



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:

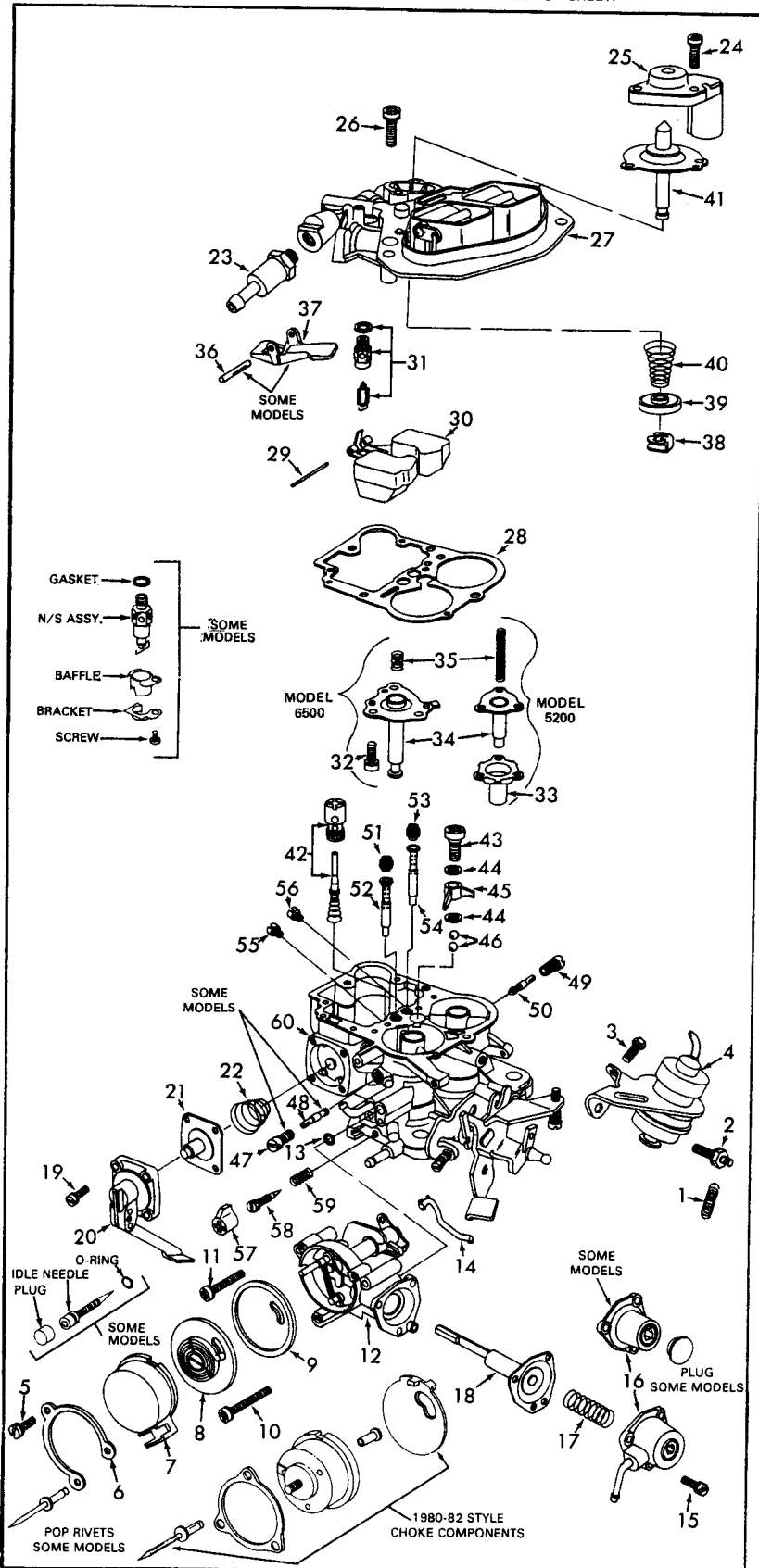
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and 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

