



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.

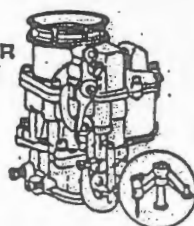
CHANDLER GROVE— HOLLEY AA-1, 2100, 2110 CARBURETOR MODELS

GENERAL EXPLODED VIEW

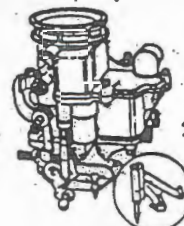
THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET

CHANDLER GROVE

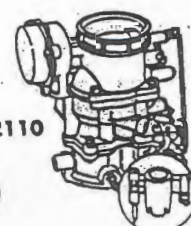
AA-1



2100



2110



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW-CHOKE LEVER	36. NOZZLE AIR BLEED PLUG(2)
2. WASHER-SCREW CHOKE LEVER	37. GASKET(2)-NOZZLE AIR BLEED PLUG
3. LEVER-CHOKE	38. SCREW(4)-NOZZLE BAR CLAMP
4. PLUNGER-CHOKE LEVER	39. NOZZLE BAR CLAMP(2)
5. SPRING-CHOKE LEVER PLUNGER	40. PUMP DISCHARGE NOZZLE
6. RETAINER(2)-FAST IDLE ROD	41. GASKET-PUMP NOZZLE
7. WASHER	42. NEEDLE-PUMP DISCHARGE
8. ROD-FAST IDLE	43. IDLE TUBE(2)
9. SCREW(3)-STAT COVER RETAINER	44. NOZZLE BAR RH
10. RETAINER-STAT COVER	45. NOZZLE BAR LH
11. STAT COVER	46. GASKET(4)-NOZZLE BAR
12. GASKET-STAT COVER	47. SCREW & LOCKWASHER T/B TO BOWL(2)
13. PLATE-CHOKE BAFFLE	48. SCREW & LOCKWASHER T/B TO BOWL(1)
14. GASKET-CHOKE HOUSING	49. BRACKET-CHOKE CONTROL
15. FITTING-FUEL INLET	50. BOWL ASSY.-FLOAT
16. GASKET-FUEL INLET FITTING	51. PLUG(2)-MAIN JET
17. SCREW(5)-BOWL COVER	52. GASKET(2)-MAIN JET PLUG
18. BOWL COVER ASSY.	53. JET(2)-MAIN
19. GASKET-BOWL COVER	54. ECONOMIZER VALVE ASSY.
20. PIN-FLOAT HINGE	55. GASKET-ECONOMIZER VALVE
21. FLOAT & LEVER ASSY.	56. RETAINER-PUMP ROD FELT
22. NEEDLE, SEAT & GASKET ASSY.	57. FELT-PUMP ROD
23. BRACKET-DASHPOT	58. GASKET-BODY FLANGE
24. NUT-DASHPOT	59. SPARK VALVE
25. LOCKWASHER(2)-DASHPOT	60. GASKET-SPARK VALVE
26. DASHPOT ASSY.	61. NEEDLE(2)-IDLE ADJ.
27. RETAINER-PUMP LINK	62. SPRING(2)-IDLE ADJ. NEEDLE
28. LINK-PUMP	63. RETAINER-FAST IDLE CAM
29. STUD-PUMP LINK	64. CAM-FAST IDLE
30. ROD-PUMP OPERATING	65. THROTTLE BODY ASSY.
31. RETAINER-PUMP SPRING	66. GASKET-FLANGE
32. SPRING-PUMP	67. SPRING-PUMP RETURN
33. PUMP PLUNGER	
34. RETAINER-INLET CHECK BALL	
35. BALL-INLET CHECK	

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) DENATURED 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 ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

