



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

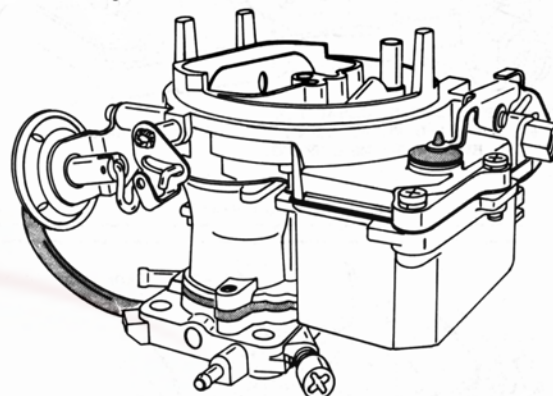
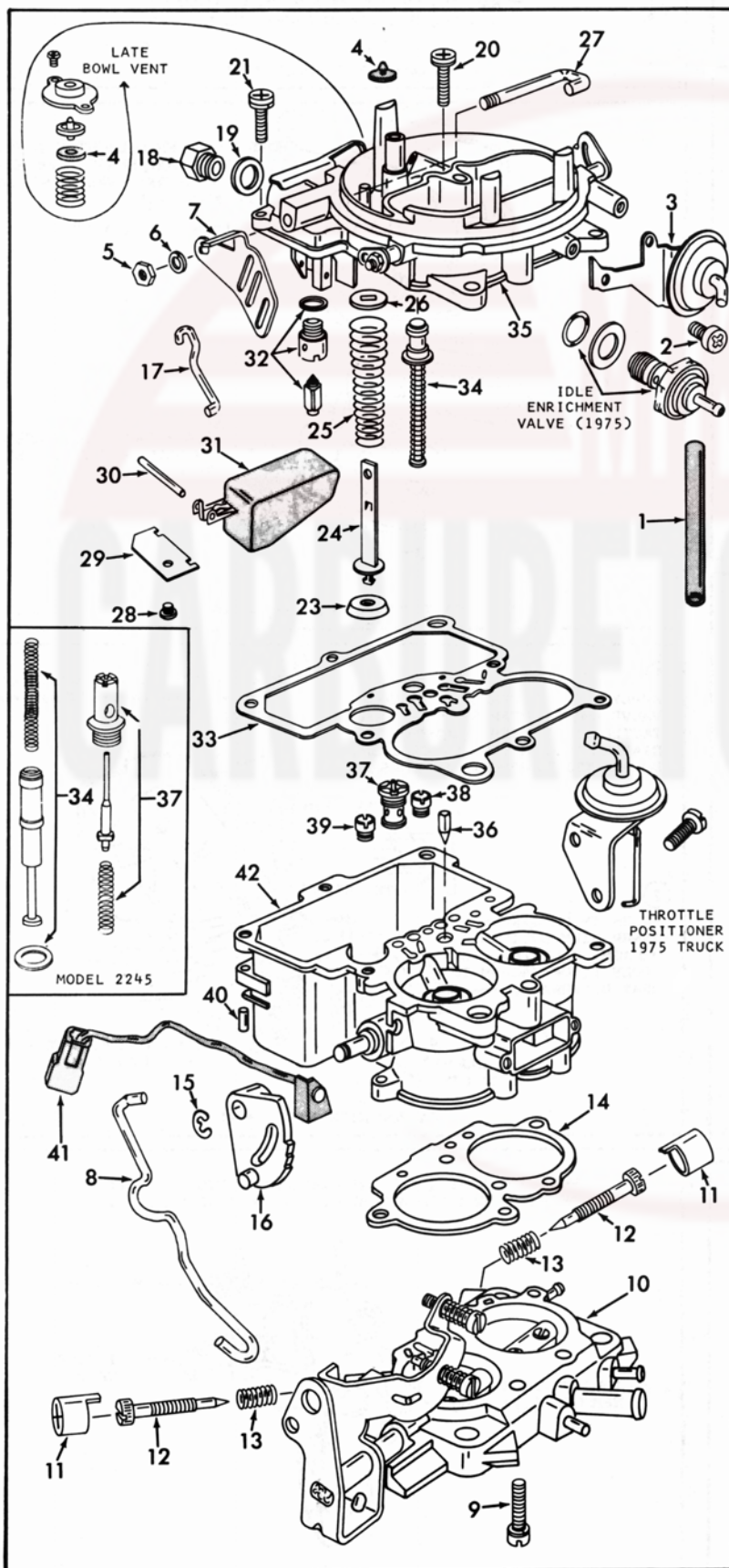
OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL — 2210, 2245

50-404-10

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 TUBES ARE NOT REMOVABLE TAKE EXTREME CARE SO AS NOT TO BEND OR DAMAGE TUBES.

