



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.

Needle & Seat Assembly Installation Instructions

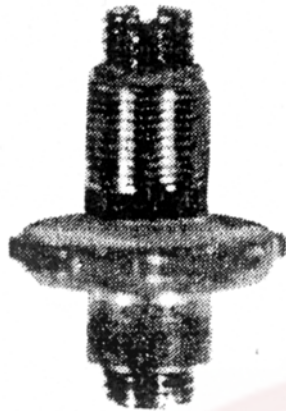
CAUTION

**Excessive Tightening Of The Needle Seat Locknut
Can Cause Thread Distortion And Damage
To The Fuel Bowl.**

Proper Installation Is As Follows:

- 1. Install and Adjust Needle & Seat To Provide
Correct Fuel Level**
- 2. Tighten Locknut Until Nut Contacts The Fuel
Bowl Surface. Then Tighten An Additional 1/8 Turn,
Or To A Torque Value Of 15-20 Inch Pounds.**

**REPLACEMENT
STYLE UNIT**



**ORIGINAL
STYLE UNIT**



NEW DESIGN POWER VALVE

THE REPLACEMENT POWER VALVE INCLUDED IN THIS PACKAGE MAY DIFFER IN APPEARANCE FROM THE ORIGINAL STYLE UNIT DUE TO CHANGES IN MANUFACTURING MATERIALS AND TECHNIQUES. IT MEETS OR EXCEEDS ALL QUALITY, PERFORMANCE, AND ECONOMY REQUIREMENTS WHILE EXTENDING SERVICE LIFE.

