



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

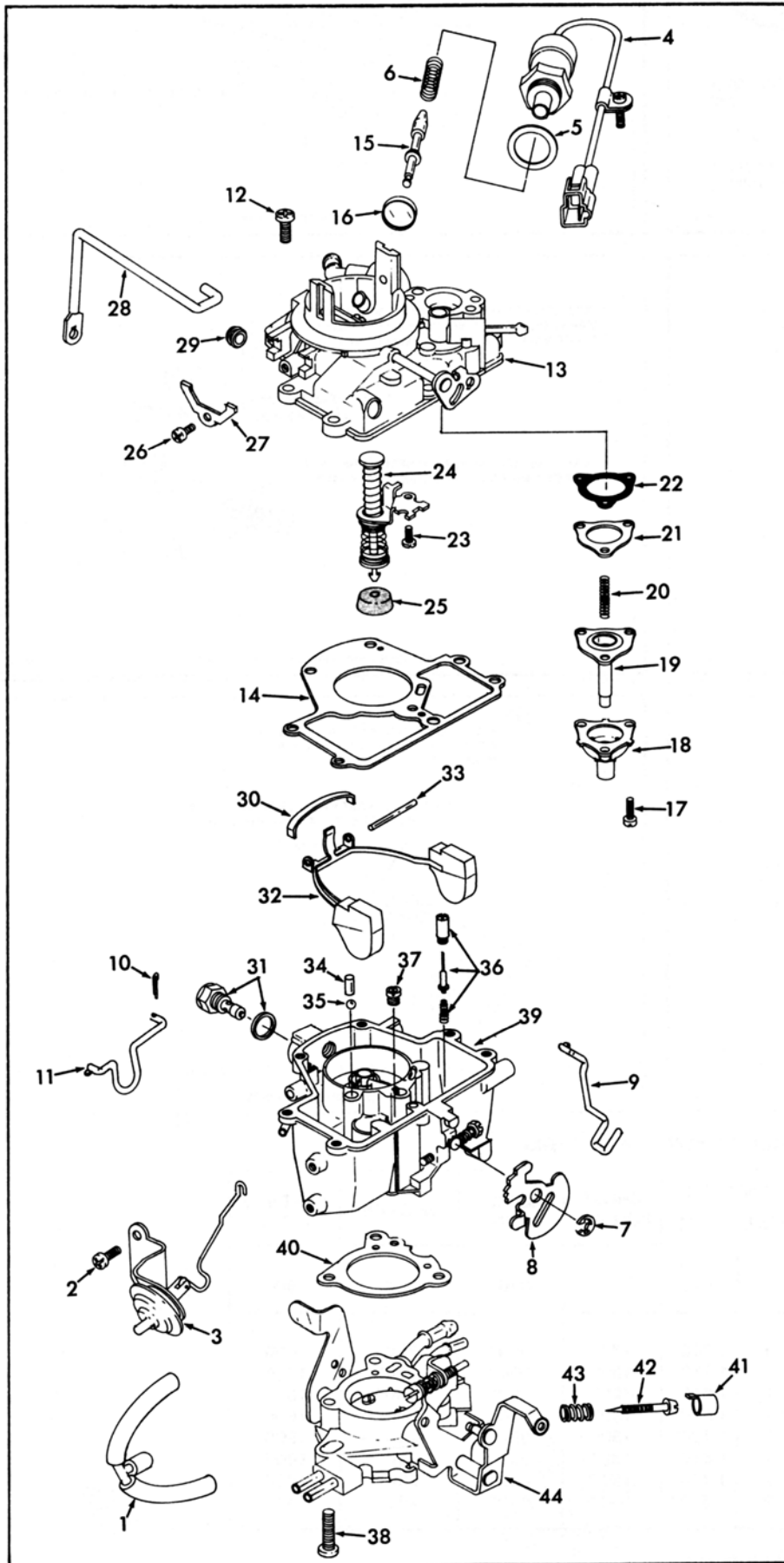
OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 1945

IS- 50-592-1

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. TO REMOVE VENT VALVE STEM (16) PULL IT OUT OF RUBBER VENT VALVE (18). MAIN WELL TUBE IS NOT REMOVABLE. TAKE EXTREME CARE NOT TO BEND OR DAMAGE TUBE. TO REMOVE IDLE NEEDLE PLUG DRILL A 1/8" HOLE AT A 45° ANGLE TOWARDS PLUG ABOUT 1/4" IN FROM EDGE OF HOUSING. INSERT A BLUNT PUNCH IN HOLE AND DRIVE OUT PLUG.