NOTE: REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (34). USE SLOTTED SCREW DRIVER TO REMOVE POWER VALVE ASSEMBLY (37). DO NOT REMOVE IDLE LIMITER CAPS (11) UNLESS NEW ONES ARE AVAILABLE.

NOMENCLATURE

REF. NO.	REF. NO.
1. HOSE-CHOKE VACUUM	21. SCREW & LOCKWASHER (7)-BOWL COVER
2. SCREW (2)-CHOKE DIAPHRAGM BRACKET	22. BOWL COVER ASSEMBLY
3. CHOKE DIAPHRAGM AND LINK ASSY.	23. CUP-PUMP
4. VALVE-BOWL VENT	24. PUMP STEM
5. NUT-PUMP LEVER	25. SPRING-PUMP DRIVE
6. LOCKWASHER-PUMP LEVER	26. WASHER-PUMP SPRING
7. LEVER-PUMP	27. PUMP LEVER SHAFT
8. LINK-PUMP	28. SCREW & LOCKWASHER-FUEL BOWL BAFFLE
9. SCREW & LOCKWASHER (5)-THROTTLE BODY	29. FUEL BOWL BAFFLE
10. THROTTLE BODY ASSEMBLY	30. PIN-FLOAT HINGE
11. CAP- IDLE LIMITER	31. FLOAT & LEVER ASSEMBLY
12. NEEDLE- IDLE ADJUSTING	32. NEEDLE, SEAT & GASKET ASSY.
13. SPRING- IDLE ADJ. NEEDLE	33. GASKET-BOWL COVER
14. GASKET-THROTTLE BODY	34. PISTON ASSY.-POWER VALVE
15. RETAINER-FAST IDLE CAM	35. BOWL COVER
16. CAM-FAST IDLE	36. NEEDLE-PUMP DISCHARGE
17. LINK-FAST IDLE CAM	37. VALVE ASSY.-POWER
18. FITTING-FUEL INLET	38. JET-(63)-MAIN (CHOKE-SIDE)
19. GASKET-FUEL INLET FITTING	39. JET-(65)-MAIN (PUMP-SIDE)
20. SCREW & LOCKWASHER (1)-BOWL COVER (LONG)	40. PIN-WIRE RETAINER
	41. STOP & CABLE ASSEMBLY
	42. BOWL-FUEL

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) DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD 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 PARTS CONTAINING RUBBER AND CERTAIN PLASTIC MATERIAL SUCH AS: (1)-(3)-(4)-(31)-(41)

REASSEMBLY

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

SPECIAL INSTRUCTIONS

MAIN JET INSTALLATION (EARLY MODELS) - INSTALL LEAN JET (38) ON CHOKE SIDE OF BOWL AND RICHER JET (39) ON PUMP SIDE.

