



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**



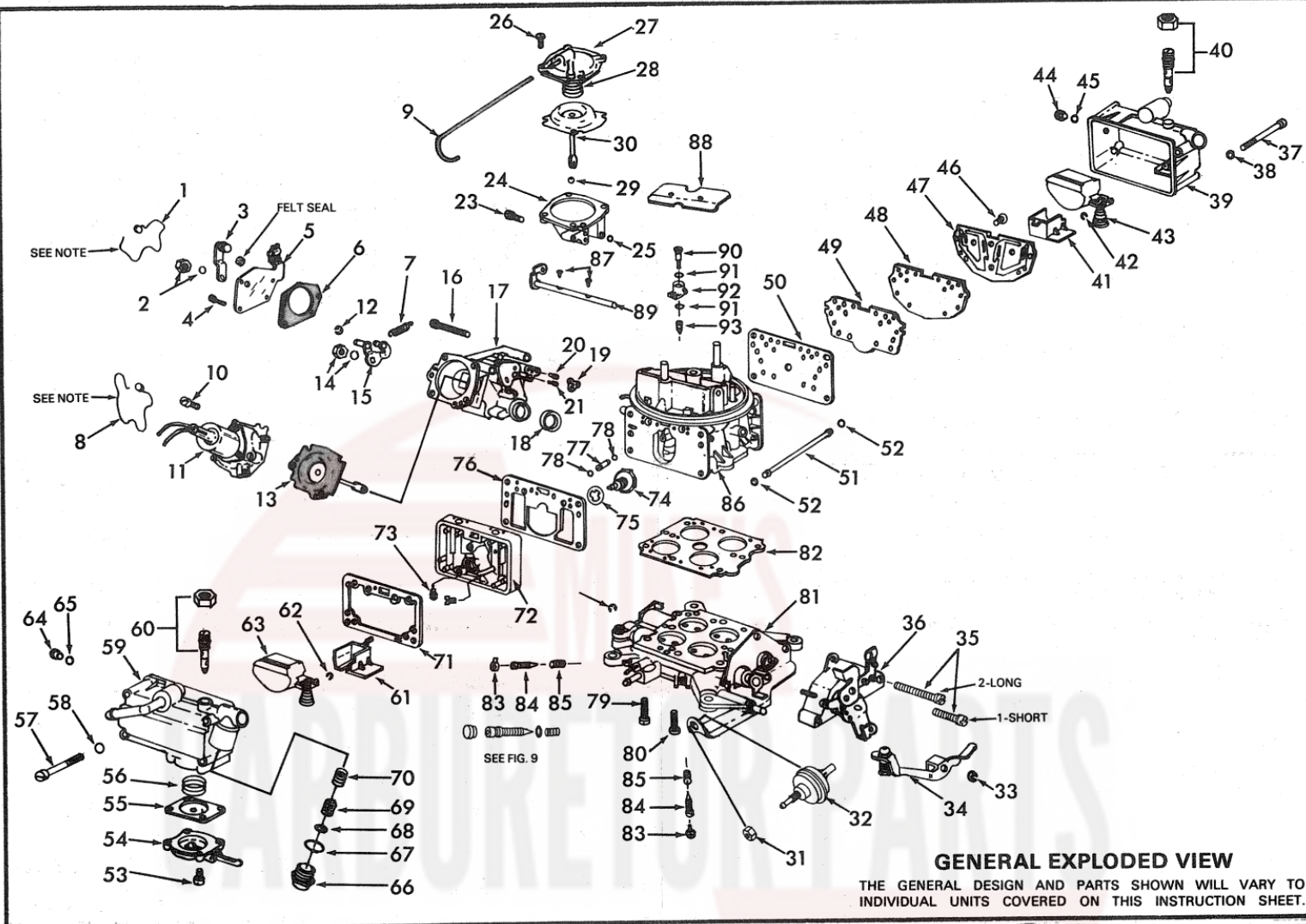
NEW DESIGN POWER VALVE

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 4180 EG

50-632



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. IDENTIFY PRIMARY & SECONDARY FLOATS AS THEY ARE REMOVED FROM FUEL BOWLS. NOTE: THE CHOKE PLATE RETAINING SCREWS ARE STAKED AT THE THREADED END AND THIS STAKING MUST BE FILED OFF BEFORE REMOVING SCREWS. (BE CAREFUL NOT TO DAMAGE THE CHOKE SHAFT OR VENTURI WHILE FILING THE SCREWS). DO NOT REMOVE SECONDARY IDLE SCREW PLUGS OR ADJUSTING SCREWS. FACTORY ADJUSTED FOR EMISSION CONTROL. (1982 TAMPERPROOF IDLE MIXTURE SCREW REMOVAL SEE FIG. 9).

NOMENCLATURE

REF. NO.	REF. NO.
1. SEAL & WIRE — COVER	26. SCREW & LOCKWASHER (4) — COVER
2. NUT & LOCKWASHER — LEVER	27. COVER — SEC. DIAPHRAGM
3. LEVER — CHOKE WIRE	28. SPRING — SEC. DIAPHRAGM
4. SCREW & LOCKWASHER (4) — COVER	29. BALL — SEC. VACUUM CHECK
5. COVER — GOVERNOR HOUSING	30. DIAPHRAGM — SECONDARY
6. GASKET — GOVERNOR COVER	31. NUT-THROTTLE KICKER
7. SPRING — GOVERNOR	32. DECAL THROTTLE KICKER ASSY.
8. SEAL & WIRE — DIAPHRAGM COVER	33. E-CLIP-LEVER
9. HOSE — GOV. TO SEC. DIAPHRAGM COVER	34. LEVER ASSY. — PUMP
10. SCREW & LOCKWASHER (4) — DIAPHRAGM & SOLENOID COVER.	35. SCREW & LOCKWASHER (3) — THROTTLE OPERATING SHAFT HOUSING
11. COVER ASSY. — DIAPHRAGM & SOLENOID	36. HOUSING ASSY. — THROTTLE OPERATING SHAFT
12. E-CLIP-DIAPHRAGM STEM RETAINER	37. SCREW (4) — SEC. FLOAT BOWL
13. DIAPHRAGM ASSEMBLY	38. GASKET (4) — SEC. BOWL SCREW
14. NUT & LOCKWASHER — GOV. LEVER	39. BOWL ASSY. — SEC. FUEL
15. LEVER — GOVERNOR	40. NEEDLE & SEAT ASSY. — SEC.
16. SCREW & LOCKWASHER (3) — GOV. HOUSING	41. BAFFLE — SEC. FUEL
17. GOV. HOUSING ASSY.	42. RETAINER — SEC. FLOAT
18. SEAL — GOV. HOUSING	43. FLOAT & SPRING ASSY. — SEC.
19. GASKET — GOV. HOUSING	44. PLUG — FUEL LEVEL
20. JET "A" GOV. HOUSING	45. GASKET — PLUG
21. JET "B" GOV. HOUSING	46. SCREW (6) — SEC. METERING BODY
22. RETAINER — SEC. DIAPHRAGM STEM	47. METERING BODY — SEC.
23. SCREW & LOCKWASHER (3) — SEC. DIAPHRAGM HOUSING	48. GASKET — METERING BODY
24. SEC. DIAPHRAGM HOUSING ASSY.	49. PLATE — METERING BODY
25. GASKET — SEC. DIAPHRAGM HOUSING	50. GASKET — FUEL BOWL & METERING BODY
	51. TUBE — FUEL LINE
	52. O-RING (2) — FUEL LINE TUBE
	53. SCREW & LOCKWASHER (4) — PUMP COVER

REF. NO.	REF. NO.
54. COVER ASSY. — PUMP DIAPHRAGM	75. GASKET — PRI. ENRICHMENT VALVE
55. DIAPHRAGM — PUMP	76. GASKET — PRI. METERING BODY
56. SPRING — PUMP DIAPHRAGM	77. TUBE — PUMP PASSAGE
57. SCREW (4) — PRI. FUEL BOWL	78. O-RING (2) — TUBE
58. GASKET (4) — PRI. BOWL SCREW	79. SCREW & LOCKWASHER (7) — THROTTLE BODY
59. BOWL ASSY. — PRIMARY	80. SCREW & LK WSHR (1) — THROTTLE BODY
60. NEEDLE & SEAT ASSY. — PRI.	81. THROTTLE BODY ASSY.
61. BAFFLE — PRI. FUEL	82. GASKET — THROTTLE BODY
62. RETAINER — PRI. FLOAT	83. CAP (2) — IDLE LIMITER
63. FLOAT & SPRING ASSY. — PRI.	84. SCREW (2) — IDLE ADJUSTING
64. PLUG — FUEL LEVEL	85. SPRING (2) — IDLE ADJ. SCREW
65. GASKET — PLUG	86. MAIN BODY ASSY.
66. FITTING — FUEL INLET	87. SCREW (2) — CHOKE PLATE
67. GASKET — FITTING	88. PLATE — CHOKE
68. GASKET — FILTER	89. SHAFT — CHOKE PLATE
69. FILTER — FUEL	90. SCREW — PUMP NOZZLE
70. SPRING — FILTER	91. GASKET (2) — PUMP NOZZLE
71. GASKET — PRI. FUEL BOWL	92. NOZZLE — PUMP DISC
72. METERING BODY — PRI.	93. NEEDLE — PUMP DISC. CHECK
73. JET (2) — MAIN	
74. VALVE — PRI. ENRICHMENT	