NOMENCLATURE

REF. NO.	REF. NO.
1. HOSE - CHOKE PULL-OFF	23. SCREW & LOCKWASHER - PUMP BRACKET
2. SCREW (2) - CHOKE PULL-OFF	24. PUMP STEM & BRACKET ASSY.
3. CHOKE PULL-OFF & LINK ASSY.	25. CUP - PUMP
4. SOLENOID ASSY. - BOWL VENT	26. SCREW - PUMP ROD CLAMP
5. GASKET - SOLENOID	27. CLAMP - PUMP ROD
6. SPRING - SOLENOID	28. ROD - PUMP OPERATING
7. E-CLIP - FAST IDLE CAM	29. GROMMET - PUMP ROD
8. CAM - FAST IDLE	30. RETAINER - FLOAT PIN
9. ROD - FAST IDLE	31. NEEDLE & SEAT ASSY.
10. COTTER PIN - PUMP LINK	32. FLOAT ASSEMBLY
11. LINK - PUMP	33. PIN - FLOAT
12. SCREW & LOCKWASHER (6) - BOWL COVER	34. WEIGHT - PUMP DISC. BALL
13. BOWL COVER ASSY.	35. BALL - PUMP DISC.
14. GASKET - BOWL COVER	36. POWER VALVE ASSY.
15. PLUNGER STEM - VENT VALVE	37. JET - MAIN
16. VALVE - BOWL VENT	38. SCREW & LOCKWASHER (3) - THROTTLE BODY
17. SCREW & LOCKWASHER (3) - ACTUATOR	39. BOWL ASSY.
18. HOUSING - ACTUATOR DIAPHRAGM ASSY.	40. GASKET - THROTTLE BODY
19. DIAPHRAGM ASSY. - ACTUATOR	41. CAP - IDLE LIMITER
20. SPRING - DIAPHRAGM	42. NEEDLE - IDLE ADJUSTING
21. SPACER - ACTUATOR	43. SPRING - IDLE ADJ. NEEDLE
22. GASKET - SPACER	44. THROTTLE 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 OBSCURE AREAS. CAUTION: DO NOT SOAK SOLENOID (4), CHOKE PULL-OFF (3), FLOAT (32) OR PARTS MADE OF RUBBER 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

