



AVENGER™ SYSTEMS

AVENGER™ SYSTEMS

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STREET AVENGER™ ENGINE SYSTEMS

PURE STREET

STREET AVENGER™ - PURE STREET



Pure Street is great for your daily driven vehicle. If grocery getting is the game, then Pure Street is the name

CHEVROLET

	Carburetor or Throttle Body	Mechanical Fuel Pump	Electric Fuel Pump	Powershot Air Cleaner or Replacement Element	Intake Manifold	Header Primary Tube Diameter ⁽¹⁸⁾	Exhaust System and Muffler Diameter ⁽¹⁸⁾
262-350-400 V-8 ⁽¹⁾	0-80570 ⁽²⁶⁾	12-327-11	12-801-1	120-146	8004	1-5/8	2-1/4
305-350 V-8 Carburetor ⁽²⁾	0-80570 ⁽²⁶⁾	12-327-11	12-801-1	120-146	8024 ⁽⁴⁾	1-5/8	2-1/4
305 V-8 Throttle-Body EFI ⁽²⁾	502-5 ⁽³⁾	N/A	12-927	220-1	300-66 ⁽⁵⁾	1-5/8	2-1/4
350 V-8 Throttle-Body EFI ⁽²⁾	502-6 ⁽³⁾	N/A	12-927	220-1	300-66 ⁽⁵⁾	1-5/8	2-1/4
5.7L LT1 Camaro / Firebird 1993-97	112-508 ⁽¹²⁾	N/A	N/A	221-1	N/A	1-5/8	2-1/4
5.7L LS1 Camaro / Firebird 1998-02	N/A	N/A	N/A	221-4	300-110	1-3/4	3 (single)
396-454 V-8 Oval Port ⁽²⁰⁾	0-80770	12-454-11	12-801-1	120-146	8013	1-3/4	2-1/2
396-454 V-8 Rectangular Port ⁽²⁰⁾	0-80770	12-454-11	12-801-1	120-146	8018	1-3/4	2-1/2

CHRYSLER

318-340-360 V-8	0-80670	12-360-11	12-801-1	120-146	8007	1-5/8	2-1/4
361-383-400 V-8	0-80770	12-440-11	12-801-1	120-146	8008	1-5/8	2-1/2
413-440 V-8	0-80770	12-440-11	12-801-1	120-146	8009	1-3/4	2-1/2

FORD

289-302 V-8 early model	0-80570 ⁽²⁶⁾	12-289-11	12-801-1	120-146	300-39	1-1/2	2-1/4
5.0L V-8 EFI 1986-93 Mustang	112-539	N/A	12-901	221-2	300-72S	1-5/8	2-1/4
351W V-8	0-80670	12-289-11	12-801-1	120-146	8023	1-5/8	2-1/4
351M-400 V-8	0-80770	N/A	12-801-1	120-146	8010	1-3/4	2-1/4
352-360-390-427-428 V-8	0-80770	12-390-11	12-801-1	120-146	7282	1-3/4	2-1/2
429-460 V-8	0-80770	12-460-11	12-801-1	120-146	8012	1-7/8	2-1/2

(1) up to 1986, 1987-later w/aluminum heads

(2) 1987-later w/cast-iron heads (72-degree "straight" center intake bolts), except Vortec

(3) 1987-1989 GM trucks

(4) use P/N 8004 manifold if using P/N 300-552-1 cylinder heads

(5) use P/N 300-49 manifold if using P/N 300-552-1 cylinder heads

(6) hydraulic roller camshaft; kit does not include new lifters

(7) available hand-polished P/N 8240P; short pump available P/N 8208 and polished P/N 8208P

(8) available hand-polished P/N 8242P; short pump available P/N 8212WIN and polished P/N 8212P

(9) available hand-polished P/N 8210P

(10) available hand-polished; add a "P" to end of part number

(11) available hand-polished P/N 8211P

(12) 58mm throttle body; 1993 models require throttle body 112-504

(13) use stock replacement rockers

(14) use roller rockers P/N 84146

(15) use roller rockers P/N 84174

(16) use roller rockers P/N 84160

(17) due to variables in engine configuration, Holley always recommends checking for correct valve train geometry and adequate piston-to-valve clearance to ensure maximum engine performance and durability

(18) See Hooker or Flowtech catalog for header and exhaust system applications










(20) early-model with factory hydraulic flat-tappet camshaft

(26) for applications over 300 horsepower, use 0-80670 carburetor



Holley

STREET AVENGER™
ENGINE SYSTEMS

STAGE 2: VALVE TRAIN		STAGE 3: HEADS		NOS	ACCESSORIES				
									
Camshaft Kit	Timing Chain	Cylinder Heads	Nitrous Kit	Water Pump	Fuel Line	Fuel Filter	Valve Covers	Valve Cover Breather	
80350LK	93099	300-552-1 ^(14,17)	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-80	241-209	
54760LUN ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05001NOS	N/A	34-150	162-523	241-80	241-209	
54742 ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05153NOS	N/A	N/A	N/A	241-75	241-209	
54742 ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05153NOS	N/A	N/A	N/A	241-75	241-209	
54778LUN ⁽⁶⁾	93094	N/A	05176NOS	N/A	N/A	N/A	N/A	N/A	
55001LUN ⁽⁶⁾	N/A	N/A	05177NOS	N/A	N/A	N/A	N/A	N/A	
80454LK	93112	300-554 ^(15,17)	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209	
80454LK	93112	300-560 ^(15,17)	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209	
80360LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A	
80440LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A	
80440LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A	
80302LK	93058	300-573 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A	
81302LUN ⁽⁶⁾	93058	300-551-2 ^(13,17)	05115NOS	8215P	N/A	N/A	241-81	N/A	
80351LK	N/A	300-573 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A	
80400LK	N/A	N/A	05001NOS	8209 ⁽¹⁰⁾	34-150	162-523	N/A	N/A	
00053LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A	
80460LK	93091	N/A	05001NOS	8211WIN ⁽¹¹⁾	34-150	162-523	N/A	N/A	



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STREET AVENGER™ ENGINE SYSTEMS

HOT STREET

STREET AVENGER™ - HOT STREET



Hot Street is equally at home at the cruise-in as it is on the drag strip. If you want some excitement on your Sunday drive, then Hot Street is where it's at.