CLEANING

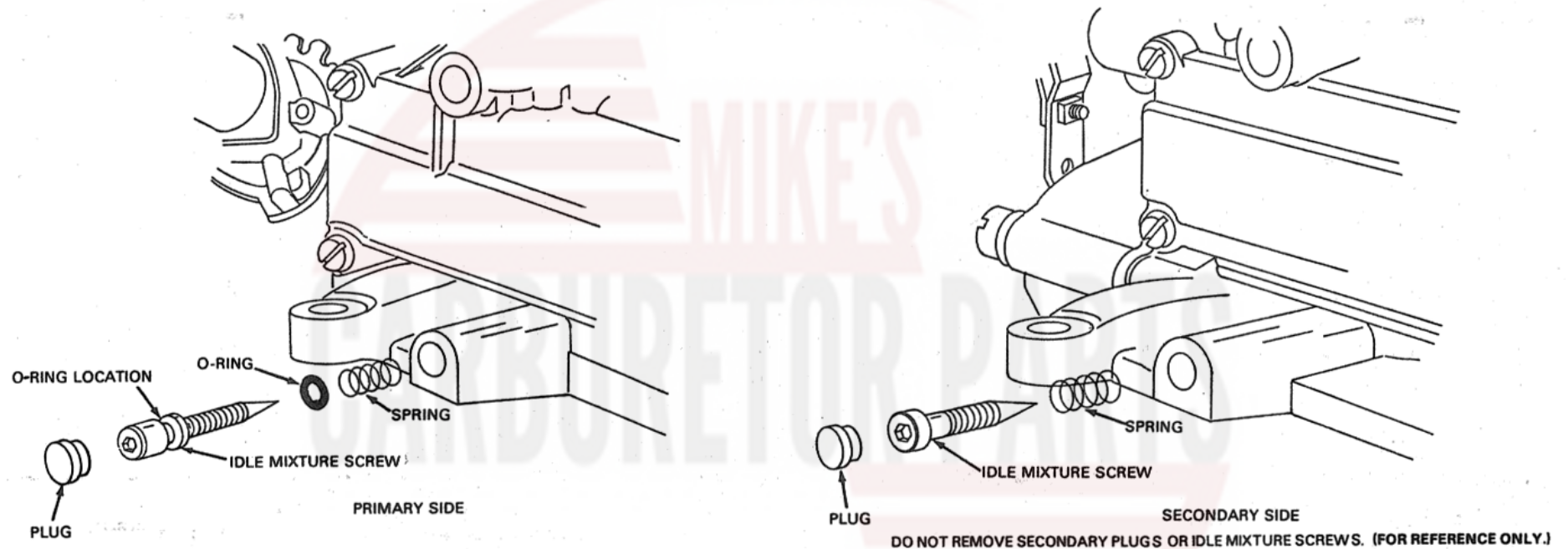
CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL USING A COLD IMMERSION TYPE CARBURETOR CLEANER. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK ASSEMBLIES WITH ATTACHED PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK ANY PARTS CONTAINING RUBBER, FLOATS, OR DIAPHRAGM ASSYS.

REASSEMBLY

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

NOTE: ITEM NO. 1 & 8 IS NOT A KIT SERVICE REPLACEMENT PART.

1982 TAMPERPROOF IDLE MIXTURE SCREWS



TO REMOVE TAMPERPROOF IDLE MIXTURE CONCEALMENT PLUG, CENTER PUNCH AND DRILL 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).

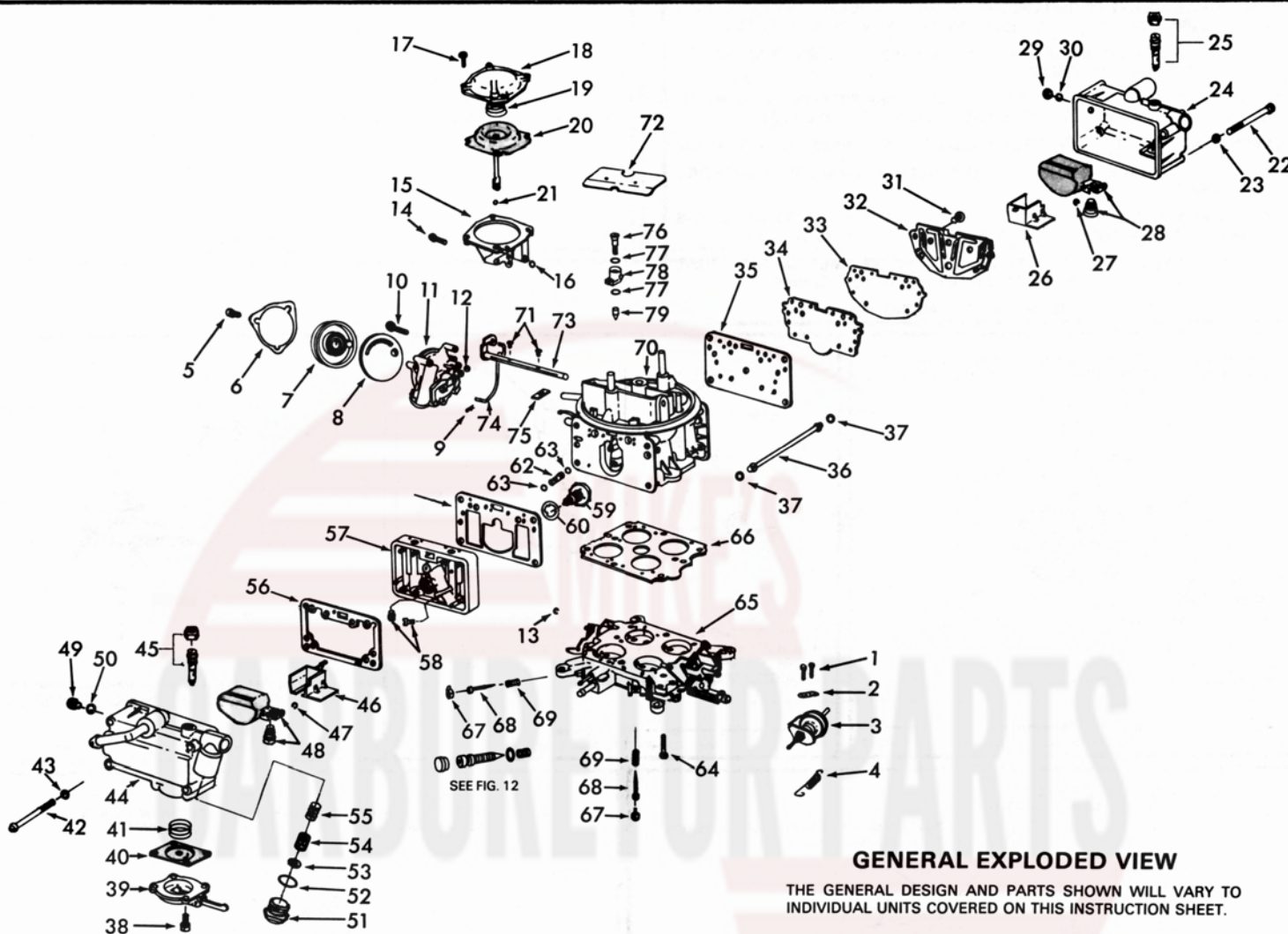
REASSEMBLY: TURN IN IDLE MIXTURE SCREWS UNTIL LIGHTLY SEATED. THEN BACK OUT THE NUMBER OF TURNS RECORDED ON DISASSEMBLY. REPLACE PLUG TO INSURE PROPER METERING.

INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

HOLLEY MODEL-4180C

50-633



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. NOTE: THE CHOKE PLATE RETAINING SCREWS ARE STAKED AT THE THREADED END AND THIS STAKING MUST BE FILED OFF BEFORE REMOVING SCREWS. (BE CAREFUL NOT TO DAMAGE THE CHOKE SHAFT OR VENTURI WHILE FILING THE SCREWS.) DO NOT REMOVE SECONDARY IDLE SCREW PLUGS OR ADJUSTING NEEDLES. FACTORY ADJUSTED FOR EMISSION CONTROL.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2)-THROTTLE KICKER	23. GASKET (4) - SEC. BOWL SCREW
2. RETAINER-SCREWS	24. BOWL ASSY. - SEC. FUEL
3. THROTTLE KICKER ASSY.	25. NEEDLE & SEAT ASSY. - SEC.
4. SPRING - TRANS. LINK	26. BAFFLE - SEC. FUEL
5. SCREW (3) - RETAINER	27. RETAINER - SEC. FLOAT
6. RETAINER - CHOKE COVER	28. FLOAT & SPRING ASSY. - SEC.
7. CHOKE COVER ASSY.	29. PLUG - FUEL LEVEL
8. GASKET - CHOKE COVER	30. GASKET - PLUG
9. RETAINER - CHOKE ROD	31. SCREW (6) - SEC. METERING BODY
10. SCREW & LOCKWASHER (3) - CHOKE HOUSING	32. METERING BODY - SEC.
11. CHOKE HOUSING ASSY.	33. GASKET - METERING BODY
12. GASKET - CHOKE HOUSING	34. PLATE - METERING BODY
13. RETAINER - SEC. DIAPHRAGM LINK	35. GASKET - FUEL BOWL & METERING BODY
14. SCREW & LOCKWASHER (3) - SEC DIAPH. HSG.	36. TUBE - FUEL LINE
15. SEC. DIAPHRAGM HSG. ASSY.	37. O-RING (2) - FUEL LINE TUBE
16. GASKET - SEC. DIAPH. HSG.	38. SCREW & LOCKWASHER (4) - PUMP COVER
17. SCREW & LOCKWASHER (4) - COVER	39. COVER ASSY. - PUMP DIAPHRAGM
18. COVER - SEC. DIAPHRAGM	40. DIAPHRAGM - PUMP
19. SPRING - SEC DIAPHRAGM	41. SPRING - PUMP DIAPHRAGM
20. DIAPHRAGM - SECONDARY	42. SCREW (4) - PRI. FUEL BOWL
21. BALL - SEC. DIAPHRAGM CHECK	43. GASKET (4) - PRI. FUEL BOWL
22. SCREW (4) - SEC. FLOAT BOWL	44. BOWL ASSY. - PRIMARY

