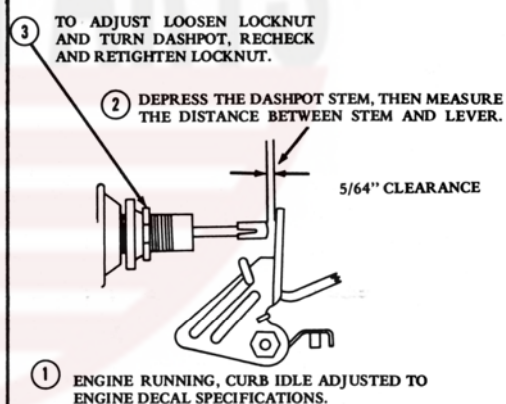
- 2 HOLD CHOKE VALVE TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.



- 1 HOLD THROTTLE LEVER IN WIDE OPEN POSITION.

UNLOADER ADJUSTMENT

Fig. 6

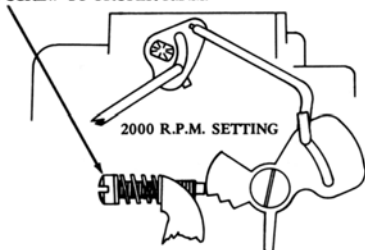


- 1 ENGINE RUNNING, CURB IDLE ADJUSTED TO ENGINE DECAL SPECIFICATIONS.

(ON CAR)
DASHPOT ADJUSTMENT

Fig. 7

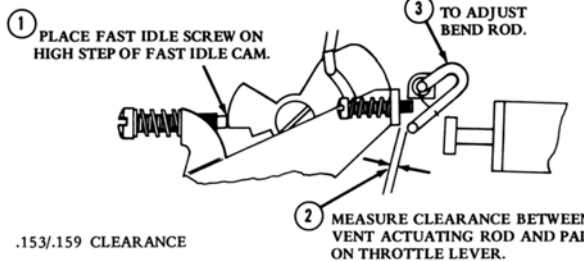
- 2 ENGINE RUNNING, TACHOMETER HOOKED UP. ADJUST FAST IDLE SCREW TO PROPER R.P.M.



- 1 E.G.R. VACUUM HOSE DISCONNECTED AND PLUGGED. PLACE FAST IDLE SCREW ON HIGH STEP OF FAST IDLE CAM.

(ON CAR)
FAST IDLE SPEED ADJUSTMENT

Fig. 8



(ON CAR)
BOWL VENT ADJUSTMENT

Fig. 9