CHEVROLET

	Carburetor or Throttle Body	Mechanical Fuel Pump	Electric Fuel Pump	Powershot Air Cleaner or Replacement Element	Intake Manifold	Header Primary Tube Diameter ⁽¹⁸⁾	Exhaust System and Muffler Diameter ⁽¹⁸⁾
262-350-400 V-8 ⁽¹⁾	0-80670	12-327-11	12-802-1	120-146	300-36	1-5/8	2-1/2
305-350 V-8 Carburetor ⁽²⁾	0-80670	12-327-11	12-802-1	120-146	300-70 ⁽²¹⁾	1-5/8	2-1/2
305 V-8 Throttle-Body EFI ⁽²⁾	502-5 ⁽³⁾	N/A	12-927	220-1	300-66 ⁽⁵⁾	1-5/8	2-1/2
350 V-8 Throttle-Body EFI ⁽²⁾	502-6 ⁽³⁾	N/A	12-927	220-1	300-66 ⁽⁵⁾	1-5/8	2-1/2
5.7L L1 Camaro / Firebird 1993-97	112-509 ⁽¹²⁾	N/A	N/A	221-1	N/A	1-5/8	2-1/2
5.7L LS1 Camaro / Firebird 1998-02	N/A	N/A	N/A	221-4	300-110	1-3/4	3 (single)
396-454 V-8 Oval Port ⁽²⁰⁾	0-80870 ⁽²⁷⁾	12-454-11	12-802-1	120-146	8019	1-7/8	2-1/2
396-454 V-8 Rectangular Port ⁽²⁰⁾	0-80870 ⁽²⁷⁾	12-454-11	12-802-1	120-146	8018	1-7/8	2-1/2

CHRYSLER

318-340-360 V-8	0-80670	12-360-11	12-802-1	120-146	8022	1-5/8	2-1/2
361-383-400 V-8	0-80770	12-440-11	12-802-1	120-146	8008	1-3/4	2-1/2
413-440 V-8	0-80770 ⁽²⁷⁾	12-440-11	12-802-1	120-146	8009	1-7/8	2-1/2

FORD

289-302 V-8 early model	0-80670	12-289-11	12-802-1	120-146	8020	1-5/8	2-1/2
5.0L V-8 EFI 1986-93 Mustang	112-500	N/A	12-902	221-2	300-72S	1-5/8	2-1/2
351W V-8	0-80670	12-289-11	12-802-1	120-146	8023	1-5/8	2-1/2
351M-400 V-8	0-80770	N/A	12-802-1	120-146	8010	1-3/4	2-1/2
352-360-390-427-428 V-8	0-80770	12-390-11	12-802-1	120-146	7282	1-3/4	2-1/2
429-460 V-8	0-80870 ⁽²⁷⁾	12-460-11	12-802-1	120-146	8012	1-7/8	2-1/2

(1) up to 1986, 1987-later w/aluminum heads

(2) 1987-later w/cast-iron heads (72-degree "straight" center intake bolts), except Vortec

(3) 1987-1989 GM trucks

(5) use P/N 300-49 manifold if using P/N 300-552-1 cylinder heads

(6) hydraulic roller camshaft; kit does not include new lifters

(7) available hand-polished P/N 8240P; short pump available P/N 8208 and polished P/N 8208P

(8) available hand-polished P/N 8242P; short pump available P/N 8212WIN and polished P/N 8212P

(9) available hand-polished P/N 8210P

(10) available hand-polished; add a "P" to end of part number

(11) available hand-polished P/N 8211P

(12) 58mm throttle body; 1993 models require throttle body 112-504

(13) use stock replacement rockers

(14) use roller rockers P/N 84146

(15) use roller rockers P/N 84174

(16) use roller rockers P/N 84160

(17) due to variables in engine configuration, Holley always recommends checking for correct valve train geometry and adequate piston-to-valve clearance to ensure maximum engine performance and durability

(18) see Hooker or Flowtech catalog for header and exhaust system applications

(19) lifters not included

(20) early-model with factory hydraulic flat-tappet camshaft










(21) use P/N 300-36 manifold if using P/N 300-552-1 cylinder heads

(27) for applications over 500 horsepower, use 0-80870 carburetor



Holley

STREET AVENGER™
ENGINE SYSTEMS

STAGE 2: VALVE TRAIN		STAGE 3: HEADS	NOS	ACCESSORIES				
								
Camshaft Kit	Timing Chain	Cylinder Heads	Nitrous Kit	Water Pump	Fuel Line	Fuel Filter	Valve Covers	Valve Cover Breather
30110LK	93099	300-552-1 ^(14,17)	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-80	241-209
54743LUN ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05001NOS	N/A	34-150	162-523	241-80	241-209
54779LUN ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05153NOS	N/A	N/A	N/A	241-75	241-209
54779LUN ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05153NOS	N/A	N/A	N/A	241-75	241-209
54779LUN ⁽⁶⁾	93094	N/A	05176NOS	N/A	N/A	N/A	N/A	N/A
55003LUN ⁽⁶⁾	N/A	N/A	05177NOS	N/A	N/A	N/A	N/A	N/A
00026LK	93112	300-554 ^(15,17)	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
00026LK	93112	300-560 ^(15,17)	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
00042LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
06307LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
10305LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
30602 ⁽¹⁹⁾	93058	300-573 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A
51017LUN ⁽⁶⁾	93058	300-574 ^(13,17)	05115NOS	8215P	N/A	N/A	241-81	N/A
00111LK	N/A	300-573 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A
00093LK	N/A	N/A	05001NOS	8209 ⁽¹⁰⁾	34-150	162-523	N/A	N/A
00054LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
00097LK	93091	N/A	05001NOS	8211WIN ⁽¹¹⁾	34-150	162-523	N/A	N/A



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STREET AVENGER™ ENGINE SYSTEMS

WILD STREET

STREET AVENGER™ - WILD STREET



Wild Street is where it gets serious. We're talking major street/strip muscle, and an attitude to match.