HOLLEY CARBURETOR MODELS 5200/6500

GENERAL EXPLODED VIEW

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



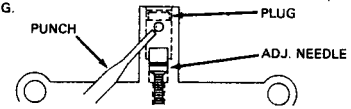
DISASSEMBLY

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

WHEN POP RIVETS ARE USED ON CHOKE COVER RETAINER AND CHOKE DIAPHRAGM COVER. TO REMOVE POP RIVETS, DRILL RIVET HEAD JUST ENOUGH TO COME LOOSE FROM RIVET BODY. USING A SMALL PUNCH, DRIVE REMAINING BODY OF RIVET OUT OF THE HOLE.

NOTE SIZES OF JETS MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSEMBLY. (RECORD SIZES BELOW).

IDLE ADJUSTING NEEDLE CONCEALMENT PLUG REMOVAL. ON BOTTOM SURFACE OF CARBURETOR FUEL EXTENSION HOUSING, CENTER PUNCH A MARK BETWEEN 1/4"-9/32" IN FROM EDGE OF HOUSING. DRILL A 3/16" HOLE THROUGH THE CASTING INTO THE SPACE BETWEEN THE IDLE ADJ. NEEDLE AND PLUG. USING A 3/32" DIA. PUNCH, TAP PLUG OUT OF EXTENSION HOUSING.



AFTER REMOVING PLUG, TURN IN IDLE ADJ. NEEDLE COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE NEEDLE. RECORD FOR REASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SPRING - SEC. OPERATING RETURN	29. PIN - FLOAT HINGE
2. STUD BOLT - SPRING	30. FLOAT ASSY.
3. BOLT & LKWSHR. - BRACKET	31. NEEDLE, SEAT & GASKET ASSY.
4. T.S.P. ASSEMBLY	32. SCREW & LKWSHR. (3) - COVER
5. SCREW (3) - CHOKE COVER RETAINER	33. COVER - DIAPHRAGM (MODEL 5200)
6. RETAINER - CHOKE COVER	34. DIAPHRAGM ASSY. - ENRICHMENT VALVE ACTIVATOR
7. COVER - CHOKE COIL	35. SPRING - DIAPHRAGM
8. COIL ASSY. - CHOKE	36. PIN - VENT VALVE PADDLE
9. INSULATOR GASKET - COIL ASSY.	37. VALVE PADDLE - INTERNAL VENT
10. SCREW & LKWSHR. (1) - CHOKE HOUSING (LONG)	38. RETAINER - VENT VALVE
11. SCREW & LKWSHR. (2) - CHOKE HOUSING	39. VENT VALVE - EXTERNAL
12. CHOKE HOUSING ASSY.	40. SPRING - VENT VALVE
13. O-RING - CHOKE HOUSING	41. DIAPHRAGM ASSY. - BOWL VENT ACTIVATOR
14. ROD - FAST IDLE	42. ENRICHMENT VALVE ASSY.
15. SCREW & LKWSHR. (3) - DIAPHRAGM COVER	43. SCREW - PUMP NOZZLE
16. COVER ASSY. - DIAPHRAGM	44. GASKET (2) - PUMP NOZZLE
17. SPRING - DIAPHRAGM RETURN	45. NOZZLE - PUMP DISCHARGE
18. DIAPHRAGM ASSY. - CHOKE	46. BALL (2) - PUMP DISCHARGE CHECK
19. SCREW & LKWSHR. (4) - PUMP COVER	47. RETAINER - PRI. IDLE JET
20. COVER ASSY. - PUMP	48. JET - PRI. IDLE
21. DIAPHRAGM ASSY. - PUMP	49. RETAINER - SEC. IDLE JET
22. SPRING - DIAPHRAGM RETURN	50. JET - SEC. IDLE
23. FILTER - FUEL INLET	51. JET - PRI. HIGH SPEED AIR
24. SCREW & LKWSHR. (3) - BOWL VENT SOLENOID	52. TUBE - PRI. MAIN WELL
25. SOLENOID ASSY. - BOWL VENT	53. JET - SEC. HIGH SPEED AIR
26. SCREW & LKWSHR. (5) - BOWL COVER	54. TUBE - SEC. MAIN WELL
27. BOWL COVER ASSY.	55. JET - PRI. MAIN
28. GASKET - BOWL COVER	56. JET - SEC. MAIN
	57. CAP - IDLE LIMITER
	58. NEEDLE - IDLE ADJUSTING
	59. SPRING - IDLE ADJUSTING NEEDLE
	60. MAIN BODY ASSEMBLY