REF. NO.	REF. NO.
45. NEEDLE & SEAT ASSY. - PRI.	64. SCREW & LKWSHR. (8)-THROTTLE BODY
46. BAFFLE - PRI. FUEL	65. THROTTLE BODY ASSY.
47. RETAINER - PRI. FLOAT	66. GASKET-THROTTLE BODY
48. FLOAT & SPRING ASSY. - PRI.	67. CAP (2)-IDLE LIMITER
49. PLUG - FUEL LEVEL	68. NEEDLE (2)-IDLE ADJ. NEEDLE
50. GASKET - PLUG	69. SPRING (2)-IDLE ADJ. NEEDLE
51. FITTING - FUEL INLET	70. MAIN BODY ASSY.
52. GASKET - FITTING	71. SCREW (2)-CHOKE PLATE
53. GASKET - FILTER	72. PLATE-CHOKE
54. FILTER - FUEL	73. SHAFT-CHOKE PLATE
55. SPRING - FILTER	74. ROD-CHOKE
56. GASKET - PRI. FUEL BOWL	75. SEAL-CHOKE ROD
57. METERING BODY - PRI.	76. SCREW -PUMP NOZZLE
58. JET (2) - MAIN	77. GASKET (2)-PUMP NOZZLE
59. VALVE - PRI. ENRICHMENT	78. NOZZLE-PUMP DISC.
60. GASKET - PRI. ENRICHMENT VALVE	79. NEEDLE-PUMP DISC. CHECK
61. GASKET - PRI. METERING BODY	
62. TUBE - PUMP PASSAGE	
63. O-RING (2) - TUBE	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL USING A COLD IMMERSION TYPE CARBURETOR CLEANER. 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 ASSEMBLIES WITH ATTACHED PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK ANY PARTS CONTAINING RUBBER, FLOATS, OR DIAPHRAGM ASSYS.

REASSEMBLY

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

ADJUSTMENTS

SPECIAL INSTRUCTIONS

PUMP NOZZLE (78) AND SCREW (76) INSTALLATION — TIGHTEN SCREW SECURELY. USING A FLAT PUNCH AND HAMMER, STAKE THE NOZZLE SCREW IN POSITION. (CARE SHOULD BE USED WHEN STAKING THE NOZZLE SO AS NOT TO USE EXCESSIVE FORCE. REMOVE ANY CHIPS FROM CARBURETOR BODY. SEE FIG. 1

CHOKE PLATE SCREWS (71) — STAKE SCREWS AFTER INSTALLATION.

PRIMARY IDLE ADJUSTING NEEDLES (68) — TURN IN UNTIL LIGHTLY SEATED, THEN BACK 1 1/4 TURN. (DO NOT INSTALL IDLE LIMITER CAPS AT THIS TIME.) FIG. 11

SCREWS LISTED BELOW MUST BE TIGHTENED IN THREE STAGES CROSSWISE TO ARRIVE AT THE CORRECT TORQUE.

THROTTLE BODY GASKET (66) — BE SURE HOLES ARE PROPERLY MATCHED TO THROTTLE BODY. TORQUE THROTTLE BODY SCREWS TO 50 INCH LBS.

ENRICHMENT VALVE (59) — INSTALL WITH GASKET AND TORQUE TO 100 INCH LBS.

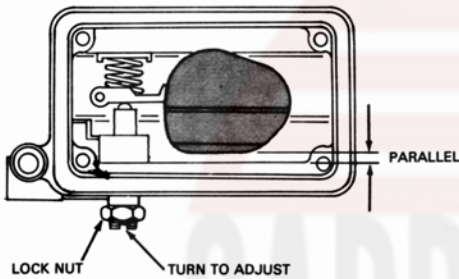
PRI. AND SEC. FUEL BOWL (44) (24) — BEFORE INSTALLING MAKE DRY FLOAT LEVEL ADJUSTMENT.

BOWL SCREW INSTALLATION (42) (22) — INSTALL GASKETS (43) (23) ON SCREWS BEFORE INSTALLING, THEN TORQUE EVENLY IN STAGES TO 50 INCH LBS.

FUEL LINE TUBE (36) — INSTALL O-RINGS (37) ON THE EXTREME ENDS OF THE TUBE, THEY WILL ROLL ON THE TUBE WHEN INSTALLING THE FUEL BOWLS.

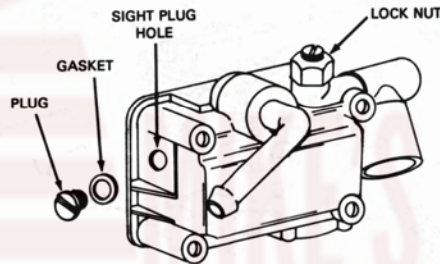
O-RINGS — LUBRICATE LIGHTLY BEFORE INSTALLING.

FLOAT BOWL INVERTED, TURN NEEDLE SEAT ASSY. UNTIL FLOAT SURFACE IS PARALLEL WITH THE SURFACE DIRECTLY BELOW THE FLOAT. TIGHTEN LOCK NUT.



PRIMARY & SECONDARY
DRY FLOAT LEVEL ADJUSTMENTS

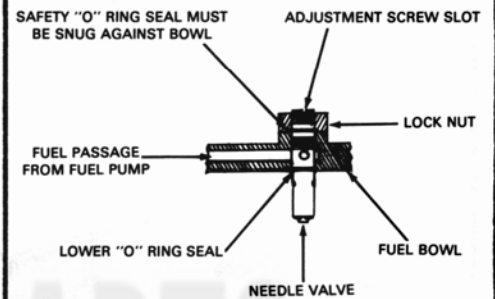
FIG. 2



1. TRUCK SETTING ON LEVEL SURFACE AND ENGINE RUNNING.
2. REMOVE SIGHT LEVEL PLUG FROM BOWL.
3. ADJUST NEEDLE SEAT ASSY. SO FUEL LEVEL WILL BE AT BOTTOM EDGE OF SIGHT PLUG HOLE. (PLUS OR MINUS 1/32" TOLERANCE.)
4. TIGHTEN LOCK NUT.

PRIMARY & SECONDARY
WET FLOAT LEVEL ADJUSTMENT

FIG. 3



THE EXCLUSIVE SEALING FEATURES OF THIS ASSEMBLY PROVIDE SAFE ADJ. OF FUEL LEVEL WHILE ENGINE IS RUNNING.

SAFETY SEAL ADJUSTABLE FUEL VALVE

FIG. 4

1. PUMP CAM POSITION FOR NORMAL DRIVING, USE NO. 1 SETTING.

2. HOLD THROTTLE IN WIDE OPEN POSITION

ADJUSTMENT SCREW

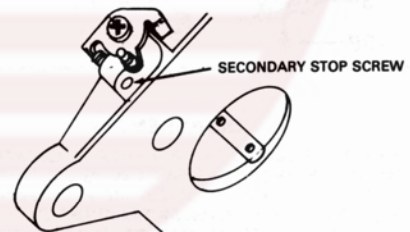
3. PUMP OPERATING LEVER HELD IN A FULLY COMPRESSED POSITION.

4. ADJUST CLEARANCE BETWEEN PUMP LEVER AND ADJUSTING NUT (CLEARANCE IS .015)

PUMP ADJUSTMENT

FIG. 5

SECONDARY THROTTLE STOP SCREW, BACK OUT UNTIL SECONDARY PLATES ARE CLOSED. TURN SCREW IN UNTIL IT CONTACTS STOP, THEN TURN SCREW IN 1/2 TURN MORE.



SECONDARY THROTTLE STOP ADJUSTMENT

FIG. 6

2. HOLD CHOKE TOWARDS THE CLOSED POSITION THEN MEASURE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL.

1979-82 .210"

1983 .220"

3. TO ADJUST, BEND CHOKE ROD.

1. PLACE FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM, AGAINST FIRST STEP.

FAST IDLE CAM INDEX ADJUSTMENT

FIG. 7

1. BLOCK PRIMARY THROTTLE ABOUT HALF OPEN.

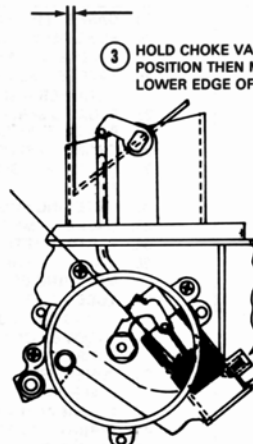
2. PUSH CHOKE PISTON DOWNWARD AGAINST ADJUSTMENT SCREW. (USING A WIRE WITH AN 1/8" BEND AT THE END.)

1979-82 .210"

1983 .220"

3. HOLD CHOKE VALVE TOWARDS THE CLOSED POSITION THEN MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & AIR HORN WALL.

4. TO ADJUST (REMOVE PUTTY FROM SCREW HOLE) TURN SCREW CLOCKWISE TO DECREASE THE CHOKE OPENING, COUNTER CLOCKWISE TO INCREASE THE CHOKE OPENING.