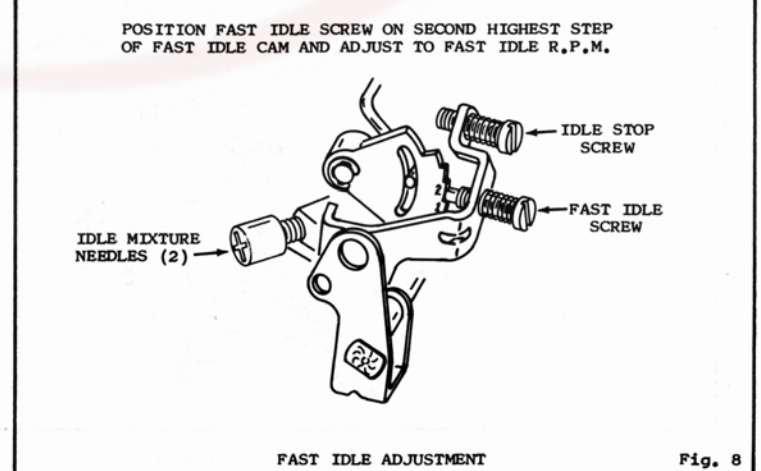
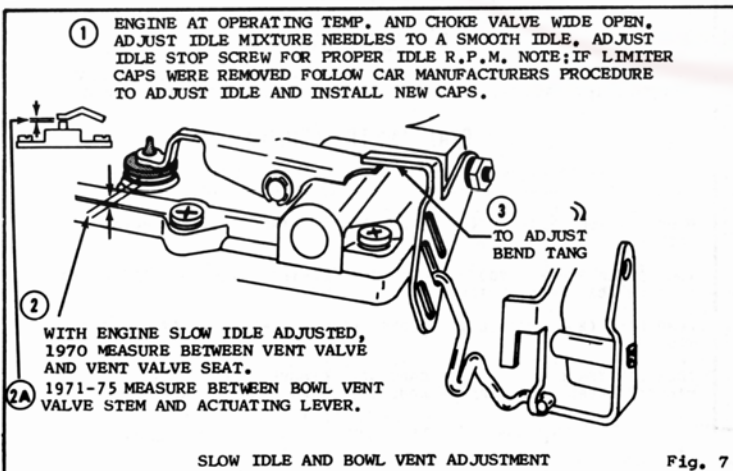
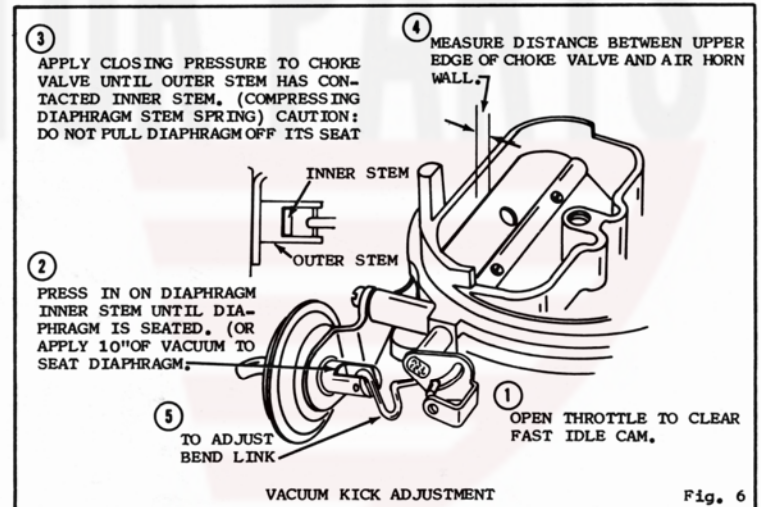
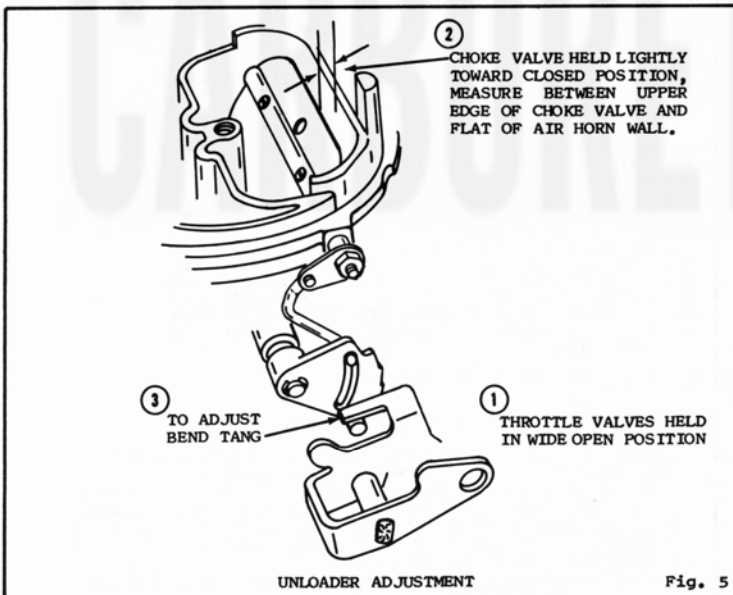
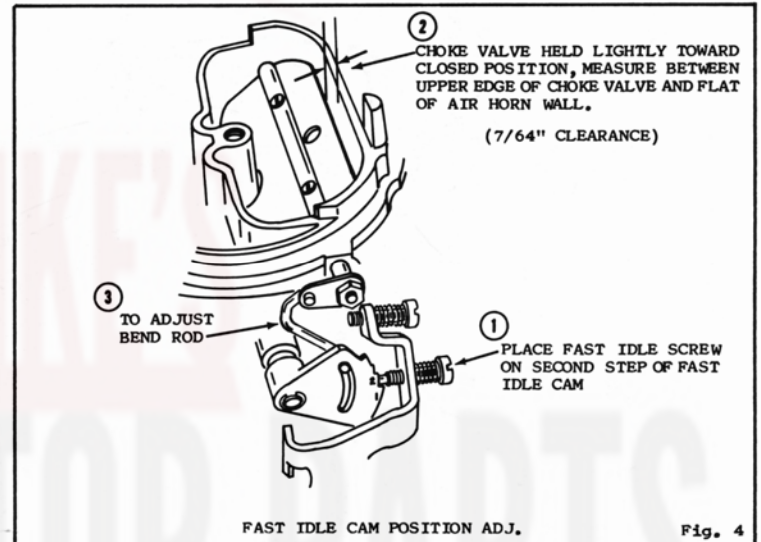