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 MATERIAL, PLASTIC FLOAT, CHOKE COIL ASSY., SOLENOIDS, IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (58) — TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (DO NOT INSTALL LIMITER CAP OR PLUG AT THIS TIME).

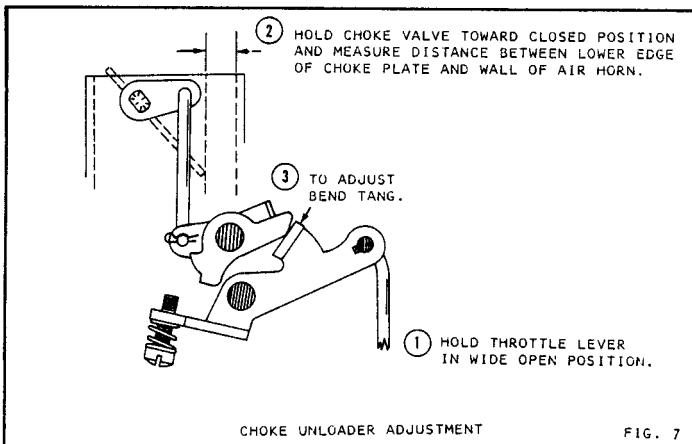
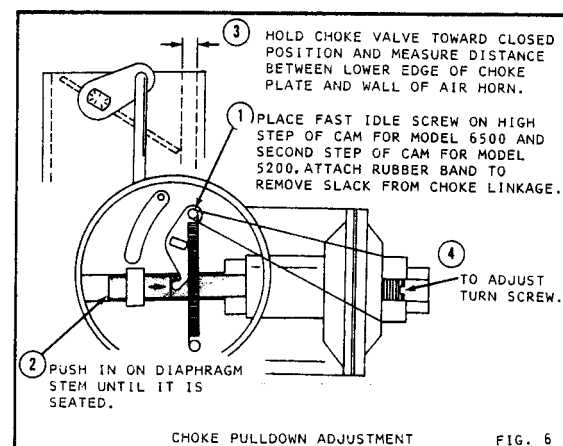
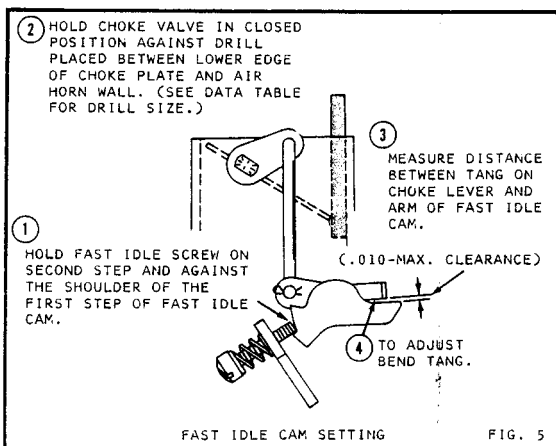
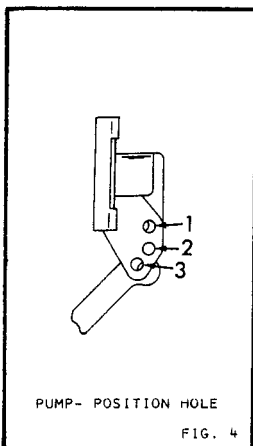
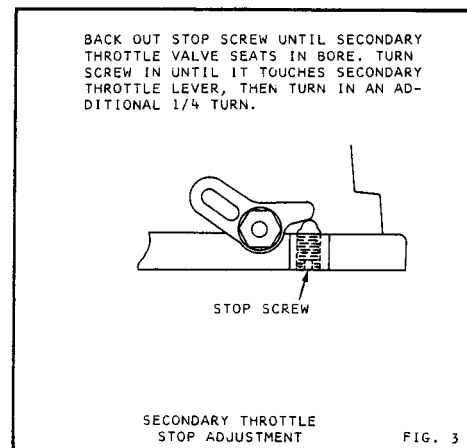
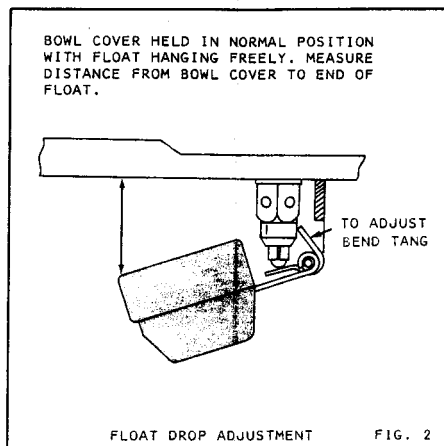
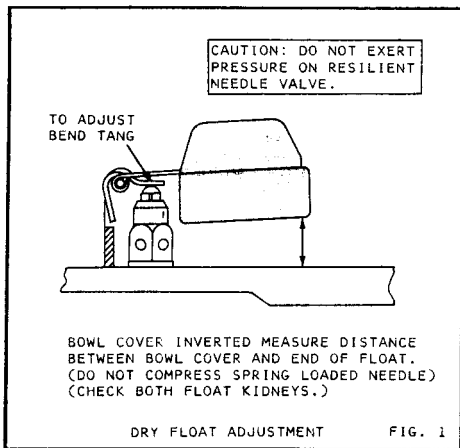
CHECK BALL (46) — 2 BALLS ARE USED ONE AS A WEIGHT