CHEVROLET

	Carburetor or Throttle Body	Mechanical Fuel Pump	Electric Fuel Pump	Powershot Air Cleaner or Replacement Element	Intake Manifold	Header Primary Tube Diameter ⁽¹⁸⁾	Exhaust System and Muffler Diameter ⁽¹⁸⁾
262-350-400 V-8 ⁽¹⁾	0-80770	12-327-13	12-802-1	120-146	300-36	1-3/4	2-1/2
305-350 V-8 Carburetor ⁽²⁾	0-80770	12-327-13	12-802-1	120-146	300-70 ⁽²¹⁾	1-3/4	2-1/2
398-454 V-8 Oval Port ⁽²⁰⁾	0-80870	12-454-13	12-802-1	120-146	8019	2-1/8	2
396-454 V-8 Rectangular Port ⁽²⁰⁾	0-80870	12-454-13	12-802-1	120-146	8018	2-1/8	2

FORD

289-302 V-8 early model	0-80670	12-289-13	12-802-1	120-146	8020	1-5/8	2-1/2
5.0L V-8 EFI 1986-93 Mustang	112-500	N/A	12-902	221-2	300-72S	1-5/8	2-1/2
351W V-8	0-80670	12-289-13	12-802-1	120-146	8023	1-3/4	2-1/2

(1) up to 1986, 1987-later w/aluminum heads

(2) 1987-later w/cast-iron heads (72-degree "straight" center intake bolts), except Vortec

(6) hydraulic roller camshaft; kit does not include new lifters

(7) available hand-polished P/N 8240P; short pump available P/N 8208 and polished P/N 8208P

(8) available hand-polished P/N 8242P; short pump available P/N 8212WIN and polished P/N 8212P

(9) available hand-polished P/N 8210P

(13) use stock replacement rockers

(14) use roller rockers P/N 84146

(15) use roller rockers P/N 84174

(16) use roller rockers P/N 84160

(17) due to variables in engine configuration, Holley always recommends checking for correct valve train geometry and adequate piston-to-valve clearance to ensure maximum engine performance and durability

(18) see Hooker or Flowtech catalog for header and exhaust system applications

(19) lifters not included

(20) early-model with factory hydraulic flat-tappet camshaft

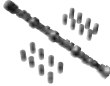








(21) use P/N 300-36 manifold if using P/N 300-552-1 cylinder heads

STREET AVENGER™
ENGINE SYSTEMS



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STREET AVENGER™
ENGINE SYSTEMS

STAGE 2: VALVE TRAIN		STAGE 3: HEADS		NOS	ACCESSORIES			
								
Camshaft Kit	Timing Chain	Cylinder Heads	Nitrous Kit	Water Pump	Fuel Line	Fuel Filter	Valve Covers	Valve Cover Breather
07104LK	93099	300-552-1 ^(14,17)	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-80	241-209
54761LUN ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05001NOS	N/A	34-150	162-523	241-80	241-209
30207 ⁽¹⁹⁾	93112	300-554 ^(15,17)	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
30207 ⁽¹⁹⁾	93112	300-560 ^(15,17)	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
07602LK	93058	300-575 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A
51012 ⁽⁶⁾	93058	300-575 ^(16,17)	05115NOS	8215P	N/A	N/A	241-81	N/A
31002 ⁽¹⁹⁾	N/A	300-575 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A



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STREET AVENGER™ ENGINE SYSTEMS

CARB ENGINE

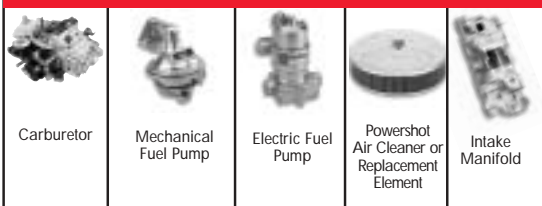
STREET AVENGER™ - CARB ENGINE

STREET AVENGER™
ENGINE SYSTEMS



Carbureted Crate Engines are a great shortcut to outstanding performance and reliability for your street machine.

Stage 1: Fuel - Air



CHEVROLET

	Carburetor	Mechanical Fuel Pump	Electric Fuel Pump	Powershot Air Cleaner or Replacement Element	Intake Manifold
350 "Target Master" (P/N 10067353)	0-80670	12-327-11	12-801-1	120-146	300-36
350 "HO" 300 hp (P/N 12355345)	0-80670	12-327-11	12-801-1	120-146	300-36
350 "HO" 330 hp; Vortec (P/N 12486041)	0-80670	12-327-11	12-801-1	120-146	N/A
350 "ZZ4 HO" 355 hp; (P/N 24502609)	0-80670	12-327-11	12-801-1	120-146	300-36
350 "Fast Burn 385" Vortec (P/N 12496769)	0-80670	12-327-11	12-801-1	120-146	N/A
350 "ZZ430" (P/N 12496769)	0-80770	12-327-13	12-802-1	120-146	N/A
383 "HT" (P/N 12497317)	0-80670	12-327-11	12-801-1	120-146	N/A
454 "HO 454" (P/N 24502618)	0-80770	N/A	12-802-1	120-146	8018
454 "HO 454" (P/N 12568774)	0-80770	N/A	12-802-1	120-146	8018
502 "HO 502" (P/N 24502620)	0-80870	N/A	12-802-1	120-146	8018
502 "HO 502" (P/N 12568778)	0-80870	N/A	12-802-1	120-146	8018
502 "ZZ 502" (P/N 12371171)	0-80870	N/A	12-802-1	120-146	8019
502 "HT 502" (P/N 12371054)	0-80770	N/A	12-801-1	120-146	8017
502 "HT 502" (P/N 88890534)	0-80770	N/A	12-801-1	120-146	8017