CHOKE PLATE PULLDOWN ADJUSTMENT

FIG. 8

① HOLD THROTTLE PLATE IN WIDE OPEN POSITION

.315" Clearance

② HOLD CHOKE TOWARDS THE CLOSED POSITION THEN MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & AIR HORN WALL.

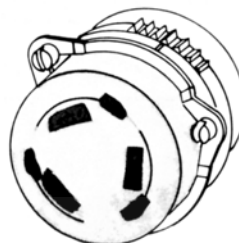


③ TO ADJUST BEND PAWL ON FAST IDLE SPEED LEVER.

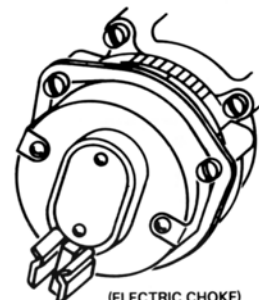
UNLOADER ADJUSTMENT

FIG. 9

ALIGN MARK ON STAT COIL WITH PROPER INDEX MARK ON CHOKE HOUSING.



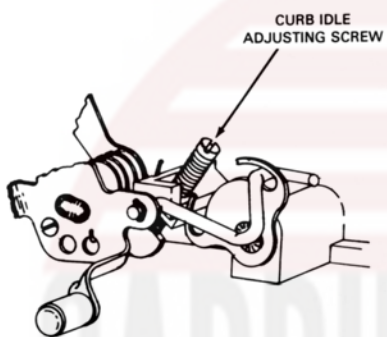
1979-82 5 RICH



(ELECTRIC CHOKE)
1983 3 RICH

AUTOMATIC CHOKE SETTING

FIG. 10



ENGINE AT OPERATING TEMPERATURE
REFER TO ENGINE DECAL AND SERVICE
MANUAL FOR PROPER IDLE ADJUSTING
PROCEDURE & SPECIFICATIONS.

SLOW IDLE ADJUSTMENT

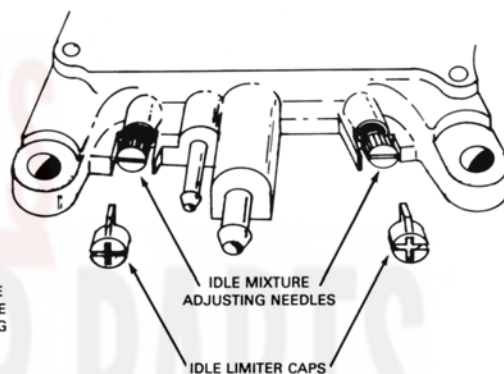
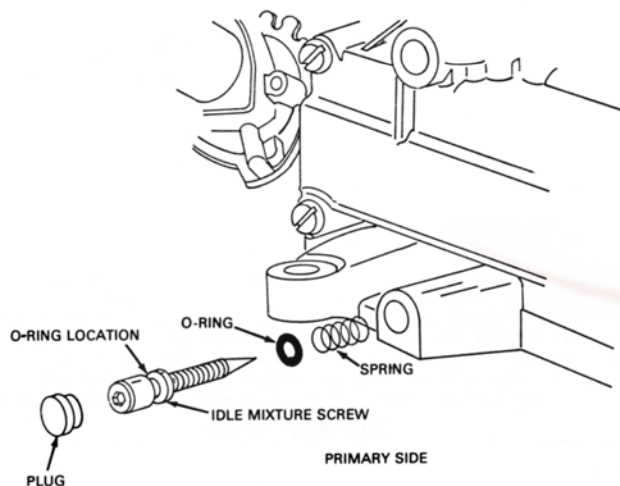
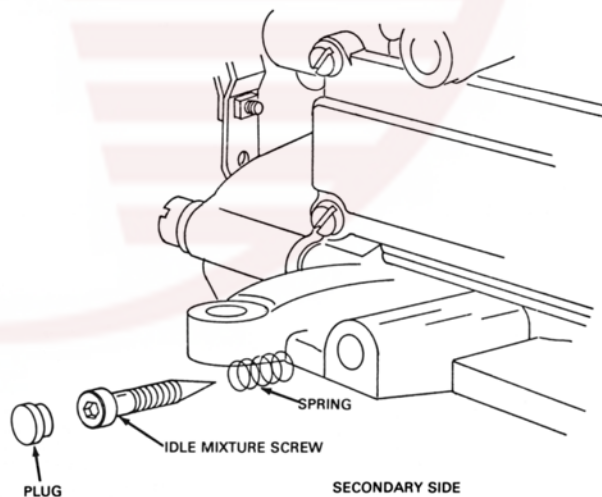


FIG. 11

1983 TAMPERPROOF IDLE MIXTURE SCREWS



PRIMARY SIDE



SECONDARY SIDE

DO NOT REMOVE SECONDARY PLUGS OR IDLE MIXTURE SCREWS. (FOR REFERENCE ONLY.)

TO REMOVE TAMPERPROOF IDLE MIXTURE CONCEALMENT PLUG, CENTER PUNCH AND DRILL 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).

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.

FIG. 12

OFF VEHICLE CARBURETOR SERVICE HOLLEY MODEL-4180C

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. NOTE: THE CHOKE PLATE RETAINING SCREWS ARE STAKED AT THE THREADED END AND THIS STAKING MUST BE FILED OFF BEFORE REMOVING SCREWS. (BE CAREFUL NOT TO DAMAGE THE CHOKE SHAFT OR VENTURI WHILE FILING THE SCREWS.)

TO REMOVE CHOKE COVER RETAINER TAMPER PROOF SCREWS, CAREFULLY HACK-SAW A SLOT IN THE HEAD OF THE SCREW DEEP ENOUGH TO ACCOMMODATE A SCREW-DRIVER BIT. CAREFULLY REMOVE THE SCREWS WITH A SCREWDRIVER.

IDENTIFY PRIMARY AND SECONDARY FLOATS AS THEY ARE REMOVED FROM THE FUEL BOWLS, FOR PROPER REASSEMBLY.

TO REMOVE PRIMARY AND SECONDARY IDLE MIXTURE CONCEALMENT PLUGS. CENTER PUNCH AND DRILL 3/32" DIAMETER HOLE THROUGH THE HARDENED STEEL PLUG. INSTALL AN EASY OUT AND REMOVE PLUG. BEFORE REMOVING IDLE ADJUSTING NEEDLES, CAREFULLY TURN NEEDLES IN CLOCKWISE COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE NEEDLES. (RECORD FOR PROPER REASSEMBLY).

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL USING A COLD IMMERSION TYPE CARBURETOR CLEANER. 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 ASSEMBLIES WITH ATTACHED PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK ANY PARTS CONTAINING RUBBER, FLOATS, OR DIAPHRAGM ASSYS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

PUMP DISCHARGE CHECK NEEDLE (79)-REPLACE WITH STEEL BALL. INSTALL BALL THEN USING A BRASS PUNCH AND HAMMER LIGHTLY STAKE BALL FOR A GOOD SEAT.

PUMP NOZZLE (78) AND SCREW (76) INSTALLATION-TIGHTEN SCREW SECURELY. USING A FLAT PUNCH AND HAMMER, RESTAKE THE NOZZLE SCREW IN POSITION. (CARE SHOULD BE USED WHEN STAKING THE NOZZLE SO AS NOT TO USE EXCESSIVE FORCE. REMOVE ANY CHIPS FROM CARBURETOR BODY. SEE FIG. 1.

CHOKE PLATE SCREWS (71)-STAKE SCREWS AFTER INSTALLATION.

PRIMARY IDLE ADJUSTING NEEDLES (67)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (DO NOT INSTALL IDLE NEEDLE CONCEALMENT PLUGS AT THIS TIME.)

SCREWS LISTED BELOW MUST BE TIGHTENED IN THREE STAGES CROSSWISE TO ARRIVE AT THE CORRECT TORQUE.

THROTTLE BODY GASKET (65)-BE SURE HOLES ARE PROPERLY MATCHED TO THROTTLE BODY. TORQUE THROTTLE BODY SCREWS TO 50 INCH LBS.

ENRICHMENT VALVE (58)-INSTALL WITH GASKET AND TORQUE TO 100 INCH LBS.

PRI. AND SEC. FUEL BOWL (43) (23)-BEFORE INSTALLING MAKE DRY FLOAT LEVEL ADJUSTMENT.

BOWL SCREW INSTALLATION (41) (21)-INSTALL GASKETS (42) (22) ON SCREWS BEFORE INSTALLING, THEN TORQUE EVENLY IN STAGES TO 50 INCH LBS.

FUEL LINE TUBE (35)-INSTALL O-RINGS (36) ON THE EXTREME ENDS OF THE TUBE, THEY WILL ROLL ON THE TUBE WHEN INSTALLING THE FUEL BOWLS.

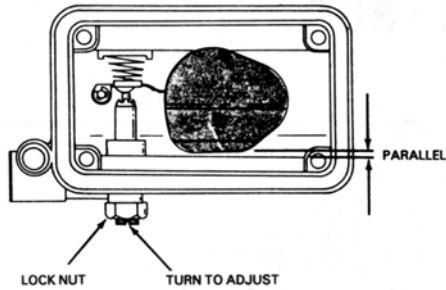
O-RINGS-LUBRICATE LIGHTLY BEFORE INSTALLING.