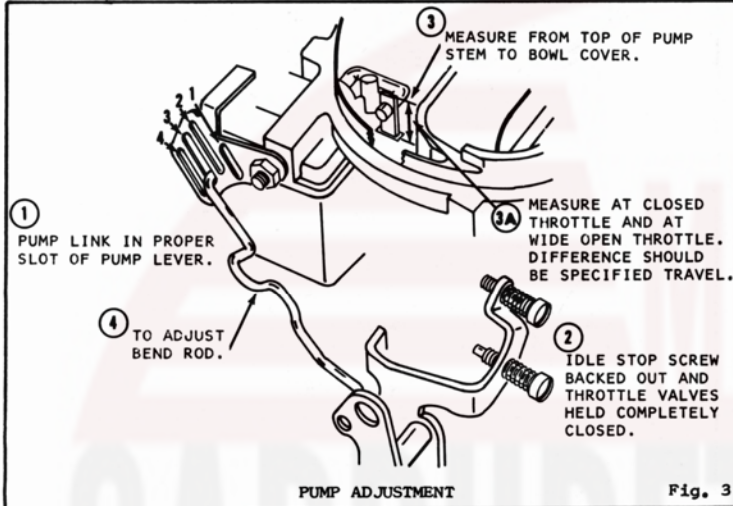
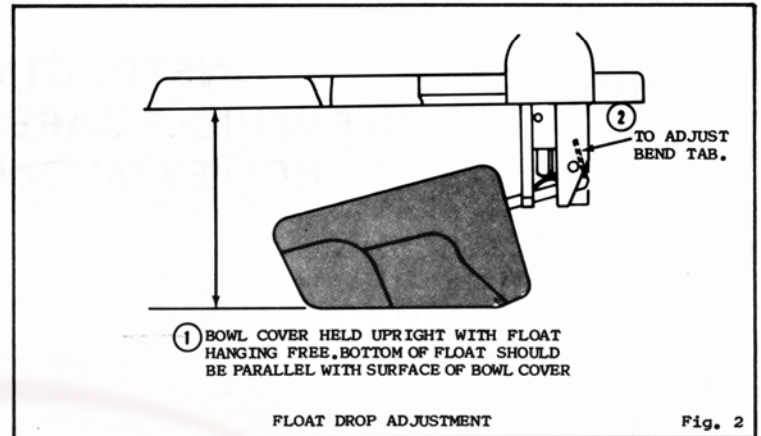
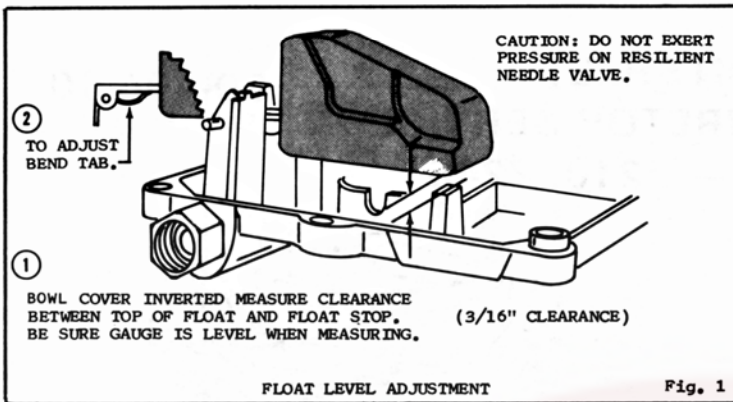
POWER PISTON INSTALLATION (34) - LIGHTLY STAKE CASTING AROUND WASHER.