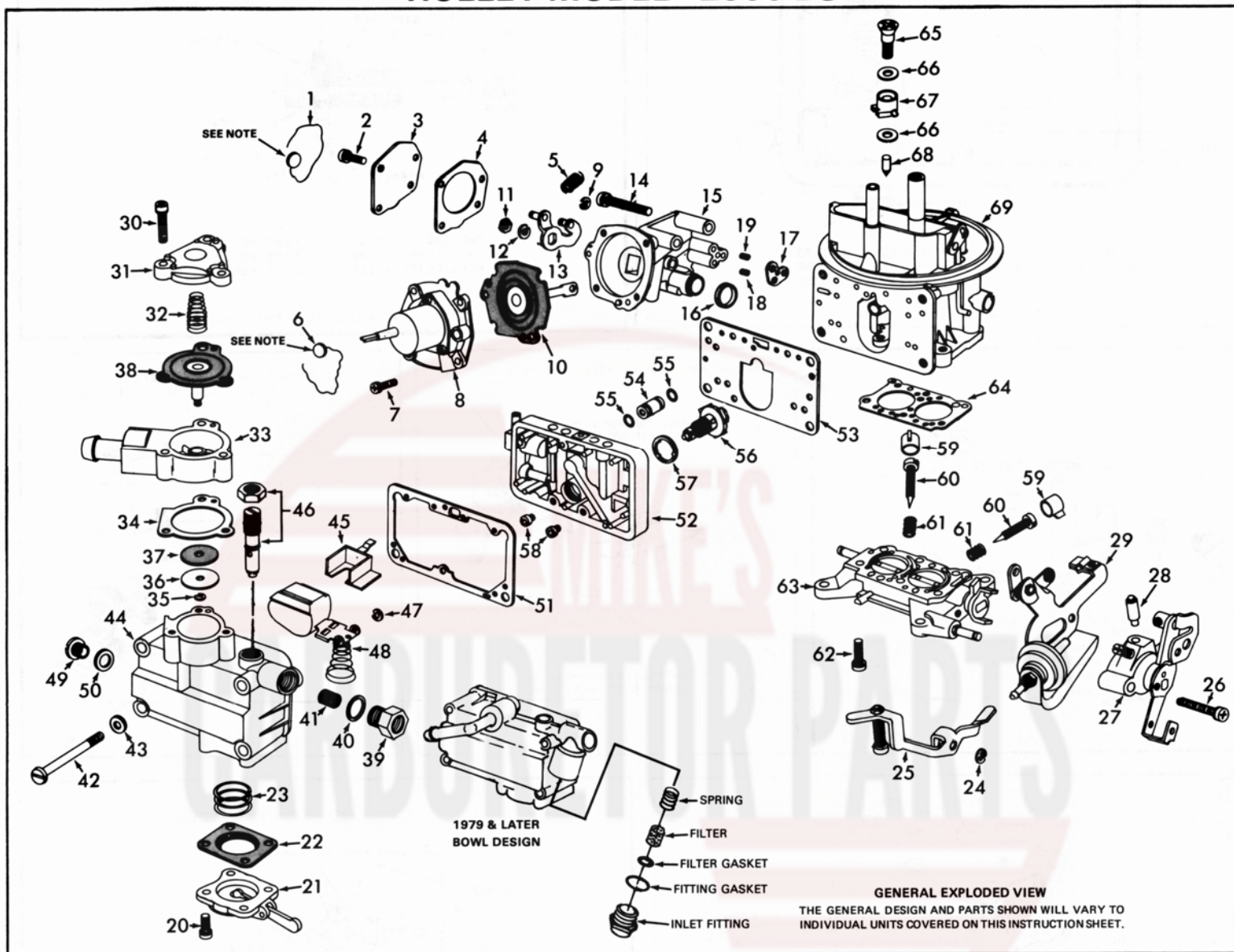
CARBURETOR PARTS

INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 2300 EG

IS- 50-557-2



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: WHEN REMOVING GOVERNOR BY PASS JETS A AND B (18), (19), RECORD SIZE AND LOCATION FOR PROPER REASSEMBLY. (1982 TAMPERPROOF IDLE MIXTURE SCREW REMOVAL SEE FIG. 8).

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 OR PARTS SUCH AS (8), (10), (16), (46), (48), (56), IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

THROTTLE BODY SCREWS (62)-TIGHTEN IN THREE STAGES CROSSWISE TO ARRIVE AT THE CORRECT TORQUE. (50 INCH POUNDS)

IDLE ADJUSTING SCREWS (60)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 1/2 TURNS. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME. (1982 SEE FIG. 8))

ENRICHMENT VALVE (56)-TORQUE TO 100 INCH POUNDS.

O-RINGS-LIGHTLY LUBRICATE FOR EASIER INSTALLATION.

FUEL BOWL (44)-BEFORE INSTALLING, MAKE DRY FLOAT LEVEL ADJUSTMENT.