NOMENCLATURE

REF. NO.	
1.	SCREW (2)-SOLO POT
2.	SOLO POT ASSY.
3.	SCREW (2)-RETAINER
4.	SCREW (1)-RETAINER
5.	RETAINER-CHOKE COVER
6.	CHOKE COVER ASSY.
7.	GASKET-CHOKE COVER
8.	RETAINER-CHOKE ROD
9.	SCREW & LKWSHR. (3)-CHOKE HOUSING
10.	CHOKE HOUSING ASSY.
11.	GASKET-CHOKE HOUSING (O-RING 1984-85)
12.	RETAINER-SEC. DIAPHRAGM LINK
13.	SCREW & LKWSHR. (3)-SEC. DIAPH. HSG.
14.	SEC. DIAPHRAGM HSG. ASSY.
15.	GASKET-SEC. DIAPH. HSG. (O-RING 1984-85)
16.	SCREW & LKWSHR. (4)-COVER
17.	COVER-SEC. DIAPHRAGM
18.	SPRING-SEC. DIAPHRAGM
19.	DIAPHRAGM-SECONDARY
20.	BALL-SEC. DIAPHRAGM CHECK
21.	SCREW (4)-SEC. FUEL BOWL
22.	GASKET (4)-SEC. BOWL SCREW
23.	BOWL ASSY.-SEC. FUEL
24.	NEEDLE & SEAT ASSY.-SEC.
25.	BAFFLE-SEC. FUEL
26.	RETAINER-SEC. FLOAT
27.	FLOAT & SPRING ASSY.-SEC.
28.	PLUG-FUEL LEVEL
29.	GASKET-PLUG
30.	SCREW (6)-SEC. METERING BODY
31.	METERING BODY-SEC.
32.	GASKET-METERING BODY
33.	PLATE-METERING BODY
34.	GASKET-FUEL BOWL & METERING BODY
35.	TUBE-FUEL LINE
36.	O-RING (2)-FUEL LINE TUBE
37.	SCREW & LKWSHR. (4)-PUMP COVER
38.	COVER ASSY.-PUMP DIAPHRAGM
39.	DIAPHRAGM-PUMP
40.	SPRING-PUMP DIAPHRAGM
41.	SCREW (4)-PRI. FUEL BOWL
42.	GASKET (4)-PRI. BOWL SCREW
43.	BOWL ASSY.-PRIMARY
44.	NEEDLE & SEAT ASSY.-PRI.
45.	BAFFLE-PRI. FUEL
46.	RETAINER-PRI. FLOAT
47.	FLOAT & SPRING ASSY.-PRI.
48.	PLUG-FUEL LEVEL
49.	GASKET-PLUG
50.	FITTING-FUEL INLET
51.	GASKET-FITTING
52.	GASKET-FILTER
53.	FILTER-FUEL
54.	SPRING-FILTER
55.	GASKET-PRI. FUEL BOWL
56.	METERING BODY-PRI.
57.	JET (2)-MAIN
58.	VALVE-PRI. ENRICHMENT
59.	GASKET-PRI. ENRICHMENT VALVE
60.	GASKET-PRI. METERING BODY
61.	TUBE-PUMP PASSAGE
62.	O-RING (2)-PASSAGE TUBE
63.	SCREW & LKWSHR. (6)-THROTTLE BODY
64.	THROTTLE BODY ASSY.
65.	GASKET-THROTTLE BODY
66.	PLUG (2)-PRI. IDLE NEEDLE
67.	NEEDLE (2)-PRI. IDLE ADJUSTING
68.	O-RING (2)-PRI. IDLE NEEDLE
69.	SPRING (2)-PRI. IDLE ADJ. NEEDLE
70.	MAIN BODY ASSY.
71.	SCREW (2)-CHOKE PLATE
72.	PLATE-CHOKE
73.	SHAFT-CHOKE PLATE
74.	ROD-CHOKE
75.	SEAL-CHOKE ROD
76.	SCREW-PUMP NOZZLE
77.	GASKET (2)-PUMP NOZZLE
78.	NOZZLE-PUMP DISC.
79.	NEEDLE-PUMP DISC. CHECK

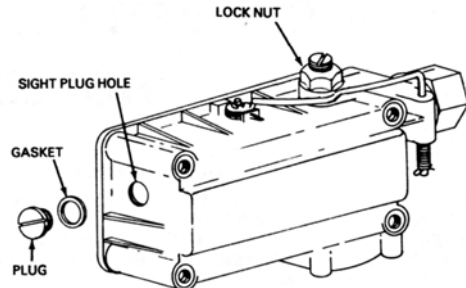
ADJUSTMENTS

FLOAT BOWL INVERTED, TURN NEEDLE SEAT ASSEMBLY UNTIL FLOAT SURFACE IS PARALLEL WITH THE SURFACE DIRECTLY BELOW THE FLOAT, TIGHTEN LOCK NUT.



PRIMARY & SECONDARY
DRY FLOAT LEVEL
ADJUSTABLE NEEDLE & SEAT

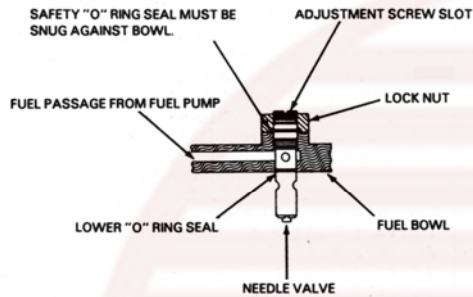
FIG. 1.



1. VEHICLE SITTING ON LEVEL SURFACE AND ENGINE RUNNING.
2. REMOVE SIGHT LEVEL PLUG FROM HOLE.
3. ADJUST NEEDLE SEAT ASSEMBLY SO FUEL WILL BE AT BOTTOM EDGE OF SIGHT PLUG HOLE. (1/32" TOLERANCE.)
4. TIGHTEN LOCK NUT.

WET FLOAT LEVEL
ADJUSTABLE NEEDLE & SEAT

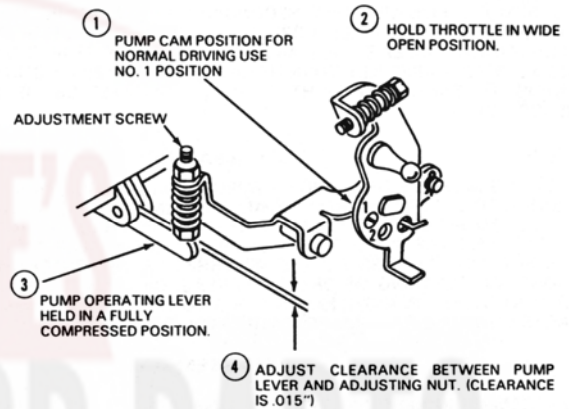
FIG. 2



THE EXCLUSIVE SEALING FEATURE OF THIS ASSEMBLY PROVIDE SAFE ADJUSTMENT OF FUEL LEVEL WHILE ENGINE IS RUNNING.

SAFETY SEAL ADJUSTABLE FUEL VALVE

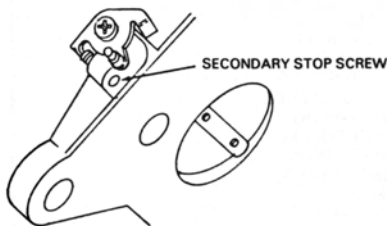
FIG. 3



PUMP ADJUSTMENT

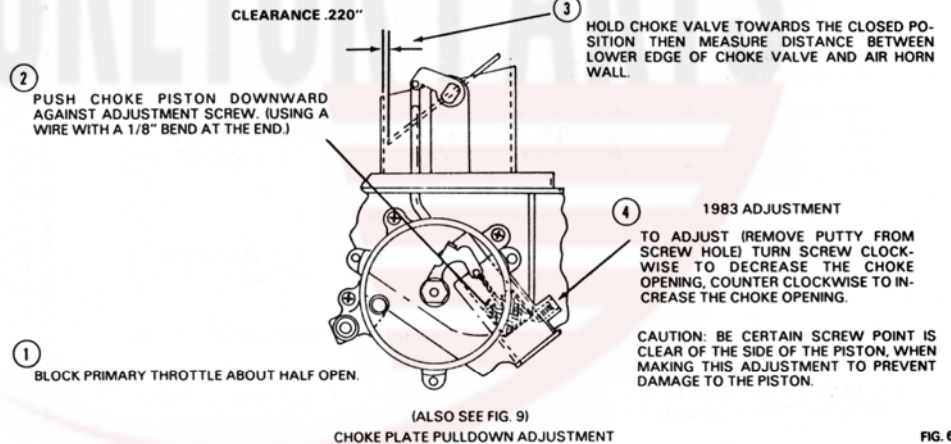
FIG. 4.

SECONDARY THROTTLE STOP SCREW, BACK OUT UNTIL SECONDARY PLATES ARE CLOSED. TURN SCREW IN UNTIL IT CONTACTS STOP. THEN TURN SCREW IN 1/4 TURN MORE.



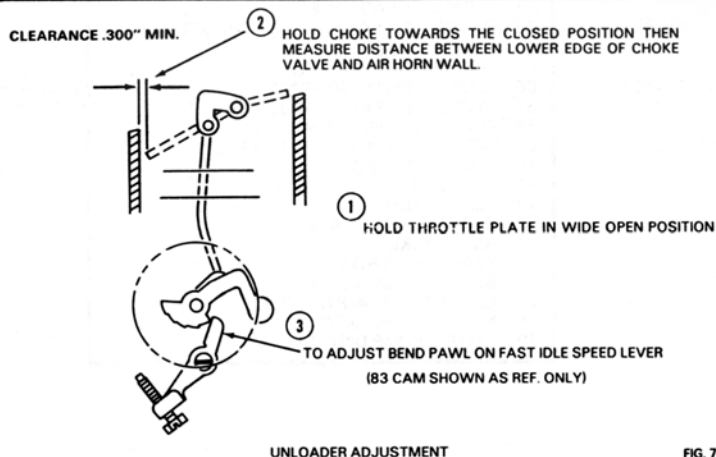
CAUTION: EXCEEDING THIS ADJUSTMENT MAY CAUSE EXCESSIVE SECONDARY PLATE OPENING, AND PREVENT PROPER ADJUSTMENT OF IDLE SPEED AND MIXTURE SETTINGS ON THE PRIMARY SIDE OF THE CARBURETOR.