PUMP RETURN SPRING (22) — INSTALL WITH SMALL DIAMETER AGAINST CARBURETOR BOWL.

CHOKE COIL ASSY. (8) — WHEN INSTALLING. CAREFULLY LOCATE STAT SPRING LOOP ON PIN OF LEVER.

CURB IDLE ADJUSTED PER SERVICE MANUAL AND OR ENGINE COMPARTMENT LABEL. INSTALL IDLE LIMITER CAP (57) AGAINST THE RICH SIDE OF THE STOP. MODELS WITH TAMPER PROOF PLUG. INSTALL PLUG SLIGHTLY INSIDE THE OUTSIDE EDGE OF HOLE THEN STAKE IN THREE PLACES

ADJUSTMENTS



NOTICE

THE INFORMATION AND SPECIFICATIONS CONTAINED HEREIN ARE BASED ON LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PUBLICATION. THE RIGHT IS RESERVED TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE.

PLEASE REFER TO THE ENGINE DECAL, SERVICE SPECIFICATIONS AND TECHNICAL BULLETINS FOR REVISIONS TO THIS INFORMATION.

ADJUSTMENT DATA TABLE

YEAR	MAKE	DRY FLOAT LEVEL	FLOAT DROP SETTING	PUMP PIN POSITION	FAST IDLE CAM SETTING	CHOKE PULLDOWN SETTING	UNLOADER SETTING	AUTO CHOKE SETTING
1978	FORD PRODUCTS 2.3L ENG.	M/T	15/32"	1±1/8"	NO. 2	1/8"	1/4"	2-RICH
		A/T	15/32"	1±1/8"	NO. 2	1/8"	1/4"	1-RICH
1979	FORD PRODUCTS 2.3L ENG.							
	2.3L TURBO ENG. FED	M/T	15/32"	1±1/8"	NO. 3	1/8"	1/4"	2-RICH
	2.3L TURBO ENG. CALIF.	M/T	15/32"	1±1/8"	NO. 2	1/8"	1/4"	2-RICH
	2.3L ENG. ALT.	M/T	15/32"	1±1/8"	NO. 2	1/8"	1/4"	1-RICH
	2.3L ENG. ALL OTHER	M/T	15/32"	1±1/8"	NO. 2	1/8"	1/4"	2-RICH
	2.3L ENG. ALL	A/T	15/32"	1±1/8"	NO. 2	1/8"	1/4"	1-RICH
1980	FORD PRODUCTS 2.3L ENG.							
	2.3L ENG. FED	M/T	15/32"	1±1/8"	NO. 2	5/64"	13/64"	2 N.R.