BOWL COVER SCREWS (20)(21) - START AT CENTER SCREW AND TIGHTEN TO 25 INCH LBS. FROM CENTER OUT.

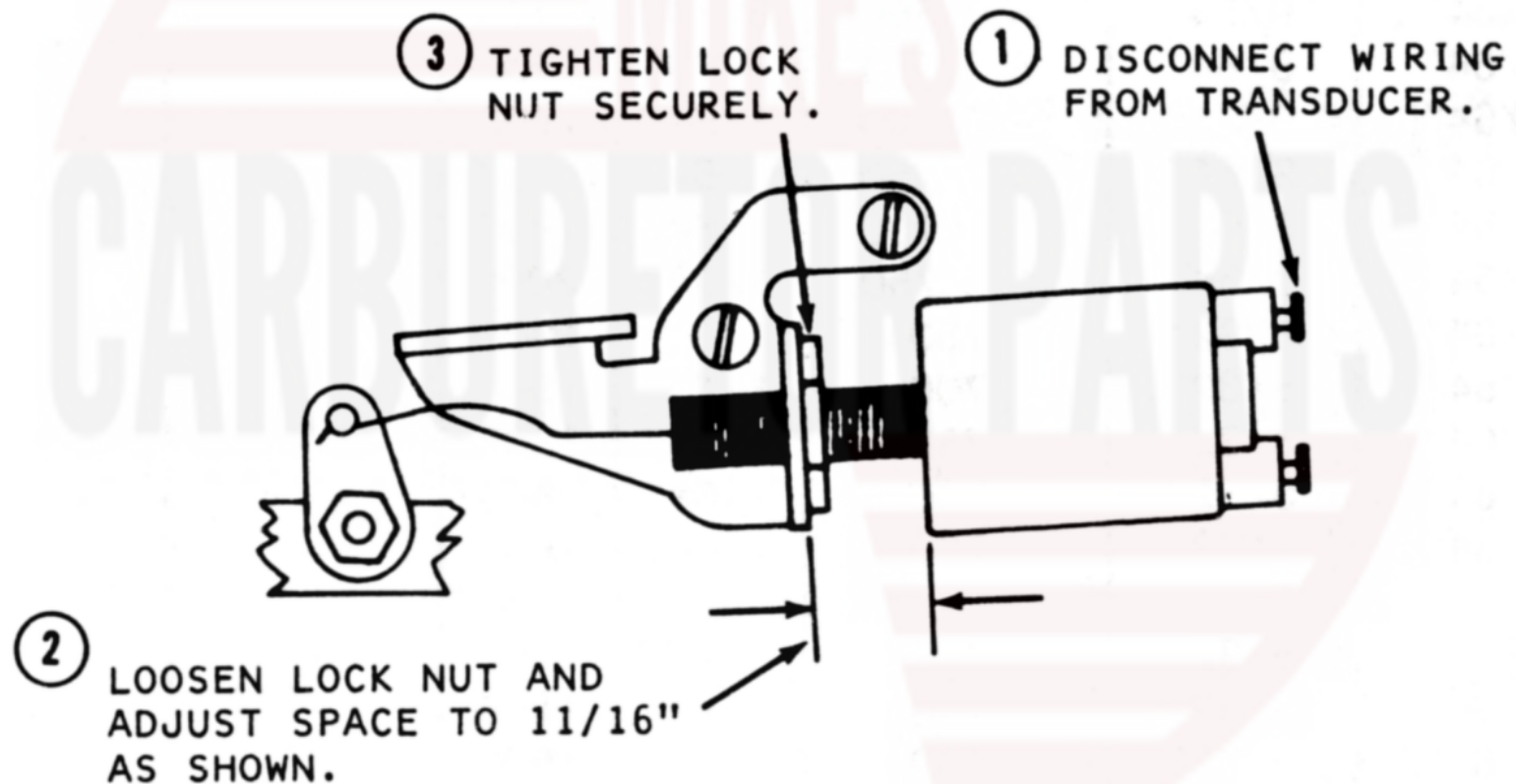
PUMP LINK (8) - INSTALL IN PROPER SLOT OF PUMP LEVER (7), CHECK FIG. 3