CHRYSLER

	Carburetor	Mechanical Fuel Pump	Electric Fuel Pump	Powershot Air Cleaner or Replacement Element	Intake Manifold
360 "Magnum" 300 hp (P/N P5249498)	0-80670	12-360-11	12-801-1	120-146	8022
360 "Magnum" 380 hp (P/N P5249499)	0-80770	12-360-11	12-801-1	120-146	8022
426 "HEMI" 465 hp (P/N 5249667)	0-80870	N/A	12-802-1	120-146	N/A
426 "HEMI" 525 hp (P/N 5249666)	0-80870	N/A	12-802-1	120-146	N/A

FORD

	Carburetor	Mechanical Fuel Pump	Electric Fuel Pump	Powershot Air Cleaner or Replacement Element	Intake Manifold
302 "GT-40" 270 hp (P/N M-6007-A52)	0-80670	12-289-11 ⁽²⁸⁾	12-801-1	120-146	8011
302 "Mustang" 225 hp (P/N M-6007-F50)	0-80670	12-289-11 ⁽²⁸⁾	12-801-1	120-146	8020
302 "GT-40" 320 hp (P/N M-6007-B50 [or -B51])	0-80670	12-289-11 ⁽²⁸⁾	12-801-1	120-146	8020
302 "GT-40" 345 hp (P/N M-6007-XB3 [or -XE3])	0-80670	12-289-11 ⁽²⁸⁾	12-801-1	120-146	8020
351 "GT-40" 360 hp (P/N M-6007-C351R [or -E351R])	0-80670	12-289-11 ⁽²⁸⁾	12-801-1	120-146	8023
351 "GT-40" 385 hp (P/N M-6007-A351R [or -D351R])	0-80770	12-289-11 ⁽²⁸⁾	12-801-1	120-146	8023
392 "GT-40" 430 hp (P/N M-6007-A392 [or -D392])	0-80770	12-289-11 ⁽²⁸⁾	12-802-1	120-146	8023
460 "Cobra Jet" 485 hp (P/N M-6007-E460)	0-80870	12-460-11 ⁽²⁸⁾	12-802-1	120-146	8021
460 "Cobra Jet" 535 hp (P/N M-6007-B460)	0-80870	12-460-11 ⁽²⁸⁾	12-802-1	120-146	8021

(7) available hand-polished P/N 8240P; short pump available P/N 8208 and polished P/N 8208P
 (8) available hand-polished P/N 8242P; short pump available P/N 8212WIN and polished P/N 8212P
 (9) available hand-polished P/N 8210P
 (10) available hand-polished; add a "P" to end of part number
 (11) available hand-polished P/N 8211P
 (18) see Hooker or Flowtech catalog for header and exhaust system applications
 (23) serpentine-style water pump P/N 8215P
 (28) may require fuel pump compatible timing cover installation



Holley

STREET AVENGER™
ENGINE SYSTEMS

EXHAUST		NOS		ACCESSORIES			
Header Primary Tube Diameter ⁽¹⁸⁾	Exhaust System and Muffler Diameter ⁽¹⁸⁾	Nitrous Kit	Water Pump	Fuel Line	Fuel Filter	Valve Covers	Valve Cover Breather
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-80	241-209
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-80	241-209
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-75	241-209
1-5/8	2-1/2	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-75	241-209
1-5/8	2-1/2	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-75	241-209
1-5/8	2-1/2	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-75	241-209
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	34-150	162-523	241-75	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-7/8	3	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	34-150	162-523	241-77	241-209
1-5/8	2-1/4	05001NOS	N/A	34-150	162-523	N/A	N/A
1-5/8	2-1/2	05001NOS	N/A	34-150	162-523	N/A	N/A
1-7/8	2-1/2	05001NOS	N/A	34-150	162-523	N/A	N/A
2	3	05001NOS	N/A	34-150	162-523	N/A	N/A
1-1/2	2-1/4	05001NOS	8210WIN ^(9,23)	34-150	162-523	N/A	N/A
1-1/2	2-1/4	05001NOS	8210WIN ^(9,23)	34-150	162-523	N/A	N/A
1-5/8	2-1/2	05001NOS	8210WIN ^(9,23)	34-150	162-523	N/A	N/A
1-5/8	2-1/2	05001NOS	8210WIN ^(9,23)	N/A	N/A	N/A	N/A
1-5/8	2-1/2	05001NOS	8210WIN ^(9,23)	34-150	162-523	N/A	N/A
1-5/8	2-1/2	05001NOS	8210WIN ^(9,23)	34-150	162-523	N/A	N/A
1-3/4	2-1/2	05001NOS	8210WIN ^(9,23)	34-150	162-523	N/A	N/A
1-7/8	3	05001NOS	8211WIN ⁽¹¹⁾	34-150	162-523	N/A	N/A
1-7/8	3	05001NOS	8211WIN ⁽¹¹⁾	34-150	162-523	N/A	N/A

Tech Line: 270-781-9741

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STREET AVENGER™ ENGINE SYSTEMS

EFI ENGINE

STREET AVENGER™ - EFI ENGINE

STREET AVENGER™
ENGINE SYSTEMS



Electronically Fuel Injected Crate Engines are a great way to get performance, improved drivability, and reliability for your vehicle. These EFI systems are designed to tame even the wildest of crate motors.