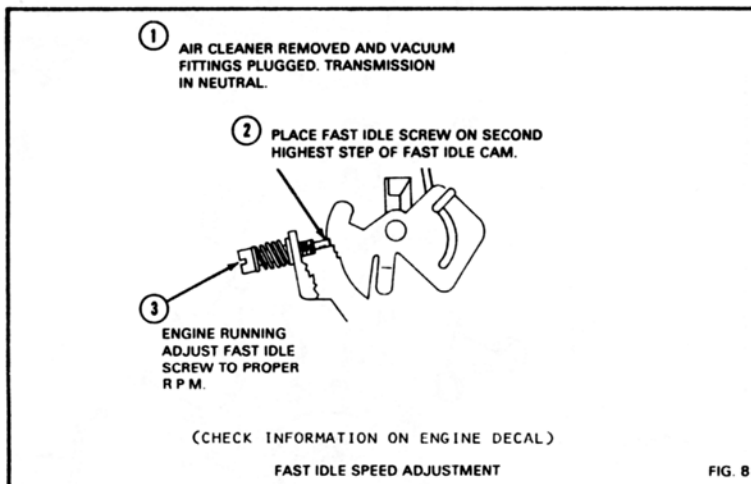
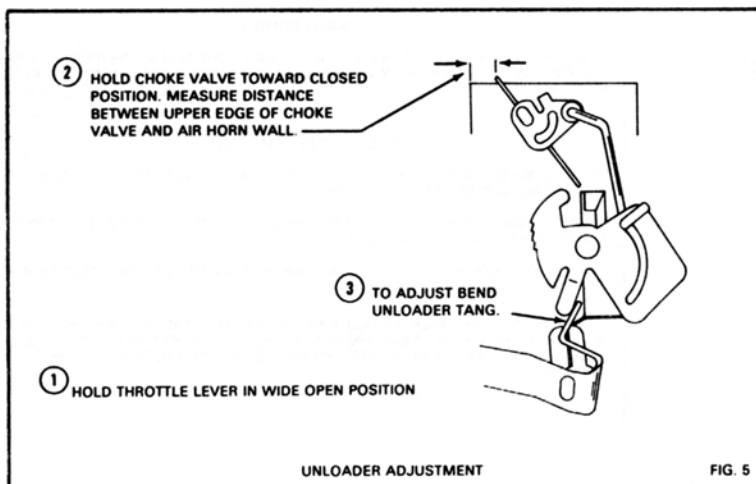
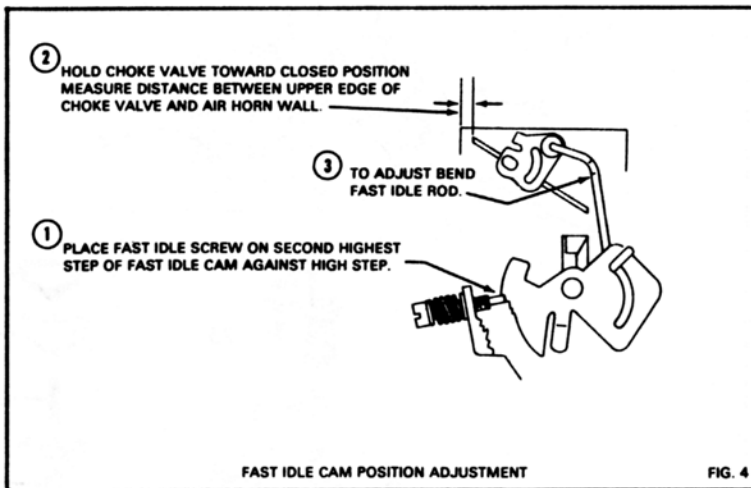
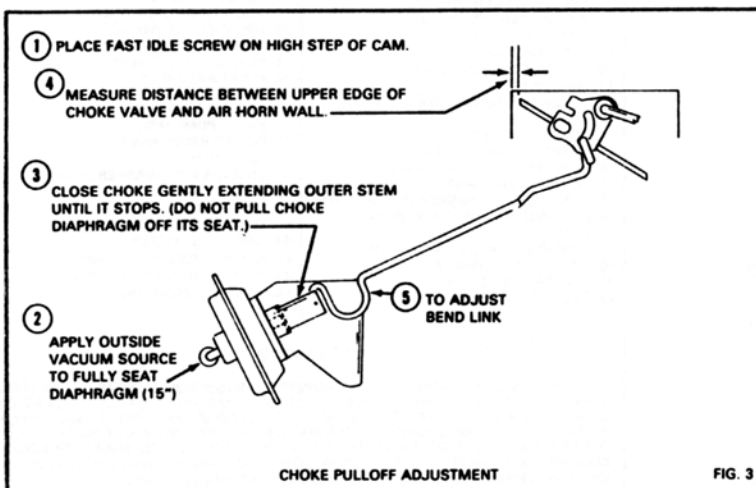
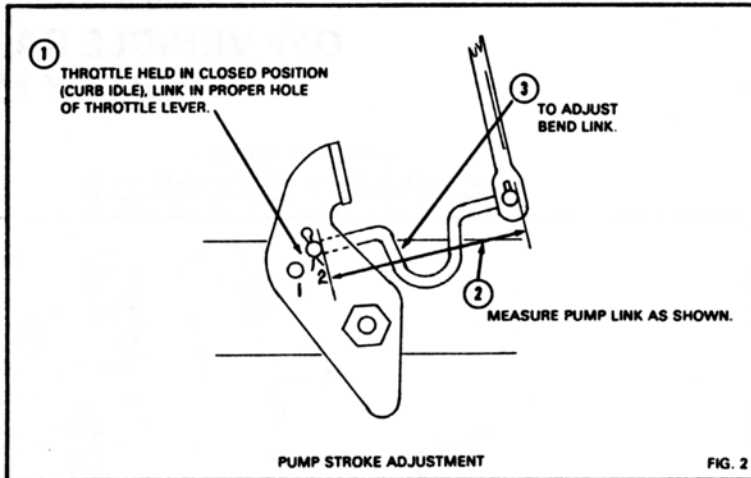
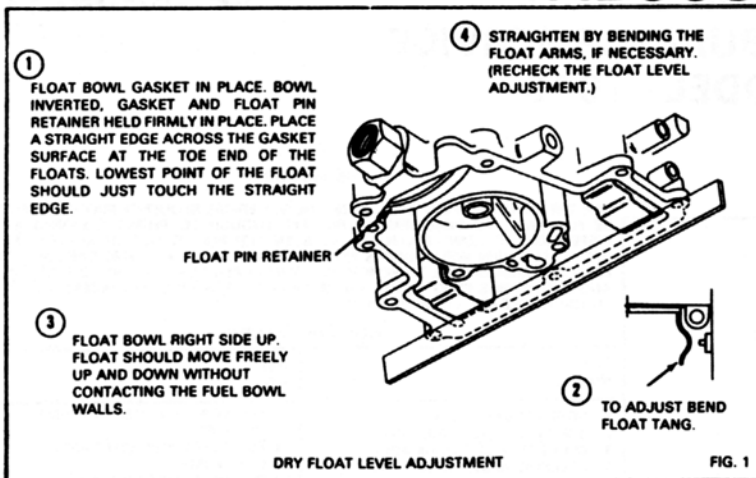
IDLE ADJ. NEEDLE (42) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME).

THROTTLE BODY SCREWS (38) - TIGHTEN ALTERNATELY A LITTLE AT A TIME TO COMPRESS THE GASKET EVENLY, TORQUE TO 30 INCH LBS.

BOWL COVER SCREWS (12) - TIGHTEN ALTERNATELY A LITTLE AT A TIME TO COMPRESS THE GASKET EVENLY, TORQUE TO 30 INCH LBS.

A NITROPHYL FLOAT (NON METAL) CAN BE CHECKED FOR FUEL ABSORPTION BY LIGHTLY SQUEEZING BETWEEN FINGERS. IF WETNESS APPEARS ON SURFACE OR FLOAT FEELS HEAVY (CHECK WITH KNOWN GOOD FLOAT) REPLACE THE FLOAT ASSEMBLY.