FIG. 5.



CHOKE PLATE PULLDOWN ADJUSTMENT

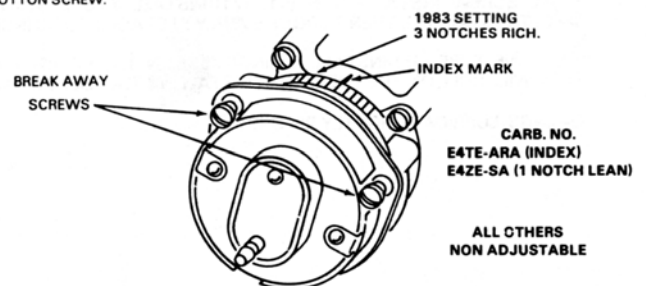
FIG. 6.



UNLOADER ADJUSTMENT

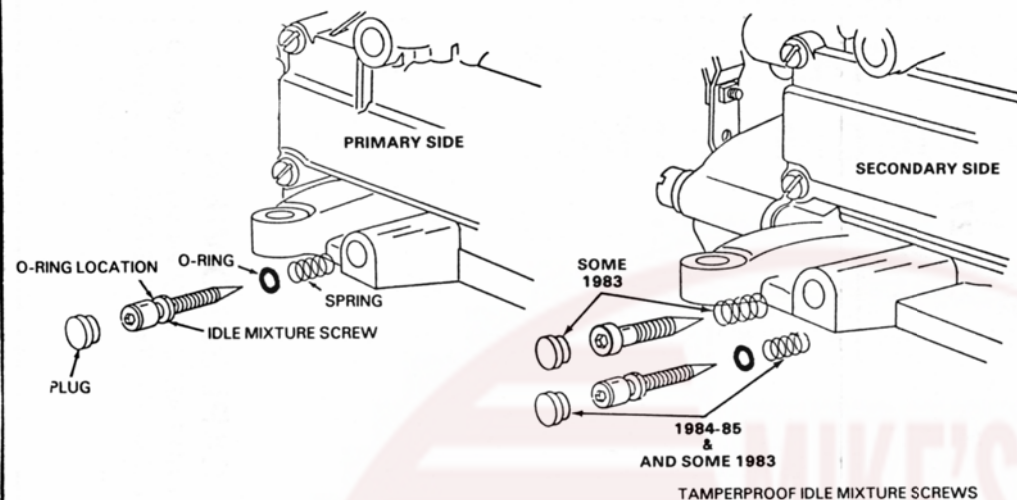
FIG. 7.

ALIGN MARK ON CHOKE COVER WITH PROPER INDEX MARK ON CHOKE HOUSING. SERVICE RETAINING RING WITH NEW BREAK AWAY SCREWS. START ALL 3 SCREWS, THEN TIGHTEN THE TOP 2 SCREWS TO BREAK AWAY BEFORE TIGHTENING THE BOTTOM SCREW.



AUTOMATIC CHOKE SETTING

FIG. 8.



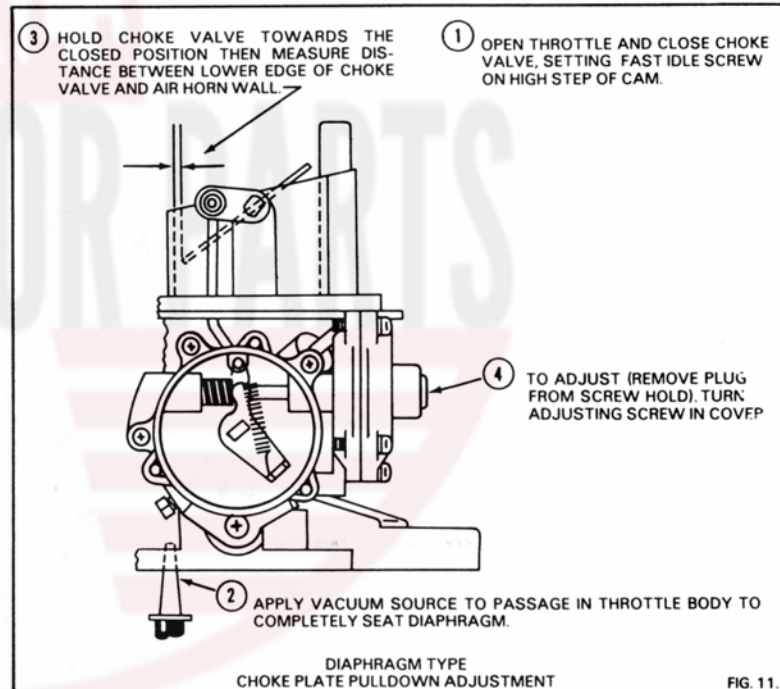
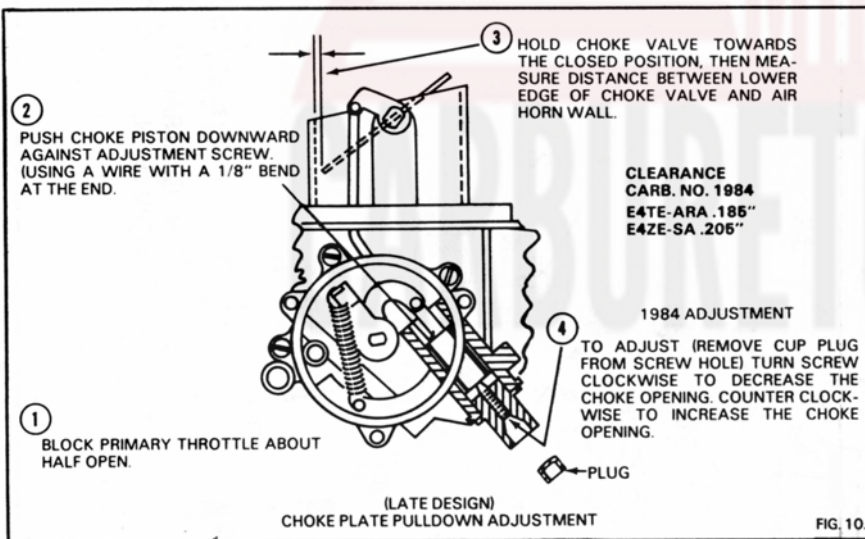
TO REMOVE TAMPERPROOF IDLE MIXTURE CONCEALMENT PLUGS. CENTER PUNCH AND DRILL 3/32" DIAMETER HOLE THROUGH THE HARDENED STEEL PLUG. INSTALL AN EASY OUT AND REMOVE THE PLUG.

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.)

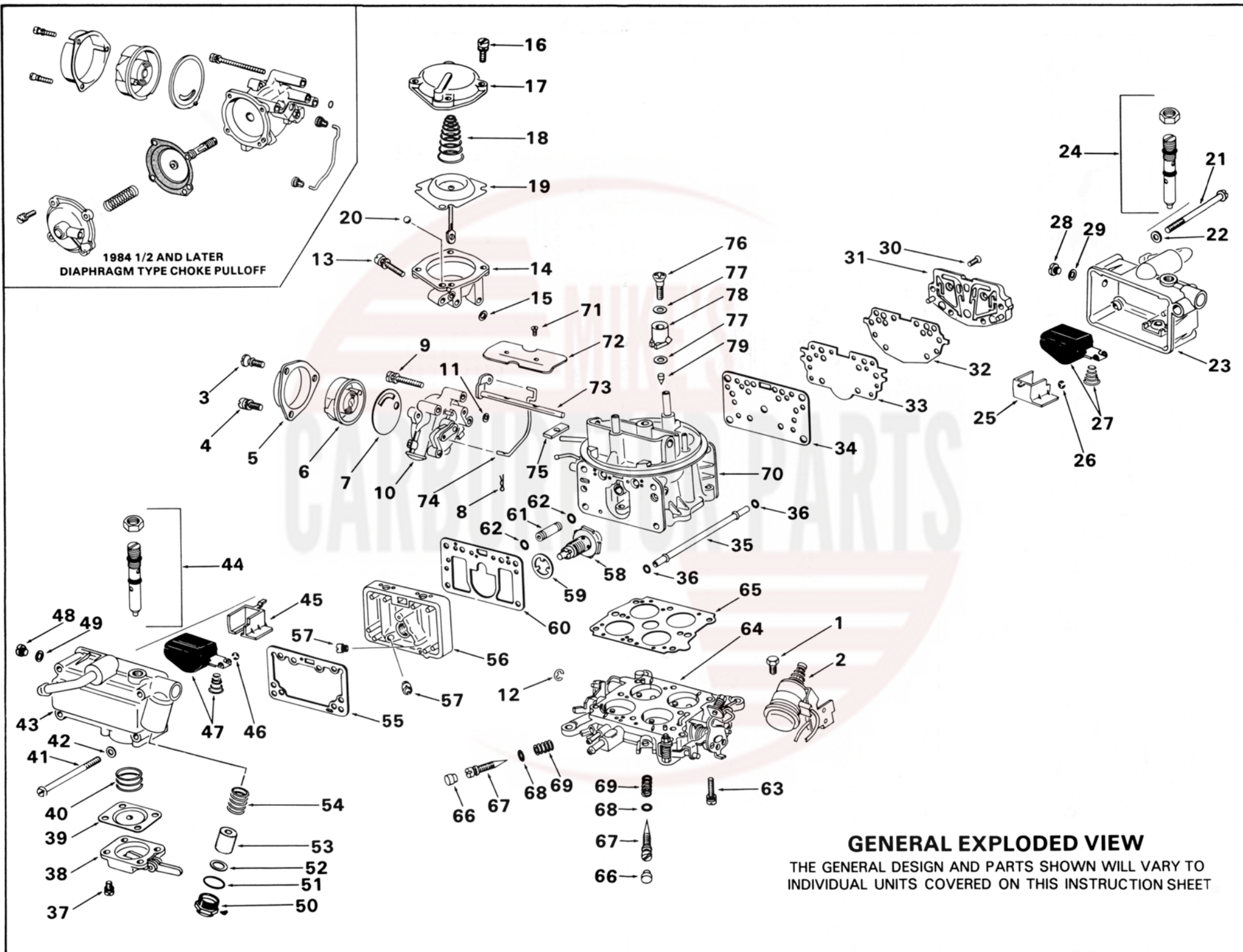
REASSEMBLY: TURN IN IDLE MIXTURE SCREWS UNTIL LIGHTLY SEATED. THEN BACK OUT THE NUMBER OF TURNS RECORDED ON DISASSEMBLY.