CHEVROLET

350 "Target Master" (P/N 10067353)	91002101	12-920	522-1908	120-146
350 "HO" 300 hp (P/N 12355345)	91003101	12-920	522-2408	120-146
350 "HO" 330 hp; Vortec (P/N 12486041)	91103101	12-920	522-2408	120-146
350 "Ram Jet" (P/N 12495515)	950-109 ⁽²⁴⁾	12-920	522-2408	N/A
350 "ZZ4 HO" 355 hp; (P/N 24502609)	91003101	12-920	522-2408	120-146
350 "Fast Burn 385" Vortec (P/N 12496769)	91104101	12-920	522-3008	120-146
350 "ZZ430" (P/N 12496769)	91004101	12-920	522-3008	120-146
383 "HT" Vortec (P/N 12497317)	91103101	12-920	522-2408	120-146
454 "HO 454" (P/N 24502618)	92104101	12-920	522-3008	120-146
454 "HO 454" (P/N 12568774)	92104101	12-920	522-3008	120-146
502 "HO 502" (P/N 24502620)	92104101	12-920	522-3008	120-146
502 "HO 502" (P/N 12568778)	92104101	12-920	522-3008	120-146
502 "ZZ 502" (P/N 12371171)	92005201	12-920	522-3608	120-146
502 "HT 502" (P/N 12371054)	92004101	12-920	522-3008	120-146
502 "HT 502" (P/N 88890534)	92004101	12-920	522-3008	120-146
502 "Ram Jet" (P/N 12497323)	950-109 ⁽²⁴⁾	12-920	522-3608	N/A

CHRYSLER

360 "Magnum" 300 hp (P/N P5249498)	950-22S ⁽²⁵⁾	12-920	522-54	120-146
360 "Magnum" 380 hp (P/N P5249499)	950-22S ⁽²⁵⁾	12-920	522-54	120-146
426 "HEMI" 465 hp (P/N 5249667)	950-21S ⁽²⁵⁾	12-920	522-43	120-146
426 "HEMI" 525 hp (P/N 5249666)	950-21S ⁽²⁵⁾	12-920	522-43	120-146

FORD

302 "GT-40" 270 hp (P/N M-6007-A52)	94003101	12-920	522-2408	120-146
302 "Mustang" 225 hp (P/N M-6007-F50)	94002101	12-920	522-1908	120-146
302 "GT-40" 320 hp (P/N M-6007-B50 [or -B51])	94003101	12-920	522-2408	120-146
302 "GT-40" 345 hp (P/N M-6007-XB3 [or -XE3])	94003101	12-920	522-2408	120-146
351 "GT-40" 360 hp (P/N M-6007-C351R [or -E351R])	950-22S ⁽²⁵⁾	12-920	522-54	120-146
351 "GT-40" 385 hp (P/N M-6007-A351R [or -D351R])	950-22S ⁽²⁵⁾	12-920	522-54	120-146
392 "GT-40" 430 hp (P/N M-6007-A392 [or -D392])	950-24S ⁽²⁵⁾	12-920	522-80	120-146
460 "Cobra Jet" 485 hp (P/N M-6007-E460)	950-21S ⁽²⁵⁾	12-920	522-43	120-146
460 "Cobra Jet" 535 hp (P/N M-6007-B460)	950-21S ⁽²⁵⁾	12-920	522-43	120-146

(7) available hand-polished P/N 8240P; short pump available P/N 8208 and polished P/N 8208P

(8) available hand-polished P/N 8242P; short pump available P/N 8212WIN and polished P/N 8212P

(9) available hand-polished P/N 8210P

(10) available hand-polished; add a "P" to end of part number

(11) available hand-polished P/N 8211P





(18) see Hooker or Flowtech catalog for header and exhaust system applications

(23) serpentine-style water pump P/N 8215P

(24) replacement ECU and harness offers more flexibility than "Ram Jet" electronics - call Holley tech service for details

(25) throttle-body EFI system; add your favorite 4-bbl intake manifold with a Holley 4150 carburetor pad

Stage 1: Fuel - Air

 Commander 950 EFI System	 In-Line Electric Fuel Pump	 Fuel Injectors	 Powershot Air Cleaner or Replacement Element
91002101	12-920	522-1908	120-146
91003101	12-920	522-2408	120-146
91103101	12-920	522-2408	120-146
950-109 ⁽²⁴⁾	12-920	522-2408	N/A
91003101	12-920	522-2408	120-146
91104101	12-920	522-3008	120-146
91004101	12-920	522-3008	120-146
91103101	12-920	522-2408	120-146
92104101	12-920	522-3008	120-146
92104101	12-920	522-3008	120-146
92104101	12-920	522-3008	120-146
92104101	12-920	522-3008	120-146
92005201	12-920	522-3608	120-146
92004101	12-920	522-3008	120-146
92004101	12-920	522-3008	120-146
950-109 ⁽²⁴⁾	12-920	522-3608	N/A



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STREET AVENGER™
ENGINE SYSTEMS