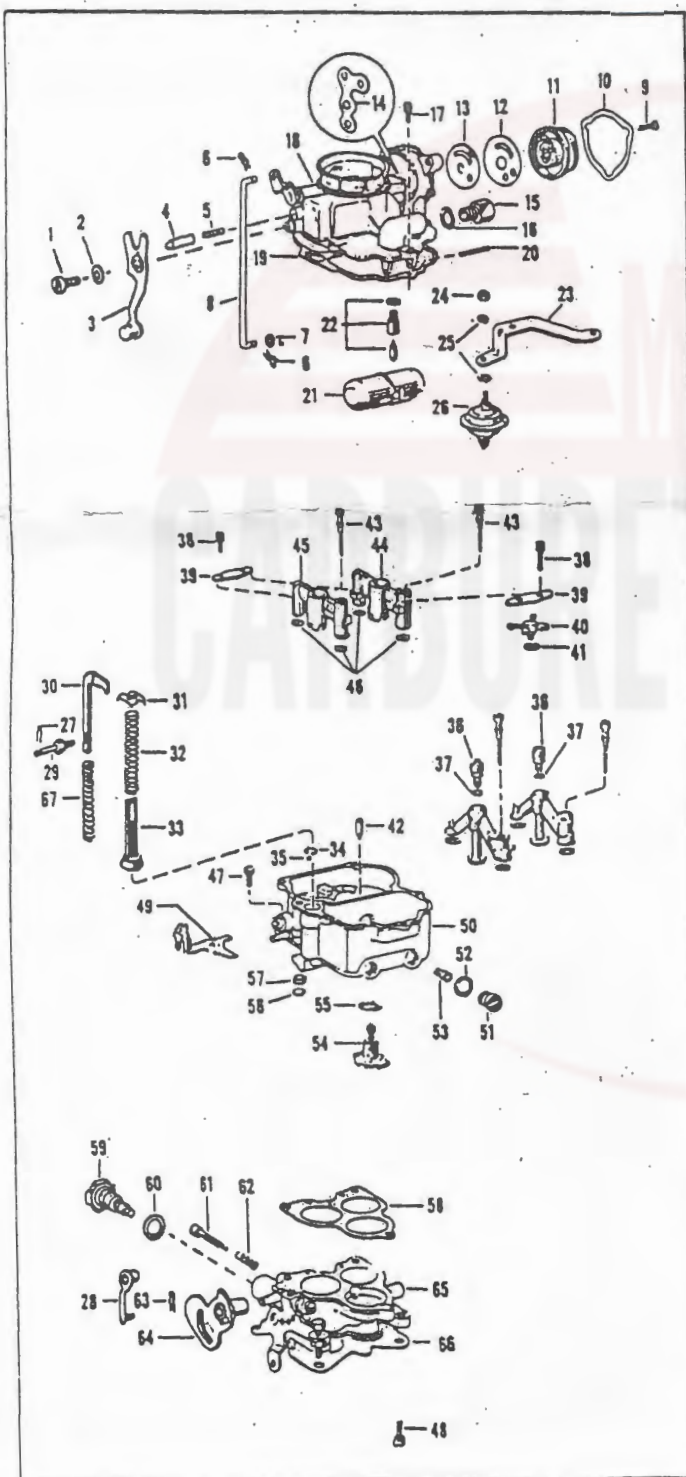
REASSEMBLY

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

SPECIAL INSTRUCTIONS

WHEN INSTALLING IDLE MIXTURE ADJUSTING NEEDLES(61), LIGHTLY BOTTOM THEN BACK OUT 1 1/2 TURNS.

ECONOMIZER VALVE (54). USE CARE WHEN TIGHTENING.

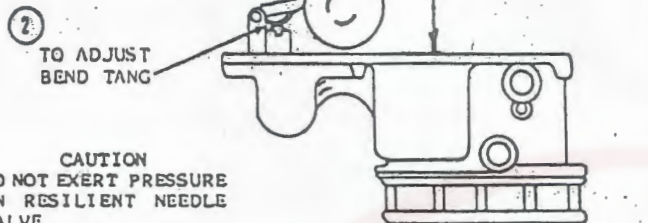


ADJUSTMENT DATA

CHANDLER GROVE—
MODELS AA-1, 2100
FLOAT SETTING $1 \frac{11}{32}$ "