ADJUSTMENTS



ADJUSTMENT DATA TABLE

YEAR			FLOAT LEVEL	PUMP ADJ. HOLE	LINK	CHOKE PULL OFF	FAST IDLE CAM	UNLOADER	FAST IDLE R.P.M.
PASS. CAR			FLUSH*	2	1.610"	.150"	.090"	.250"	1600
1981-82									
TRUCK			FLUSH*	1	1.700"	.130"	.080"	.250"	1600
1980	CALIF.	M/T	FLUSH*	2	1.610"	.130"	.090"	.250"	1700
	CALIF.	A/T	FLUSH*	2	1.610"	.130"	.090"	.250"	1600
1981	FED.	M/T	FLUSH*	2	1.610"	.130"	.090"	.250"	1800
	FED.	A/T	FLUSH*	2	1.610"	.130"	.080"	.250"	1800
	CALIF.	M/T	FLUSH*	2	1.700"	.130"	.080"	.250"	1600
	CALIF.	A/T	FLUSH*	2	1.610"	.130"	.090"	.250"	1600
1982		M/T	FLUSH*	2	1.700"	.130"	.080"	.250"	1800
		A/T	FLUSH*	2	1.610"	.130"	.090"	.250"	1600

*FLUSH WITH BOWL COVER GASKET IN PLACE.

INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

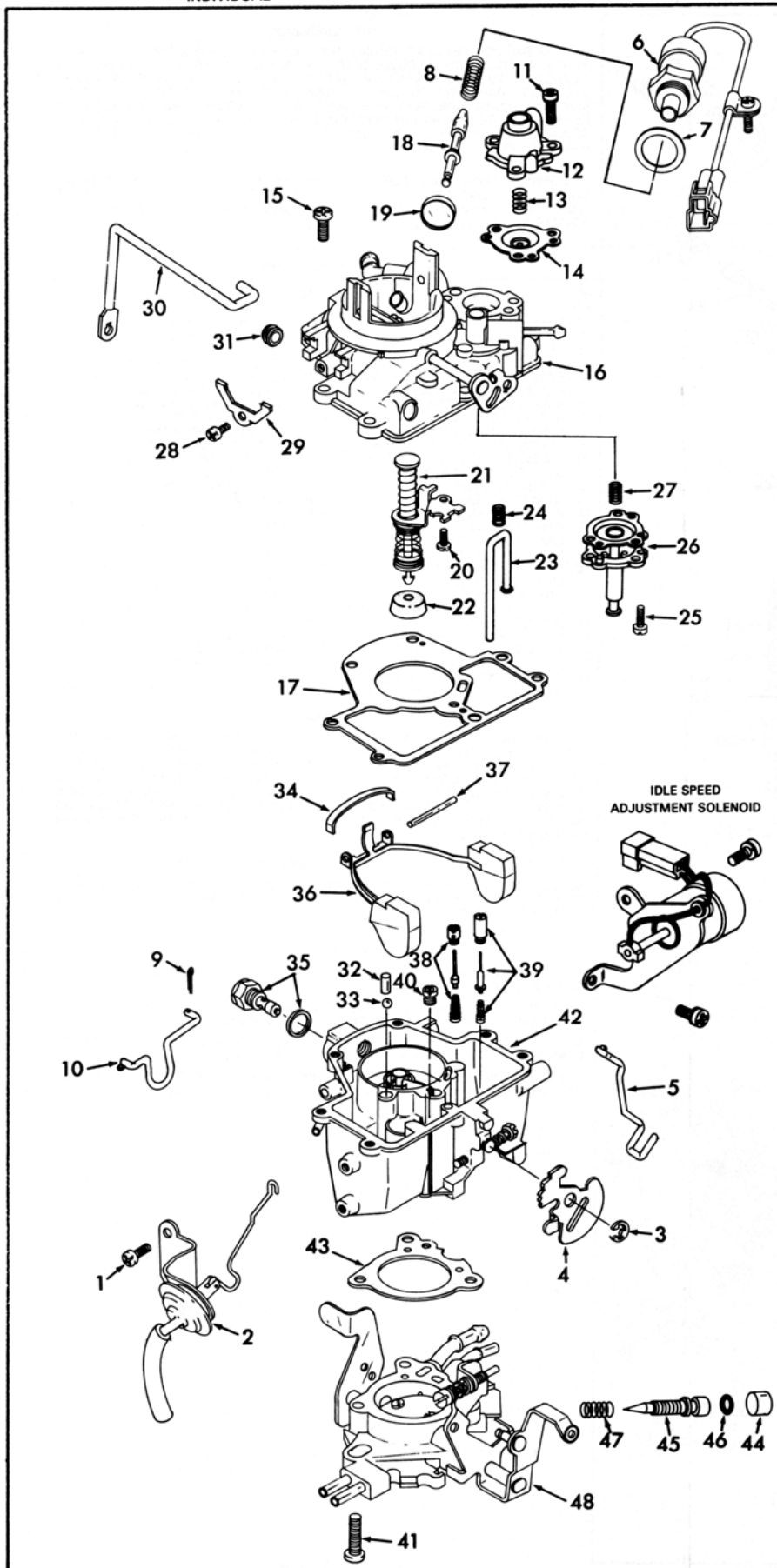
HOLLEY MODEL—6145

(VACUUM FEEDBACK)