EXHAUST		NOS	ACCESSORIES		
Header Primary Tube Diameter ⁽¹⁸⁾	Exhaust System and Muffler Diameter ⁽¹⁸⁾	Nitrous Kit	Water Pump	Valve Covers	Valve Cover Breather
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	241-80	241-209
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	241-80	241-209
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	241-75	241-209
1-5/8	2-1/2	N/A	8240 ⁽⁷⁾	241-75	241-209
1-5/8	2-1/2	05001NOS	8240 ⁽⁷⁾	241-75	241-209
1-5/8	2-1/2	05001NOS	8240 ⁽⁷⁾	241-75	241-209
1-5/8	2-1/2	05001NOS	8240 ⁽⁷⁾	241-75	241-209
1-5/8	2-1/4	05001NOS	8240 ⁽⁷⁾	241-75	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-7/8	3	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-3/4	2-1/2	05001NOS	8242 ⁽⁸⁾	241-77	241-209
1-3/4	2-1/2	N/A	8242 ⁽⁸⁾	241-77	241-209
1-5/8	2-1/4	05001NOS	N/A	N/A	N/A
1-5/8	2-1/2	05001NOS	N/A	N/A	N/A
1-7/8	2-1/2	05001NOS	N/A	N/A	N/A
2	3	05001NOS	N/A	N/A	N/A
1-1/2	2-1/4	02119NOS	8210WIN ^(9,23)	N/A	N/A
1-1/2	2-1/4	02119NOS	8210WIN ^(9,23)	N/A	N/A
1-5/8	2-1/2	02119NOS	8210WIN ^(9,23)	N/A	N/A
1-5/8	2-1/2	02119NOS	8210WIN ^(9,23)	N/A	N/A
1-5/8	2-1/2	05001NOS	8210WIN ^(9,23)	N/A	N/A
1-5/8	2-1/2	05001NOS	8210WIN ^(9,23)	N/A	N/A
1-3/4	2-1/2	05001NOS	8210WIN ^(9,23)	N/A	N/A
1-7/8	3	05001NOS	8211WIN ⁽¹¹⁾	N/A	N/A
1-7/8	3	05001NOS	8211WIN ⁽¹¹⁾	N/A	N/A

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TRUCK AVENGER™ ENGINE SYSTEMS








PURE OFF-ROAD

TRUCK AVENGER™ - PURE OFF-ROAD



Truck Avenger is designed for hard working trucks. Mud bogging, boat pulling, or trail blazing; Truck Avenger has you covered.

STAGE 1: FUEL - AIR - EXHAUST










	 Carburetor	 Mechanical Fuel Pump	 Electric Fuel Pump	 Powershot Air Cleaner or Replacement Element	 Intake Manifold	 Header Primary Tube Diameter ⁽¹⁸⁾	 Exhaust System and Muffler Diameter ⁽¹⁸⁾
CHEVROLET							
262-350-400 V-8 ⁽¹⁾	0-90670	12-327-11	12-801-1	120-146	8004	1-5/8	2-1/4
305-350 V-8 Carburetor ⁽²⁾	0-90670	12-327-11	12-801-1	120-146	8024 ⁽⁴⁾	1-5/8	2-1/4
398-454 V-8 Oval Port ⁽²⁰⁾	0-90770	12-454-11	12-801-1	120-146	8013	1-3/4	2-1/2
396-454 V-8 Rectangular Port ⁽²⁰⁾	0-90770	12-454-11	12-801-1	120-146	8018	1-3/4	2-1/2
CHRYSLER							
318-340-360 V-8	0-90670	12-360-11	12-801-1	120-146	8007	1-5/8	2-1/4
361-383-400 V-8	0-90670	12-440-11	12-801-1	120-146	8008	1-5/8	2-1/4
413-440 V-8	0-90770	12-440-11	12-801-1	120-146	8009	1-3/4	2-1/2
FORD							
289-302 V-8 early model	0-90670	12-289-11	12-801-1	120-146	300-39	1-1/2	2-1/4
351W V-8	0-90670	12-289-11	12-801-1	120-146	8023	1-5/8	2-1/4
351M-400 V-8	0-90670	N/A	12-801-1	120-146	8010	1-3/4	2-1/4
429-460 V-8	0-90770	12-460-11	12-801-1	120-146	8012	1-3/4	2-1/2

- (1) up to 1986, 1987-later w/aluminum heads
- (2) 987-later w/cast-iron heads (72-degree "straight" center intake bolts), except Vortec
- (4) use P/N 8004 manifold if using P/N 300-552-1 cylinder heads
- (6) hydraulic roller camshaft; kit does not include new lifters
- (7) available hand-polished P/N 8240P; short pump available P/N 8208 and polished P/N 8208P
- (8) available hand-polished P/N 8242P; short pump available P/N 8212WIN and polished P/N 8212P
- (9) available hand-polished P/N 8210P
- (10) available hand-polished; add a "P" to end of part number
- (11) available hand-polished P/N 8211P
- (13) use stock replacement rockers
- (14) use roller rockers P/N 84146
- (15) use roller rockers P/N 84174
- (16) use roller rockers P/N 84160
- (17) due to variables in engine configuration, Holley always recommends checking for correct valve train geometry and adequate piston-to-valve clearance to ensure maximum engine performance and durability
- (18) see Hooker or Flowtech catalog for header and exhaust system applications
- (20) early-model with factory hydraulic flat-tappet camshaft



Holley

TRUCK AVENGER™
ENGINE SYSTEMS

STAGE 2: VALVE TRAIN		STAGE 3: HEADS	NOS	ACCESSORIES				
								
Camshaft Kit	Timing Chain	Cylinder Heads	Nitrous Kit	Water Pump	Fuel Line	Fuel Filter	Valve Covers	Valve Cover Breather
90350LK	93099	300-552-1 ^(14,17)	05001NOS	82407	34-150	162-523	241-80	241-209
54760LUN ⁽⁶⁾	N/A	300-552-1 ^(14,17)	05001NOS	N/A	34-150	162-523	241-80	241-209
90454LK	93112	300-554 ^(15,17)	05001NOS	82428	34-150	162-523	241-77	241-209
90454LK	93112	300-560 ^(15,17)	05001NOS	82428	34-150	162-523	241-77	241-209
90360LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
90440LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
90440LK	N/A	N/A	05001NOS	N/A	34-150	162-523	N/A	N/A
90302LK	93058	300-573 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A
90351LK	N/A	300-573 ^(16,17)	05001NOS	8210WIN ⁽⁹⁾	34-150	162-523	241-81	N/A
90400LK	N/A	N/A	05001NOS	8209 ⁽¹⁰⁾	34-150	162-523	N/A	N/A
90460LK	93091	N/A	05001NOS	8211WIN ⁽¹¹⁾	34-150	162-523	N/A	N/A



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TRUCK AVENGER™ ENGINE SYSTEMS