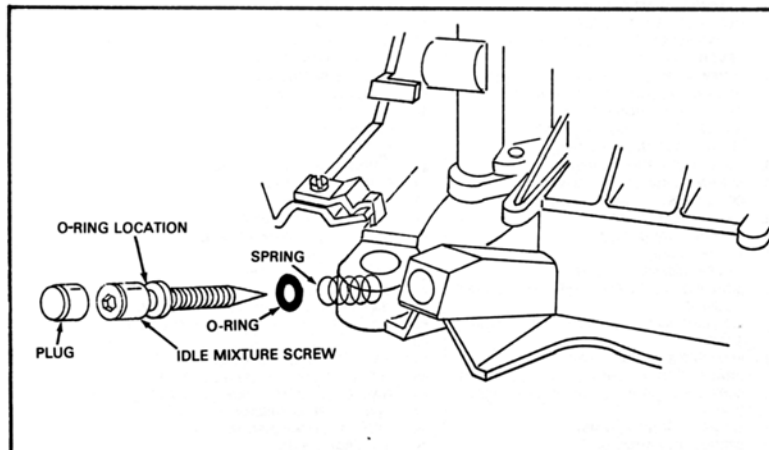
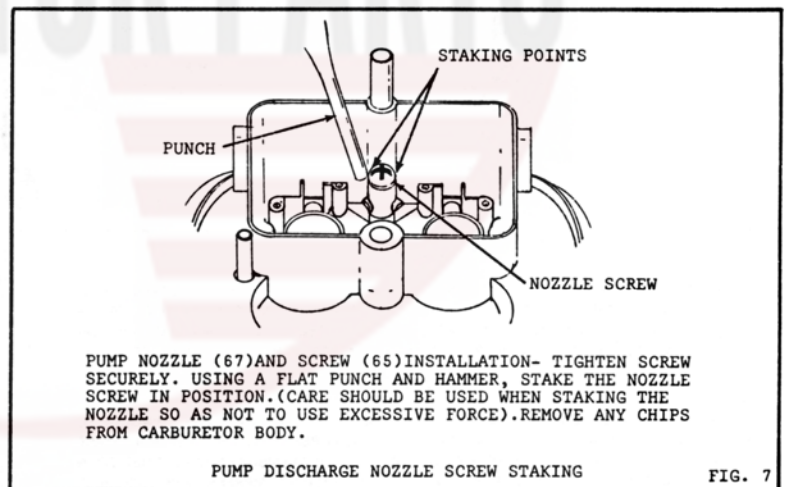
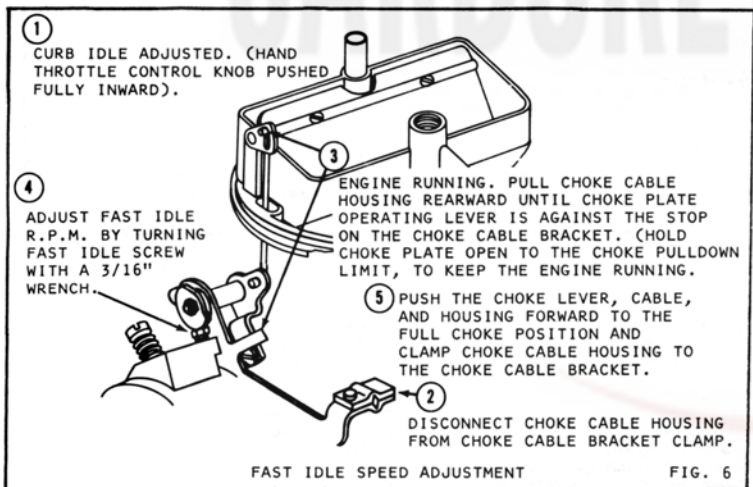
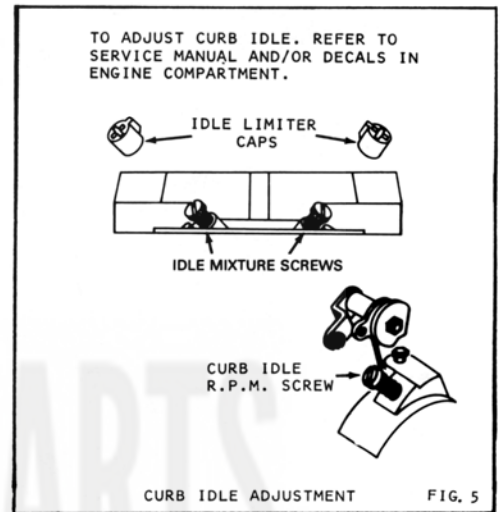
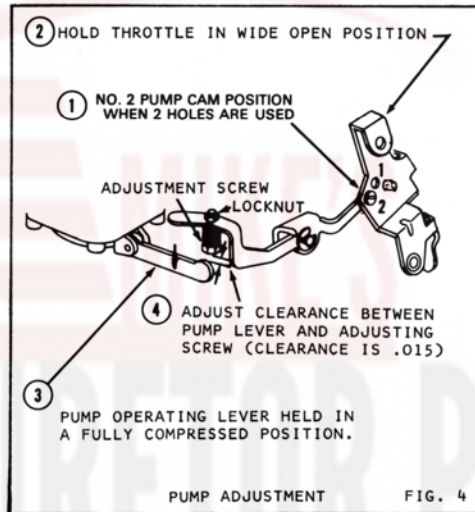