50-609-5

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 DISSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. TO REMOVE VENT VALVE STEM (18) PULL IT OUT OF RUBBER VENT VALVE (19). MAIN WELL TUBE IS NOT REMOVABLE. TAKE EXTREME CARE NOT TO BEND OR DAMAGE TUBE. TO REMOVE IDLE NEEDLE PLUG (44) DRILL A 1/8" HOLE AT A 45° ANGLE TOWARDS PLUG ABOUT 1/4" IN FROM EDGE OF HOUSING. INSERT A BLUNT PUNCH IN HOLE AND DRIVE OUT PLUG.

A NITROPHYL FLOAT (NON METAL) CAN BE CHECKED FOR FUEL ABSORPTION BY LIGHTLY SQUEEZING BETWEEN FINGERS. IF WETNESS APPEARS ON SURFACE OR FLOAT FEELS HEAVY (CHECK WITH KNOWN GOOD FLOAT) REPLACE THE FLOAT ASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2)—CHOKE PULL OFF	25. SCREW & LOCKWASHER (3)—ACTUATOR
2. CHOKE PULL-OFF & HOSE ASSY.	26. DIAPHRAGM ACTUATOR ASSY.
3. E-CLIP—FAST IDLE CAM	27. SPRING—DIAPHRAGM
4. CAM—FAST IDLE	28. SCREW—PUMP ROD CLAMP
5. ROD—FAST IDLE	29. CLAMP—PUMP ROD
6. SOLENOID ASSY.—BOWL VENT	30. ROD—PUMP OPERATING
7. GASKET—SOLENOID	31. GROMMET—PUMP ROD
8. SPRING—SOLENOID PLUNGER	32. WEIGHT—PUMP DISC. BALL
9. COTTER PIN—PUMP LINK	33. BALL—PUMP DISC.
10. LINK—PUMP	34. RETAINER—FLOAT PIN
11. SCREW & LOCKWASHER (3)—COVER	35. NEEDLE & SEAT ASSY.
12. COVER—FEED BACK DIAPHRAGM	36. FLOAT ASSY.
13. SPRING—DIAPHRAGM	37. PIN—FLOAT
14. DIAPHRAGM ASSY.—FEED BACK	38. POWER VALVE ASSY.—MECHANICAL (SHORT)
15. SCREW & LOCKWASHER (6)—BOWL COVER	39. POWER VALVE ASSY.—VACUUM (LONG)
16. BOWL COVER ASSY.	40. JET—MAIN
17. GASKET—BOWL COVER	41. SCREW & LOCKWASHER (3)—THROTTLE BODY
18. PLUNGER STEM—VENT VALVE	42. BOWL ASSY.
19. VALVE—BOWL VENT	43. GASKET—THROTTLE BODY
20. SCREW & LOCKWASHER—PUMP BRACKET	44. PLUG—IDLE NEEDLE
21. PUMP STEM & BRACKET ASSY.	45. NEEDLE—IDLE ADJ.
22. CUP—PUMP	46. O-RING—IDLE NEEDLE
23. ROD—MECHANICAL POWER VALVE	47. SPRING—IDLE NEEDLE
24. SPRING—ROD	48. THROTTLE 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 OBSCURE AREAS. CAUTION: DO NOT SOAK SOLENOID (6), CHOKE PULL—OFF (2), FLOAT (36) OR PARTS MADE OF RUBBER 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

IDLE ADJ. NEEDLE (45) — TURN IN UNTIL LIGHTLY SEATED. THEN BACK OUT 2 TURNS (DO NOT INSTALL PLUG (44) AT THIS TIME).

THROTTLE BODY SCREW (41) — TIGHTEN ALTERNATELY A LITTLE AT A TIME TO COMPRESS THE GASKET EVENLY. TORQUE TO 30 INCH LBS.

BOWL COVER SCREWS (15) — TIGHTEN ALTERNATELY A LITTLE AT A TIME TO COMPRESS THE GASKET EVENLY. TORQUE TO 30 INCH LBS.