	2.3L ENG. FED	A/T	15/32"	1±1/8"	NO. 2	5/64"	3/16"	2 N.R.
	2.3L ENG. CALIF.	M/T	15/32"	1±1/8"	NO. 3	1/8"	15/64"	INDEX-(1)
	2.3L ENG. CALIF.	A/T	15/32"	1±1/8"	NO. 3	1/8"	15/64"	INDEX-(1)
	2.3L ENG. TURBO FED	M/T	15/32"	1±1/8"	NO. 3	5/32"	9/32"	2 N.R.
	2.3L ENG. TURBO FED	A/T	15/32"	1±1/8"	NO. 2	15/64"	9/32"	2 N.R.
	2.3L ENG. TURBO CALIF.	M/T	15/32"	1±1/8"	NO. 3	5/32"	9/32"	INDEX-(1)
	2.3L ENG. TURBO CALIF.	A/T	15/32"	1±1/8"	NO. 2	15/64"	9/32"	2 N.R.(1)
1981	FORD PRODUCTS 2.3L ENG.							
	CARB. MODEL 5200 49S	ALL/T	15/32"	1±1/8"	NO. 2	5/64"	13/64"	N/A (2)
	CARB. MODEL 6500 50 S	ALL/T	15/32"	1±1/8"	NO. 3	1/8"	15/64"	N/A (2)
	CARB. MODEL 5200 CANADA	M/T	15/32"	1±1/8"	NO. 2	5/64"	13/64"	2-RICH
	CARB. MODEL 5200 CANADA	A/T	15/32"	1±1/8"	NO. 2	1/8"	15/64"	1-RICH
	CARB. MODEL 5200 CANADA TURBO	M/T	15/32"	1±1/8"	NO. 3	15/64"	9/32"	N/A (2)
1982	FORD PRODUCTS 2.3 ENG.							
	CARB. MODEL 5200 CANADA	M/T	15/32"	1±1/8"	NO. 2	5/64"	13/64"	2-RICH
	CARB. MODEL 5200 CANADA	A/T	15/32"	1±1/8"	NO. 2	1/8"	15/64"	1-LEAN
	CARB. MODEL 5200 49S	ALL/T	15/32"	1±1/8"	NO. 2	5/64"	13/64"	2-RICH
	CARB. MODEL 5200 ALT.	ALL/T	15/32"	1±1/8"	NO. 2	1/8"	15/64"	2-RICH
	CARB. MODEL 6500 49S	M/T	15/32"	1±1/8"	NO. 2	1/8"	9/32"	INDEX
	CARB. MODEL 6500 CALIF.	ALL/T	15/32"	1±1/8"	NO. 3	1/8"	9/32"	INDEX

(1) CALIFORNIA MODELS HAVE TAMPER RESISTANT CHOKES. CHOKE SETTING IS INDICATED ON "FIXED" SPACER: ZERO MARK ON SPACER MEANS ITS AN INDEX SETTING.

(2) N/A—NON ADJUSTABLE 1981 MODELS.