IDLE LIMITER CAPS (11) - IF CAPS WERE REMOVED FOLLOW CAR MANUFACTURERS PROCEDURE TO ADJUST IDLE AND INSTALL NEW CAPS.

ADJUSTMENTS



ADJUSTMENTS



THROTTLE POSITION
TRANSDUCER ADJUSTMENT

FIG. 9

ADJUSTMENT DATA TABLE

YEAR	APPLICATION	FLOAT LEVEL (DRY)	PUMP ADJUSTMENT SLOT SETTING	UNLOADER	VACUUM KICK	SLOW IDLE R.P.M. NOTE-1	BOWL VENT	FAST IDLE R.P.M.	DASHPOT SETTING ON CAR
1970	CHRYSLER PRODUCTS								
	360" ENG.	3/16"	3 9/16" (3)	11/64"	9/64"	A/T 650	5/64"	1700	----
	400" ENG.	3/16"	1 19/32" (3)	11/64"	9/64"	S/T 750	5/64"	1700	----
1971	360" ENG.	3/16"	3 9/16" (3)	11/64"	9/64"	A/T 700	1/64"	1800	----
	400" ENG.	3/16"	1 19/32" (3)	11/64"	9/64"	S/T 750	1/64"	1800	----
1972	360" ENG.	3/16"	3 9/16" (3)	11/64"	9/64"	A/T 700	1/64"	1900	----
	400" ENG.	3/16"	1 19/32" (3)	11/64"	7/64"	S/T 750	1/64"	2000	Calif.
1973	360" ENG.	3/16"	3 1/4" (3A)	11/64"	5/32"	750	1/64"	1900	----
	400" ENG.	3/16"	3 1/4" (3A)	11/64"	5/32"	700	1/64"	1800	----
1974	360" ENG.	3/16"	1 1/4" (3A)	11/64"	5/32"	750	1/64"	1800	----
	400" ENG.	3/16"	1 1/4" (3A)	11/64"	5/32"	700	1/64"	1600	----
1975	360" ENG.	3/16"	1 1/4" (3A)	11/64"	5/32"	750	1/64"	1600	----
	400" ENG.	3/16"	1 1/4" (3A)	11/64"	5/32"	700	1/64"	1600	----
1975-76	360" ENG. TRUCK	3/16"	1 5/16" (3A)	11/64"	5/32"	750	----	1800	----
	400" ENG. TRUCK	3/16"	1 5/16" (3A)	11/64"	5/32"	700	----	1600	----
1976	360" ENG.	3/16"	1 5/16" (3A)	11/64"	5/32"	700	.025	1600	----
	400" ENG.	3/16"	1 5/16" (3A)	11/64"	5/32"	700	.025	1600	----
1977	360" ENG.	3/16"	1 5/16" (3A)	11/64"	7/64"	700	.025	1700	----
	360" ENG. TRUCK M/T	3/16"	2 21/64" (3A)	11/64"	5/32"	750	----	1700	----
	360" ENG. TRUCK A/T	3/16"	1 5/16" (3A)	11/64"	5/32"	750	----	1600	----
	400" ENG. TRUCK A/T	3/16"	1 5/16" (3A)	11/64"	5/32"	700	----	1400	----
1978-80	360" ENG.	3/16"	1 17/64" (3A)	11/64"	7/64"	750	.025	1600	----
1978	360" ENG. TRUCK All/T	3/16"	2 5/16" (3A)	11/64"	7/32"	750	----	1600	----
1978	360" ENG. Carb. No. R8135A	3/16"	1 5/16" (3A)	11/64"	5/32"	750	----	1800	----
1978-79	360" ENG. Carb. No. R7871A	3/16"	2 5/16" (3A)	11/64"	1/8"	750	----	1600	----
1978	400" ENG. TRUCK All/T	3/16"	1 5/16" (3A)	11/64"	5/32"	700	----	1600	----
1979	360" ENG. TRUCK	3/16"	1 19/64" (3A)	11/64"	7/64"	750	.025	1600	----
1982-83	360" ENG. CARB. NO. R9816A	3/16"	1 17/64" (3A)	11/64"	5/32"	750	----	1700	----
	I.H.C. PRODUCTS								
1973	Carb. No. R6776A Calif.	3/16"	1 45/64" (3)	7/32"	9/64"	745/760	.020	2200	5/64"
1973-74	Carb. No. R6674A,1A,2A								
	400" ENG.	3/16"	1 45/64" (3)	7/32"	11/64"	745	.020	2200	5/64"
1973-75	Carb. No. R6443A,1A								
	304"/345" ENG.	3/16"	2 45/64" (3)	7/32"	9/64"	745/760	.020	2200	5/64"
1973-76	Carb. No. R6620A,1A,2A								
	304"/345" ENG.	3/16"	1 45/64" (3)	7/32"	7/64"	740	----	2200	----
1974	Carb. No. R6828A								
	304"/345" ENG.	3/16"	1 45/64" (3)	7/32"	9/64"	575	.020	2200	----
1974	Carb. No. R7037A								
	400" H/D ENG.	3/16"	1 45/64" (3)	7/32"	11/64"	E/D	----	E/D	----
1974-75	Carb. No. R7309A								
	304"/345" ENG.	3/16"	1 45/64" (3)	7/32"	9/64"	E/D	----	E/D	----
1975-76	Carb. No. R7133A								
	345" ENG. Calif.	3/16"	1 45/64" (3)	7/32"	5/32"	E/D	----	2000	----
1975-76	Carb. No. R7214A, R7217A								
	MV 404" ENG.	3/16"	1 45/64" (3)	7/32"	9/64"	E/D	----	E/D	----
1977-79	Carb. No. R7940A, R8241A								
	345" ENG.	3/16"	2 ---	7/32"	1/16"	E/D	----	E/D	----
1977	Carb. No. R7657A								
	404" ENG.	3/16"	2 ---	7/32"	9/64"	E/D	----	E/D	----
1978	Carb. No. R8244A								
	404" ENG.	3/16"	1 ---	7/32"	9/64"	E/D	----	E/D	----
1979	Carb. No. R7773A								
	304" ENG.	3/16"	2 45/64" (3)	7/32"	1/8"	E/D	----	E/D	----
1980	Carb. No. R8790A								
	304" ENG.	13/64"	2 45/64" (3)	7/32"	1/8"	E/D	----	E/D	----