INSTRUCTION SHEET

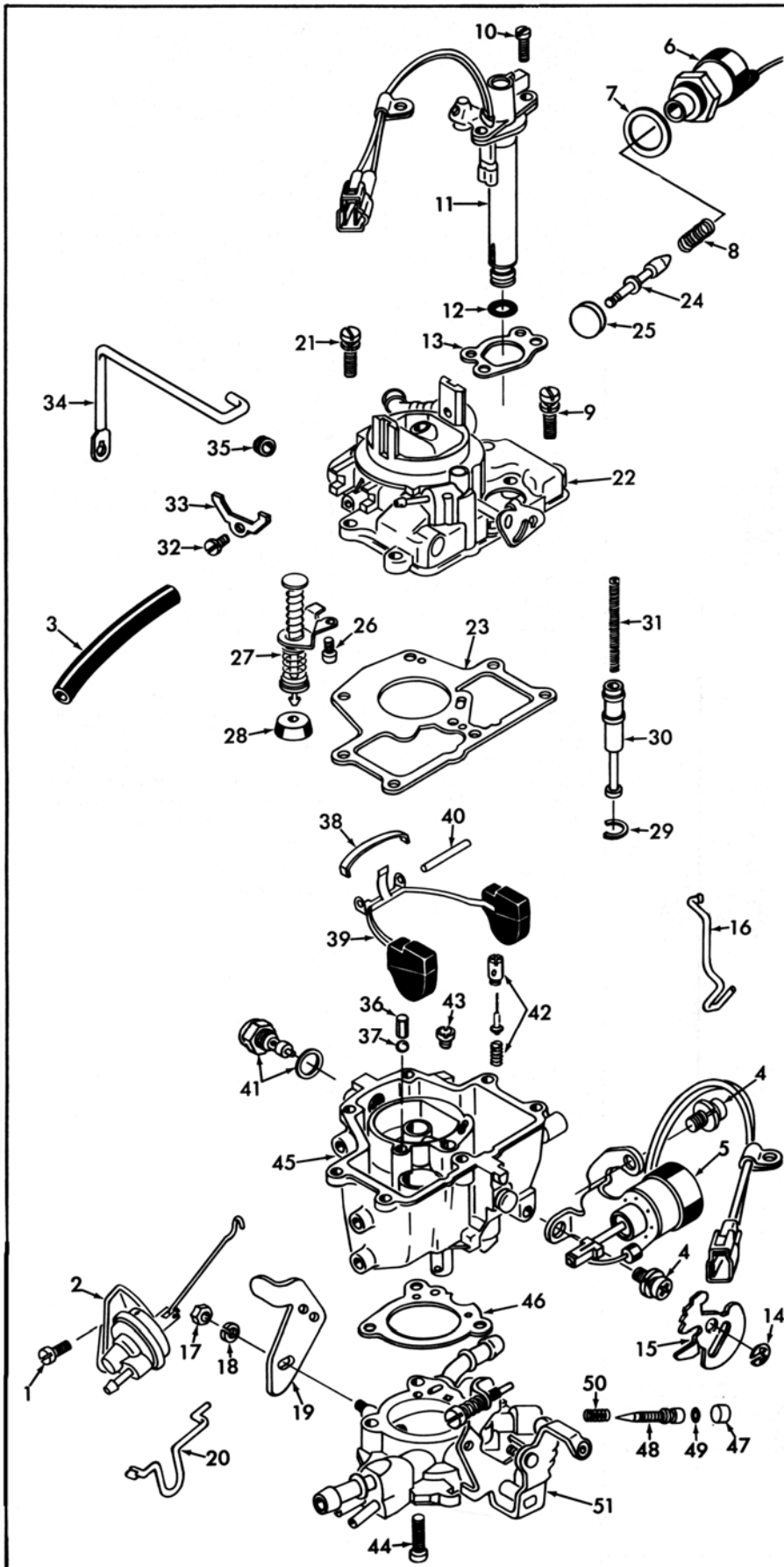
OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL - 6145

(ELECTRONIC FEEDBACK)

GENERAL EXPLODED VIEW

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DISASSEMBLY

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A NITROPHYL FLOAT (NON METAL) CAN BE CHECKED FOR FUEL ABSORPTION BY LIGHTLY SQUEEZING BETWEEN FINGERS. IF WETNESS APPEARS ON SURFACE OR FLOAT FEELS HEAVY (CHECK WITH KNOWN GOOD FLOAT) REPLACE THE FLOAT ASSEMBLY.

NOMENCLATURE

REF NO	REF NO
1. SCREW (2)-CHOKE PULL OFF	27. PUMP STEM & BRACKET ASSY
2. CHOKE PULL OFF & HOSE ASSY	28. CUP-PUMP
3. VAC. HOSE-POWER VALVE	29. RETAINER-POWER PISTON
4. SCREW & LKWSHR (2)-SOLENOID	30. POWER PISTON
5. IDLE STOP SOLENOID ASSY	31. SPRING-POWER PISTON
6. SOLENOID ASSY-BOWL VENT	32. SCREW-PUMP ROD CLAMP
7. GASKET-SOLENOID	33. CLAMP-PUMP ROD
8. SPRING-SOLENOID PLUNGER	34. ROD-PUMP OPERATING
9. SCREW & LKWSHR -WIRE CLAMP	35. GROMMET-PUMP ROD
10. SCREW & LKWSHR (2)-SOLENOID	36. WEIGHT-PUMP DISC BALL
11. DUTY CYCLE SOLENOID ASSY	37. BALL-PUMP DISC
12. O-RING-SOLENOID	38. RETAINER-FLOAT PIN
13. GASKET-SOLENOID	39. FLOAT ASSY
14. E-CLIP-FAST IDLE CAM	40. PIN-FLOAT
15. CAM-FAST IDLE	41. NEEDLE & SEAT ASSY
16. LINK-FAST IDLE CAM	42. POWER VALVE ASSY
17. NUT-THROTTLE LEVER	43. JET-MAIN
18. LKWSHR-THROTTLE LEVER	44. SCREW & LKWSHR (3)-THROTTLE BODY
19. LEVER-THROTTLE	45. BOWL ASSY
20. LINK-PUMP	46. GASKET-THROTTLE BODY
21. SCREW & LKWSHR (6)-BOWL COVER	47. PLUG-IDLE NEEDLE
22. BOWL COVER ASSY	48. NEEDLE-IDLE ADJ
23. GASKET-BOWL COVER	49. O-RING-IDLE NEEDLE
24. PLUNGER STEM-VENT VALVE	50. SPRING-IDLE NEEDLE
25. VALVE-BOWL VENT	51. THROTTLE BODY ASSY
26. SCREW & LKWSHR-PUMP BRACKET	