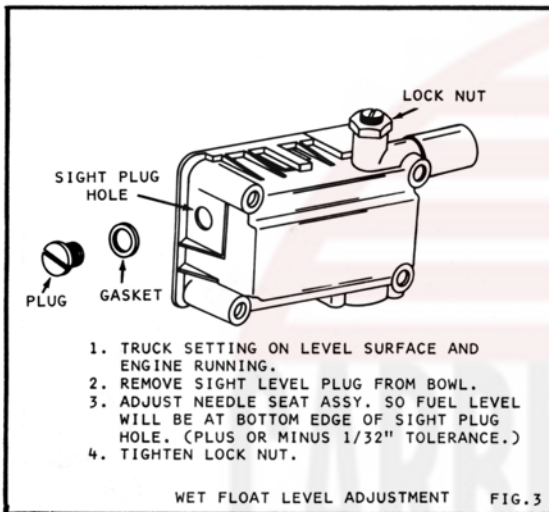
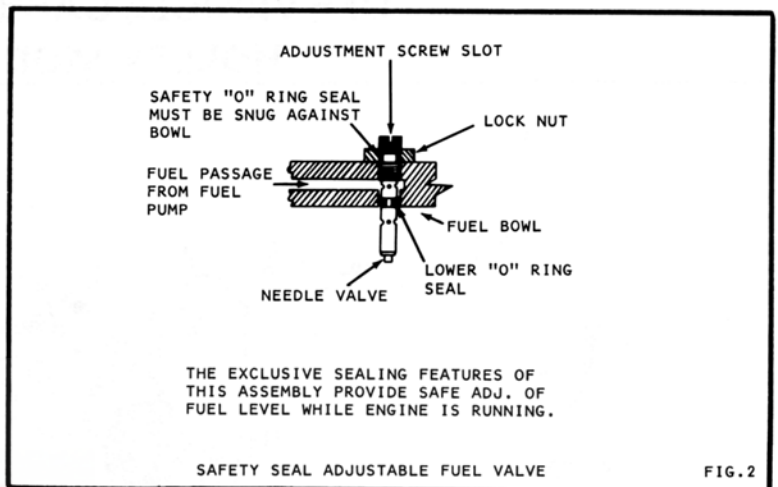
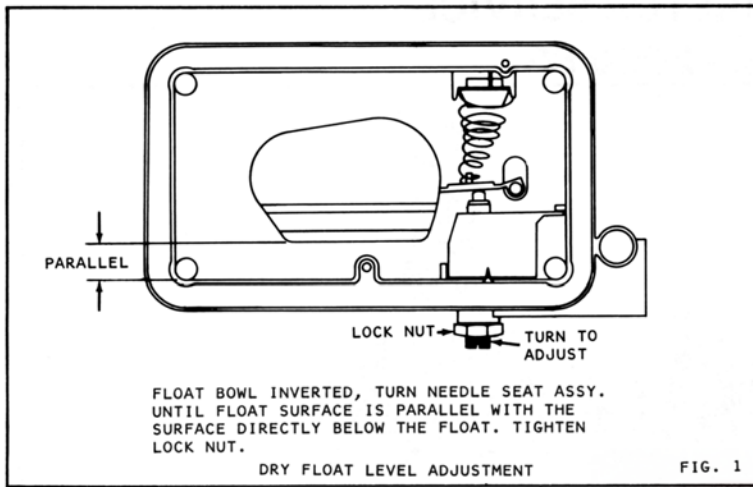
BOWL SCREWS AND GASKETS (42), (43)-INSTALL GASKETS ON SCREWS, INSTALL AND TORQUE EVENLY IN STAGES TO 50 INCH POUNDS.