LIMITED LIFETIME WARRANTY



HOLLEY STREET AVENGER™, TRUCK AVENGER™ & LOW-RIDER AVENGER™ LIMITED LIFETIME WARRANTY

Holley Performance Products warrants its Holley Street Avenger™ / Truck Avenger™ Carburetor to be free from defects in material and workmanship for the life of the product on parts and one year on repair labor. After a period of one year, Holley will charge standard rates for repair labor. For any Holley Street Avenger™ Carburetor used in any type racing or off-road use will only be covered by a one (1) year limited warranty on parts and labor. For any Holley Truck Avenger™ Carburetor used in any type of racing will only be covered by a one (1) year warranty on parts and labor. Warranty performance will be initiated by returning the defective product to HOLLEY PERFORMANCE PRODUCTS with the original, dated purchase receipt. Purchaser is to call toll free the Holley Factory Service number at 1-866-GOHOLLEY to receive details and shipping instructions.

Holley Performance Products does not warrant products which have been (a) modified or altered outside factory specifications, (b) subjected to conditions such as abuse, misuse, neglect, accident, improper installation or adjustment, contaminants, water or corrosion, gum or varnish, use of improper or poor quality fuel or fuel additives, fire from a backfire, and faulty repair or (c) in other than those automotive applications recommended in a current Holley catalog. Holley shall not be responsible for (a) actual or alleged installation or removal labor, inbound shipment costs or other incidental charges or (b) actual or alleged incidental or consequential damages incurred by the use of a Holley Street Avenger Carburetor. Further, there are no warranties, which extend beyond those stated here.

This warranty is extended to the original consumer purchaser and has as duration the lifetime from date of original purchase by such consumer. THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED INCLUDING, BUT NOT LIMITED TO, THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND ALL OTHER OBLIGATIONS OR LIABILITIES ON OUR PART. WE NEITHER ASSUME, NOR AUTHORIZE ANY OTHER PERSON TO ASSUME FOR US, ANY OTHER LIABILITY IN CONNECTION WITH THE SALE OF THIS STREET AVENGER™ / TRUCK AVENGER™ CARBURETOR. WE MAKE NO WARRANTY WHATSOEVER IN RESPECT TO ACCESSORIES OR PARTS NOT SUPPLIED BY US. AS USED IN THIS WARRANTY, "PURCHASER" SHALL BE DEEMED TO MEAN ONLY THAT PERSON FOR WHOM THE STREET AVENGER™ / TRUCK AVENGER™ CARBURETOR WAS ORIGINALLY PURCHASED.

Final warranty determination will be the decision of Holley Performance Products.

Some states do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you.

This warranty gives you specific legal rights, and you may also have other rights that vary from state to state. This warranty shall apply only within the boundaries of the continental United States.

STREET AVENGER™ &
TRUCK AVENGER™ WARRANTY

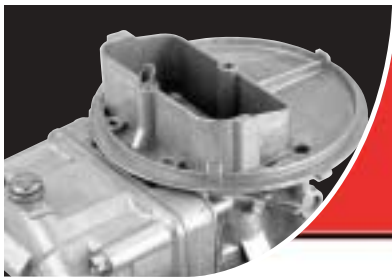


CARBURETION

CARBURETION

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CARBURETION

TECHNICAL INFORMATION

CARBURETOR GENERAL INFORMATION

CARBURETOR
TECHNICAL INFORMATION



Which carburetor to choose? This question confronts anybody who is in the market for a carburetor, whether it is for the street, the drag strip or circle track.

Holley offers a number of different carburetors that, looked at in total, may at first seem confusing. There is, however, a logical way to select the best carburetor for your particular needs.

The obvious first place to start is with the application or vehicle on which the carburetor will be installed. If the vehicle and engine is factory stock then simply turn to the "Street Legal Carburetor" section and find the listing for your particular application. Sometimes there will be a choice of either a square flange or spread bore flange carburetor. Either style will work in such cases, but the square flange carburetor will require the purchase of an adapter to bolt it on to a spread bore flange manifold, and vice versa.

A high performance street or street/strip application is the next scenario to consider. In this case you will have to reference the carburetor listing (by CFM) section of the catalog. The first thing to consider here is the CFM or amount of air flow that the engine will require. There is a simple formula available that will put you right in the CFM ballpark. The formula is:

Engine Size (CID) x Maximum RPM / 3456 = CFM @ 100% VE*
(Example: 350 CID x 6000 RPM = 2,100,000 / 3456 = 608 CFM)

Approximately 608 CFM would be required for this engine. However, most Street engines are capable of achieving only about 80% VE; a modified street engine with ported heads, headers, intake and carburetor can achieve about 85% VE; a fully modified race engine can achieve 95% or greater VE. The CFM number arrived at with this formula must be factored by this percentage.



Holley

Next, you need to decide whether a vacuum secondary or a mechanical secondary carburetor will work best for you.



CARBURETOR
TECHNICAL INFORMATION

As a rule of thumb, vacuum secondary carburetors work best on:

- Relatively heavy vehicles
- Street gearing
- Automatic transmission
- Engines built more for low-end torque

Conversely, mechanical secondary carburetors seem to work best on:

- Relatively light vehicles
- Strip gearing (4.11 or numerically higher)
- Manual transmission
- Engines built more for top-end horsepower

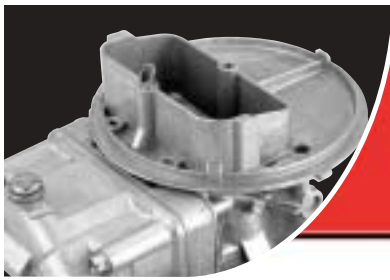
The type of choke would be the next decision to face. Most of the Holley universal performance carburetors come equipped with either a manual or automatic electric choke. Manual chokes can be converted over to automatic electric choke operation with the proper Holley kit, and vice versa.