CLEANING

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REASSEMBLY

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

SPECIAL INSTRUCTIONS

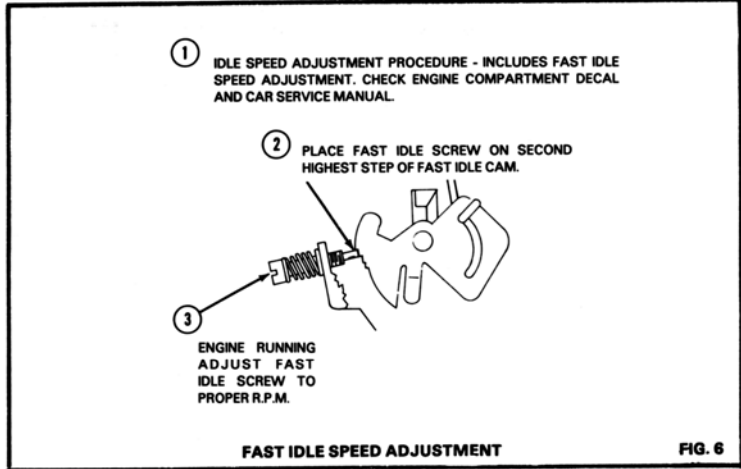
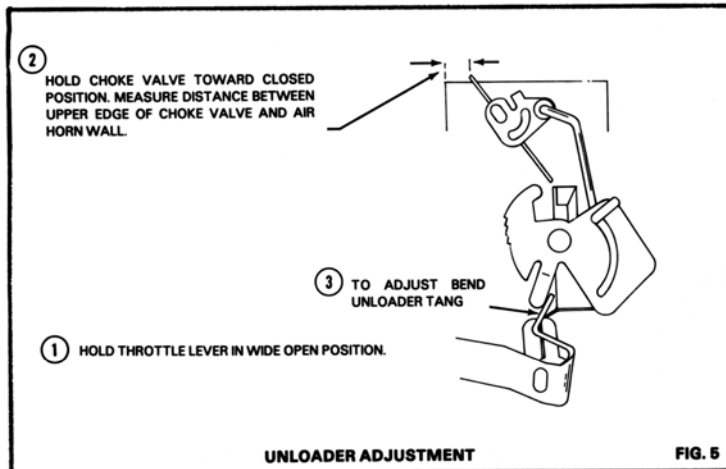
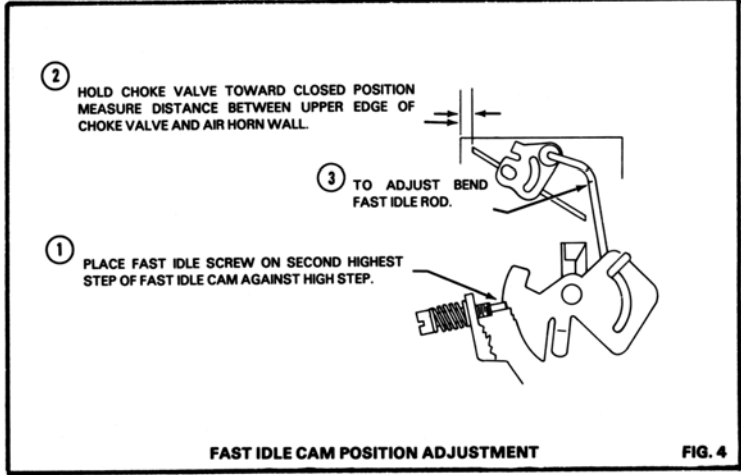
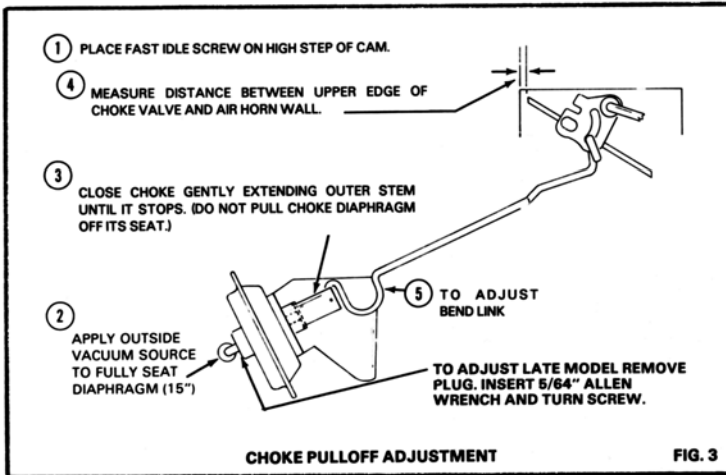
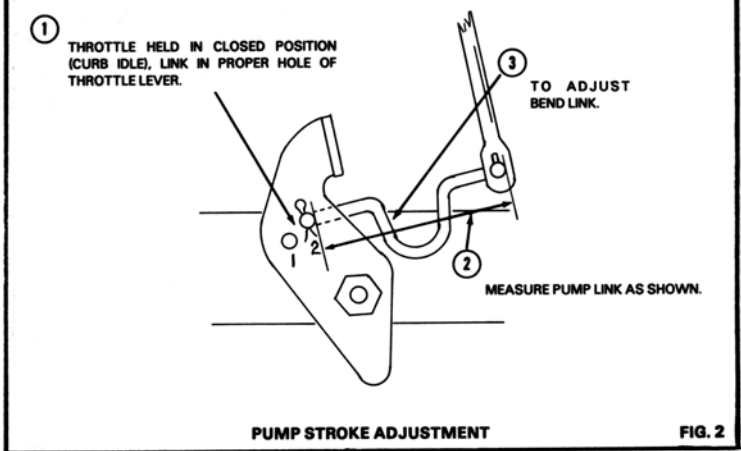
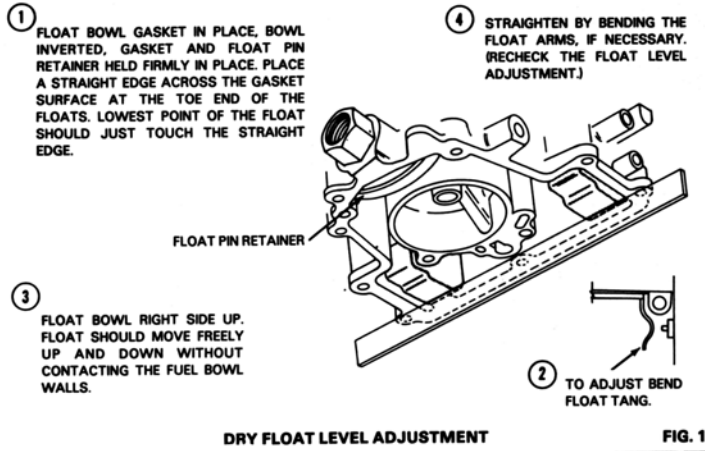
IDLE ADJ. NEEDLE (48)-TURN IN UNTIL LIGHTLY SEATED. THEN BACK OUT 2 TURNS (DO NOT INSTALL PLUG (47) AT THIS TIME).