MODEL 2110
FLOAT SETTING $1 \frac{15}{32}$ "

MODEL 2110 I.H.C. TRUCK
FLOAT SETTING $1 \frac{5}{16}$ "



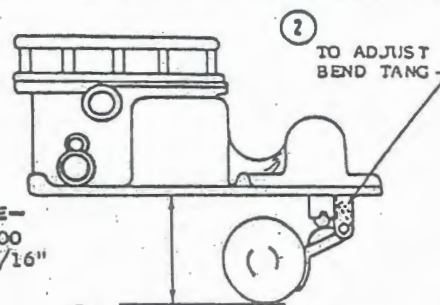
CAUTION
DO NOT EXERT PRESSURE
ON RESILIENT NEEDLE
VALVE.

FLOAT LEVEL ADJUSTMENT

Fig. 1

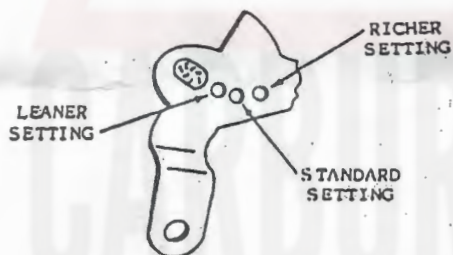
CHANDLER GROVE—
MODELS AA-1, 2100
FLOAT DROP $1 \frac{7}{16}$ "

MODEL 2110
FLOAT DROP $1 \frac{3}{4}$ "



FLOAT DROP ADJUSTMENT

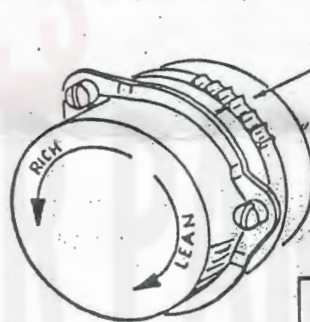
Fig. 2



PUMP LINK SETTING

Fig. 3

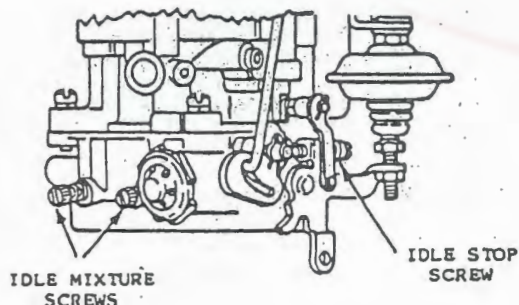
ROTATE STAT COVER AGAINST SPRING TENSION.
SET MARK ON COVER TO CENTER MARK ON HOUSING.



AUTOMATIC CHOKE SETTING

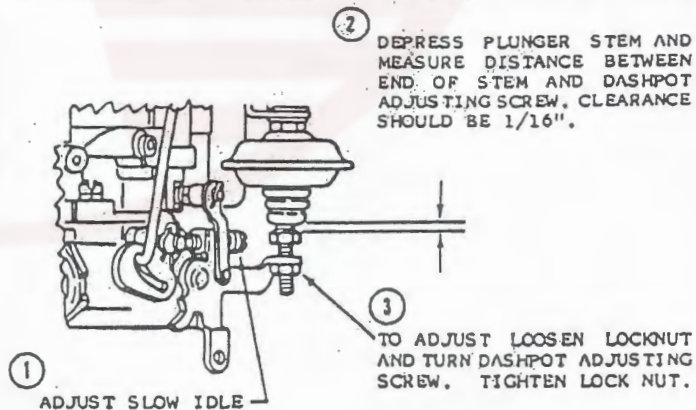
Fig. 4

ENGINE AT OPERATING TEMP.
CHOKE FULLY OPEN. ADJUST
IDLE MIXTURE SCREWS FOR A
SMOOTH IDLE AND ADJUST IDLE
STOP SCREW FOR 450 TO 500
R.P.M.



IDLE ADJUSTMENT

Fig. 5



DASHPOT ADJUSTMENT

Fig. 6