NOTE: ITEM NO. 1 & 6 IS NOT A KIT SERVICE REPLACEMENT PART

NOMENCLATURE

REF. NO.	REF. NO.
1. SEAL & WIRE - COVER	34. GASKET - HOUSING
2. SCREW & LKWSHR. (4) - COVER	35. E CLIP - BOWL VENT VALVE
3. COVER - GOVERNOR HOUSING	36. WASHER - VENT VALVE
4. GASKET - COVER	37. VALVE - VENT
5. SPRING - GOVERNOR	38. DIAPHRAGM - VENT VALVE
6. SEAL & WIRE - DIAPHRAGM COVER	39. FITTING - FUEL INLET
7. SCREW & LKWSHR. (4) - DIAPHRAGM COVER & SOLENOID ASSEMBLY	40. GASKET - FITTING
8. COVER ASSY. - DIAPHRAGM & SOLENOID	41. SCREEN - FUEL INLET
9. E CLIP - DIAPHRAGM STEM RETAINER	42. SCREW (4) - FUEL BOWL
10. DIAPHRAGM ASSEMBLY	43. GASKET (4) - FUEL BOWL SCREWS
11. NUT - GOVERNOR LEVER	44. FUEL BOWL ASSY.
12. LOCKWASHER - GOVERNOR LEVER	45. BAFFLE PLATE
13. LEVER - GOVERNOR	46. NEEDLE & SEAT ASSY.
14. SCREW & LKWSHR. (3) - GOV. HOUSING	47. E CLIP - FLOAT RETAINER
15. HOUSING ASSEMBLY - GOVERNOR	48. FLOAT & SPRING ASSY.
16. SEAL - GOVERNOR HOUSING	49. PLUG - FUEL LEVEL
17. GASKET - GOVERNOR HOUSING	50. GASKET - PLUG
18. JET A - GOVERNOR HOUSING	51. GASKET - FUEL BOWL
19. JET B - GOVERNOR HOUSING	52. METERING BLOCK ASSY.
20. SCREW & LKWSHR. (4) - COVER	53. GASKET - METERING BLOCK
21. COVER ASSY. - PUMP DIAPHRAGM	54. CONNECTOR - PUMP CHANNEL
22. DIAPHRAGM - PUMP	55. O RING (2) - CONNECTOR
23. SPRING - DIAPHRAGM	56. VALVE - ENRICHMENT (2 STAGE)
24. E CLIP - LEVER	57. GASKET - ENRICHMENT VALVE
25. LEVER ASSEMBLY - PUMP	58. JETS (2) - MAIN
26. SCREW (2) - THROTTLE OPERATING SHAFT HOUSING	59. CAP (2) - IDLE LIMITER
27. HOUSING ASSY. - THROTTLE OPERATING SHAFT	60. SCREW (2) - IDLE ADJUSTING
28. PLUNGER & SCREW - FAST IDLE	61. SPRING (2) - IDLE ADJUSTING SCREW
29. BRACKET ASSY. - CHOKE LEVER, DASHPOT	62. SCREW & LKWSHR. (6) - THROTTLE BODY
30. SCREW & LKWSHR. (3) - BOWL VENT ASSY. (CALIF.)	63. THROTTLE BODY ASSY.
31. COVER - VENT ASSEMBLY	64. GASKET - THROTTLE BODY
32. SPRING - DIAPHRAGM	65. SCREW - PUMP DISCHARGE NOZZLE
33. HOUSING ASSEMBLY - BOWL VENT	66. GASKET (2) - PUMP DISCHARGE NOZZLE
	67. NOZZLE - PUMP DISCHARGE
	68. NEEDLE - PUMP DISCHARGE
	69. MAIN BODY ASSY.

ADJUSTMENTS



1982 TAMPERPROOF IDLE MIXTURE SCREWS

TO REMOVE TAMPERPROOF IDLE MIXTURE CONCEALMENT PLUG. CENTER PUNCH AND DRILL A 3/32" DIAMETER HOLE THROUGH THE HARDENED STEEL PLUG. INSTALL AN EASY OUT AND REMOVE THE PLUG.

BEFORE REMOVING IDLE ADJUSTING SCREWS, CAREFULLY TURN SCREWS IN CLOCKWISE COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT SCREWS, (RECORD FOR PROPER REASSEMBLY). IDENTIFY SCREWS TO RETURN TO THE SAME HOLES. (RIGHT AND LEFT).

REASSEMBLY: TURN IN IDLE MIXTURE SCREWS UNTIL LIGHTLY SEATED. THEN BACK OUT THE NUMBER OF TURNS RECORDED ON DISASSEMBLY.

REPLACE PLUG TO INSURE PROPER METERING.