THROTTLE BODY SCREW (44)-TIGHTEN ALTERNATELY A LITTLE AT A TIME TO COMPRESS THE GASKET EVENLY. TORQUE TO 30 INCH LBS.

BOWL COVER SCREWS (21)-TIGHTEN ALTERNATELY A LITTLE AT A TIME TO COMPRESS THE GASKET EVENLY. TORQUE TO 30 INCH LBS.

POWER PISTON RETAINER (29)-INSTALL SPRING AND PISTON, SEAT RETAINER AND STAKE LIGHTLY WITH A SUITABLE TOOL.

ADJUSTMENTS



ADJUSTMENT DATA TABLE.

YEAR	APPLICATION	FLOAT LEVEL	PUMP ADJ. HOLE	LINK	CHOKE PULLOFF	FAST IDLE CAM	UNLOADER	FAST IDLE R.P.M.
CHRYSLER PRODUCTS								
1981-82 PASSENGER CAR								
	225" ENG.	FLUSH *	NO. 2	1.615"	.150"	.090"	.250"	2000
	1983 225" ENG. A/T	FLUSH *	NO. 2	1.720"	.150"	.090"	.250"	2000
1983 TRUCK								
	225" ENG. M/T	FLUSH *	NO. 2	1.700"	.150"	.090"	.250"	1600
	A/T	FLUSH *	NO. 2	1.610"	.150"	.090"	.250"	1600
1984 TRUCK								
	225" ENG.	FLUSH*	NO. 2	1.610"	.150"	.070"	.250"	1600
1985-87 TRUCK								
	225" ENG. M/T	FLUSH*	NO. 2	1.750"	.150"	.060"	.250"	1600
	A/T	FLUSH*	NO. 2	1.750"	.150"	.070"	.250"	1600

*WITH BOWL COVER GASKET IN PLACE