ENGINE AT OPERATING TEMPERATURE REFER TO ENGINE DECAL AND CAR SERVICE MANUAL FOR PROPER IDLE ADJUSTING PROCEDURE & SPECIFICATIONS. REPLACE PLUGS AFTER COMPLETING ADJUSTMENTS.

FIG. 9.

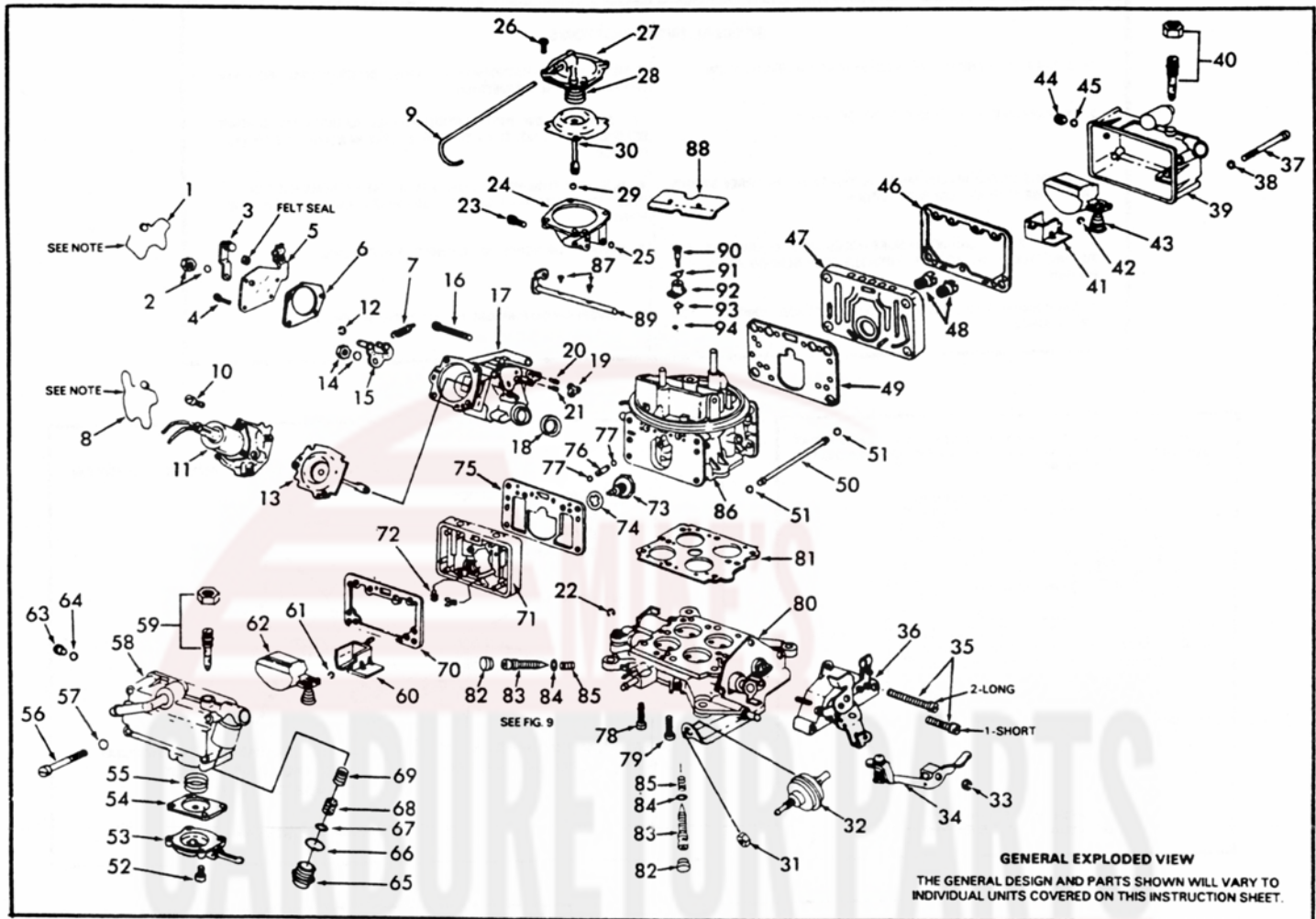


CARBURETOR TAB NO.	CLEARANCE
E4ZE-YA	.200"
E5HE-DA-DB-DC-DD-EA-EB-EC-ED	.170"
E5HE-FA	.150"
E5HE-LA-LB-LC-MA-MB-MC	.170"
E5TE-ZA-ZB	.157"
E5TE-ABA	.185"
E5ZE-GA	.178"
E6HE-AC	.140"
E6HE-GA-GB	.150"
E6JL-AA-AB-BA	.170"



INSTRUCTION SHEET OFF VEHICLE CARBURETOR SERVICE HOLLEY MODEL 4190EG

50-750



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. IDENTIFY PRIMARY & SECONDARY FLOATS AS THEY ARE REMOVED FROM FUEL BOWLS. NOTE: THE CHOKE PLATE RETAINING SCREWS ARE STAKED AT THE THREADED END AND THIS STAKING MUST BE FILED OFF BEFORE REMOVING SCREWS (BE CAREFUL NOT TO DAMAGE THE CHOKE SHAFT OR VENTURI WHILE FILING THE SCREWS). DO NOT REMOVE SECONDARY IDLE SCREW PLUGS OR ADJUSTING SCREWS (FACTORY SET FOR EMISSION CONTROLS). FOR TAMPERPROOF IDLE MIXTURE SCREW REMOVAL SEE FIG. 5.

NOMENCLATURE

REF. NO.	REF. NO.
1. SEAL & WIRE-COVER	30. DIAPHRAGM-SECONDARY
2. NUT & LOCKWASHER-LEVER	31. NUT-THROTTLE KICKER
3. LEVER-CHOKE WIRE	32. DECAL THROTTLE KICKER ASSY.
4. SCREW & LOCKWASHER (4)-COVER	33. E-CLIP-LEVER
5. COVER-GOVERNOR HOUSING	34. LEVER ASSEMBLY-PUMP
6. GASKET-GOVERNOR HOUSING	35. SCREW & LOCKWASHER (3)-THROTTLE OPERATING SHAFT HOUSING
7. SPRING-GOVERNOR	36. HOUSING ASSEMBLY-THROTTLE OPERATING SHAFT
8. SEAL & WIRE-DIAPHRAGM COVER	37. SCREW (4)-SECONDARY FUEL BOWL
9. HOSE-GOV. TO SEC. DIAPHRAGM COVER	38. GASKET (4)-SECONDARY BOWL SCREW
10. SCREW & LOCKWASHER (4) DIAPHRAGM & SOLENOID COVER	39. BOWL ASSEMBLY-SECONDARY FUEL
11. COVER ASSY.-DIAPHRAGM & SOLENOID	40. NEEDLE & SEAT ASSY-SECONDARY
12. E-CLIP-DIAPHRAGM STEM RETAINER	41. BAFFLE-SECONDARY FUEL
13. DIAPHRAGM ASSEMBLY	42. RETAINER-SECONDARY FLOAT
14. NUT & LOCKWASHER-GOV. LEVER	43. FLOAT & SPRING ASSEMBLY-SECONDARY
15. LEVER-GOVERNOR	44. PLUG-FUEL LEVEL
16. SCREW & LOCKWASHER (3) GOVERNOR HOUSING	45. GASKET-PLUG
17. GOVERNOR HOUSING ASSEMBLY	46. GASKET-SECONDARY FUEL BOWL
18. SEAL-GOVERNOR HOUSING	47. METERING BODY-SECONDARY
19. GASKET-GOVERNOR HOUSING	48. JET (2)-SECONDARY MAIN
20. JET "A" GOVERNOR HOUSING	49. GASKET-SECONDARY METERING BODY
21. JET "B" GOVERNOR HOUSING	50. TUBE-FUEL LINE
22. RETAINER-SEC. DIAPHRAGM STEM	51. O-RING (2)-FUEL LINE TUBE
23. SCREW & LOCKWASHER (3) SEC. DIAPHRAGM HOUSING	52. SCREW & LOCKWASHER (4) PUMP COVER
24. SEC. DIAPHRAGM HOUSING ASSY.	53. COVER ASSEMBLY-PUMP DIAPHRAGM
25. GASKET-SEC. DIAPHRAGM HOUSING	54. DIAPHRAGM-PUMP
26. SCREW & LOCKWASHER (4)-COVER	55. SPRING-PUMP DIAPHRAGM
27. COVER-SECONDARY DIAPHRAGM	56. SCREW (4)-PRIMARY FUEL BOWL
28. SPRING-SECONDARY DIAPHRAGM	57. GASKET (4)-PRIMARY FUEL BOWL
29. BALL-SEC. VACUUM CHECK	58. BOWL ASSEMBLY-PRIMARY