E/D=ENGINE DECAL

NOTE-1 CHECK ENGINE DECAL FOR SPECIAL IDLE INFORMATION.

REV. 3--83.

ADJUSTMENT DATA TABLE
HOLLEY REPLACEMENT CARBS

YEAR	ENGINE	CARB. NO.	FLOAT LEVEL DRY	PUMP SLOT	UNLOADER	VACUUM KICK	BOWL VENT
BUICK							
1971-72	350"	R-7668	3/16"	NO. 2	11/64"	5/64"	---
1973-74	350"	R-7669	3/16"	NO. 1	11/64"	5/64"	---
CHEVROLET							
1969-70	327", 350"						
	396", 400"	R-7664	3/16"	NO. 2	11/64"	3/32"	---
1971-72	350", 400"	R-7665	3/16"	NO. 2	11/64"	3/32"	---
1973-74	350", 400"	R-7666	3/16"	NO. 1	11/64"	3/32"	---
CHEVROLET TRUCK							
1974	350"	R-7666 R-8702	3/16"	NO. 1	11/64"	3/32"	---
CHRYSLER PROD. DODGE/PLYMOUTH							
1963-74	360", 383" 400"	R-7641 R-7642 R-7643 R-7644 R-7686	3/16" 3/16" 3/16" 3/16" 3/16"	NO. 2 NO. 2 NO. 2 NO. 2 NO. 2	11/64" 11/64" 11/64" 11/64" 11/64"	7/64" 7/64" 13/64" 13/64" 7/32"	.025" .025" .025" .025" .025"
GMC TRUCK							
1974		R-8702					
PONTIAC							
1968-72	350", 400"	R-7667	3/16"	NO. 2	11/64"	1/16"	---