REF. NO.	REF. NO.
59. NEEDLE & SEAT ASSEMBLY-PRIMARY	78. SCREW & LOCKWASHER (7) THROTTLE BODY
60. BAFFLE-PRIMARY FUEL	79. SCREW & LOCKWASHER (1) THROTTLE BODY
61. RETAINER-PRIMARY FLOAT	80. THROTTLE BODY ASSEMBLY
62. FLOAT & SPRING ASSEMBLY-PRIMARY	81. GASKET-THROTTLE BODY
63. PLUG-FUEL LEVEL	82. PLUG (2)-IDLE ADJUSTING SCREW
64. GASKET-PLUG	83. SCREW (2)-IDLE ADJUSTING
65. FITTING-FUEL INLET	84. O-RING-IDLE ADJUSTING SCREW
66. GASKET-FITTING	85. SPRING (2)-IDLE ADJUSTING SCREW
67. GASKET-FILTER	86. MAIN BODY ASSEMBLY
68. FILTER-FUEL	87. SCREW (2)-CHOKE PLATE
69. SPRING-FILTER	88. PLATE-CHOKE
70. GASKET-PRIMARY FUEL BOWL	89. SHAFT-CHOKE PLATE
71. METERING BODY-PRIMARY	90. SCREW-PUMP NOZZLE
72. JET (2)-MAIN	91. LOCKPLATE-PUMP NOZZLE
73. VALVE-PRIMARY ENRICHMENT	92. NOZZLE-PUMP DISCHARGE
74. GASKET-PRIMARY ENRICHMENT VALVE	93. GASKET-PUMP NOZZLE
75. GASKET-PRIMARY METERING BODY	94. BALL-PUMP DISCHARGE CHECK
76. TUBE-PUMP PASSAGE	
77. O-RING (2)-TUBE	

CLEANING

CLEANING MUST BE DONE WITH UNIT DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL USING A COLD IMMERSION TYPE CARBURETOR CLEANER. 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 ASSEMBLIES WITH ATTACHED PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK ANY PARTS CONTAINING RUBBER, FLOATS, OR DIAPHRAGM ASSEMBLIES.

REASSEMBLY

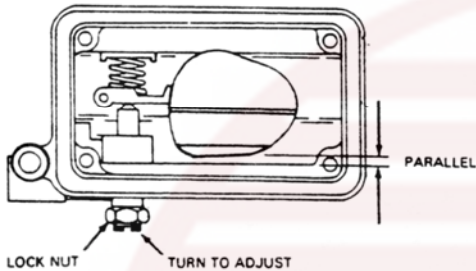
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

NOTE: ITEMS #1 AND #8 ARE NOT KIT SERVICE REPLACEMENT PARTS.

SPECIAL INSTRUCTIONS

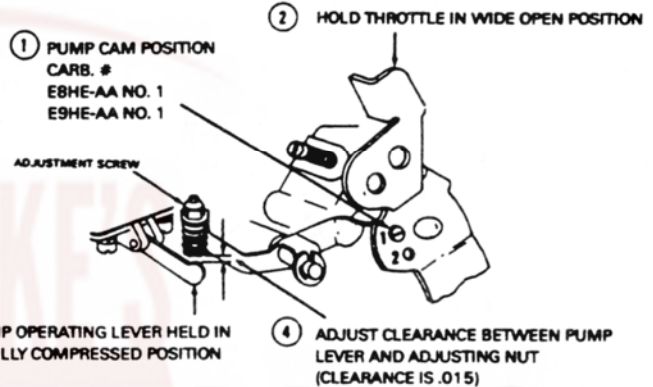
1. CHOKE PLATE SCREWS-STAKE SCREWS AFTER INSTALLATION.
2. PRIMARY IDLE ADJUSTING SCREWS-SEE FIG. 5.
3. SCREWS LISTED BELOW MUST BE TIGHTENED IN THREE STAGES CROSSWISE TO REACH CORRECT TORQUE.
4. THROTTLE BODY GASKET-BE SURE HOLES ARE PROPERLY MATCHED TO THROTTLE BODY. TORQUE THROTTLE BODY SCREWS TO 50 INCH POUNDS.
5. ENRICHMENT VALVE-INSTALL WITH GASKET AND TORQUE TO 100 INCH POUNDS.
6. PRIMARY AND SECONDARY FUEL BOWLS-BEFORE INSTALLING MAKE DRY FLOAT LEVEL ADJUSTMENT.
7. BOWL SCREW INSTALLATION-INSTALL GASKETS ON SCREWS BEFORE INSTALLING. THEN TORQUE EVENLY IN STAGES TO 50 INCH POUNDS.
8. FUEL LINE TUBE-INSTALL O-RINGS ON THE EXTREME ENDS OF THE TUBE. THEY WILL ROLL ON THE TUBE WHEN INSTALLING THE FUEL BOWLS.
9. O-RINGS-LUBRICATE LIGHTLY BEFORE INSTALLING.
10. GOVERNOR DIAPHRAGM INSTALLATION-SEE FIG. 4.

FLOAT BOWL INVERTED. TURN NEEDLE SEAT ASSY. UNTIL FLOAT SURFACE IS PARALLEL WITH THE SURFACE DIRECTLY BELOW THE FLOAT. TIGHTEN LOCK NUT.



PRIMARY & SECONDARY
DRY FLOAT LEVEL ADJUSTMENTS

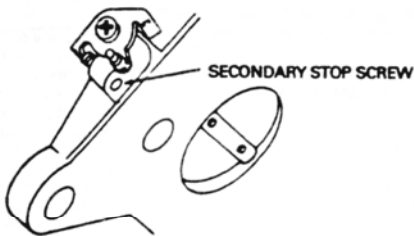
FIG. 1



PUMP ADJUSTMENT

FIG. 2

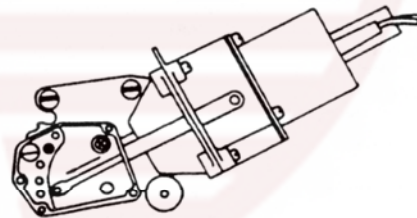
SECONDARY THROTTLE STOP SCREW-BACK OUT UNTIL SECONDARY PLATES ARE CLOSED. TURN SCREW IN UNTIL IT CONTACTS STOP, THEN TURN SCREW IN 1/4 TURN MORE.



SECONDARY THROTTLE STOP ADJUSTMENT

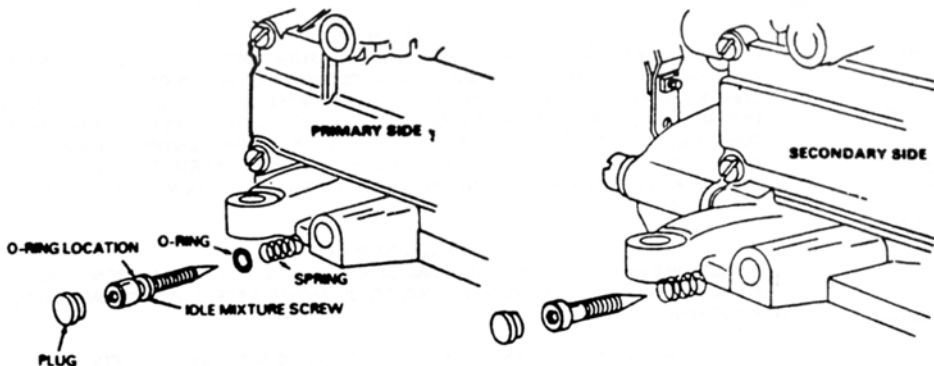
FIG. 3

INSTALL COVER WITH THE SCREWS FINGER TIGHT. PULL THE DIAPHRAGM ROD AS FAR AS IT WILL GO, THEN TIGHTEN SCREWS EVENLY WHILE MAINTAINING DIAPHRAGM STRETCHED IN THIS POSITION.



INSTALLING GOVERNOR DIAPHRAGM

FIG. 4



TO REMOVE TAMPER-PROOF IDLE MIXTURE CONCEALMENT PLUGS, CENTER PUNCH AND DRILL 3/32" HOLE THROUGH HARDENED STEEL PLUG. INSTALL EASY-OUT AND REMOVE PLUG. BEFORE REMOVING IDLE ADJUSTING SCREWS, CAREFULLY TURN SCREWS IN CLOCKWISE, COUNTING NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE SCREWS (RECORD NUMBER FOR PROPER REASSEMBLY). IDENTIFY SCREWS TO INSURE THEY ARE RETURNED TO THE SAME HOLES (PRIMARY, SECONDARY, LEFT AND RIGHT). REASSEMBLY: TURN IN IDLE MIXTURE SCREWS UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. WITH ENGINE AT OPERATING TEMPERATURE REFER TO ENGINE DECAL AND VEHICLE SERVICE MANUAL FOR PROPER IDLE ADJUSTING PROCEDURE AND SPECIFICATIONS. REPLACE PLUGS AFTER COMPLETING ADJUSTMENTS.

TAMPERPROOF IDLE MIXTURE SCREWS

FIG. 5