Most automatic transmission kickdown linkage hookups will bolt directly to the carburetor throttle lever. Chrysler applications will require the purchase of bracket, **P/N 20-7**, if it's not already included with the carburetor. Those running the GM TH-700R4 automatic overdrive transmission will require the purchase of bracket, **P/N 20-95 & 20-121**, for this purpose.



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CARBURETION

TECHNICAL INFORMATION

HOW TO SELECT THE RIGHT CARBURETOR SIZE

Volumetric Efficiency

Before you can determine the correct carburetor size for your engine, you must know its volumetric efficiency. Volumetric efficiency is an indicator of how well an engine can breathe. The better an engine's "breathing ability" the higher its volumetric efficiency. It is expressed as the ratio of the actual mass (weight) of air taken into the engine compared to the mass which the engine displacement would theoretically take in if there were no losses. The ratio is expressed as a percentage. It is quite low at idle and low speeds and varies with engine speed.

Volumetric efficiency should be computed at the expected operating RPM or your engine application.

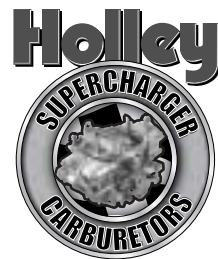
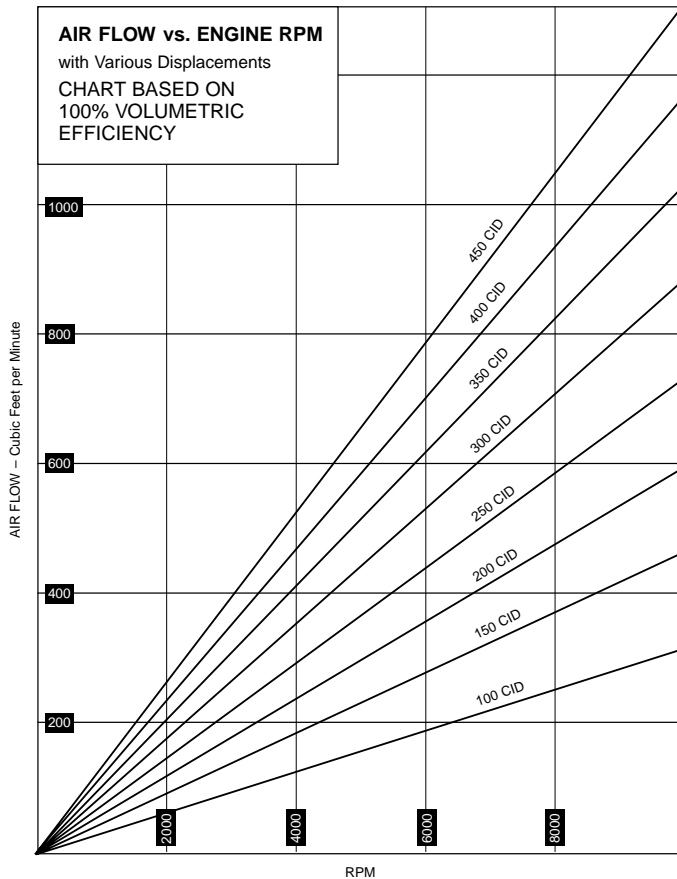
Use the following examples as a guide to estimate the volumetric efficiency of your engine.
(A) An ordinary low-performance engine has a volumetric efficiency of about 80% at maximum torque.
(B) A high-performance engine has a volumetric efficiency of about 85% at maximum torque.
(C) An all-out racing engine has a volumetric efficiency of about 95% at maximum torque.

A highly tuned intake and exhaust system with efficient cylinder head porting and a camshaft ground to take full advantage of the engine's other equipment can provide such complete cylinder filling that a volumetric efficiency of 100%, or slightly higher, is obtained at the speed for which a system is tuned.

The graph below can be used to find your airflow requirement. It's based on 100% volumetric efficiency so any indicated airflow must be multiplied by the volumetric efficiency of your particular engine. Use a carburetor with an airflow rating equal to or slightly smaller than the air requirement of your engine.

Let's take for example, a 300 C.I.D. V-8 which has a maximum RPM limit of 8000 RPM. It's been determined that this particular engine has a volumetric efficiency of 85%. According to our chart the engine's airflow requirement is 700 C.F.M. at 100% volumetric efficiency. At 85%, however, the C.F.M. requirement is 595 C.F.M. This engine would, therefore, require a 600 C.F.M. carburetor.

NOTE: Supercharged engines generally require carburetors with 40% to 50% more C.F.M. than normally aspirated engines. Holley offers a new line of supercharger carburetors. These carbs are identified by this logo:





Holley

SELECTING A MECHANICAL SECONDARY CARBURETOR

For high performance engines a carburetor with mechanical secondaries has an inherent advantage over a carburetor with a "controlled" secondary system (air valve or vacuum diaphragm). This is possible because a controlled secondary carburetor, until it reaches wide open throttle, will not have as great a pressure drop below the throttle plates as would a mechanical secondary unit. The greater the pressure drop below the throttle plates the more dense will be the fuel/air charge to the engine and, hence, the more output.

Greater care, however, must be taken in selecting the correct size mechanical secondary carburetor for an application. Double pump, mechanical secondary carburetors initially depend only on the accelerator pumps to provide adequate fuel until enough air flow can be established to begin pulling in the main system. The larger the carburetor the higher the air flow required to accomplish this. If the carburetor is too large, the pump shot will be consumed before the main system starts. The result is a "bog" or a "sag".

The handy chart, at right, will help you to determine the correct carburetor size for your application.

Carburetor Size Selector*

For Model 4150 Double-Pumpers, Model 4165 Spread-Bore, Model 4500 Dominator

More about using the chart – If your car has an automatic-transmission, make sure you know the converter stall speed before using the chart. If in doubt, use the figure shown for a typical Chevrolet converter (1350 RPM). If you are using a modified converter for a racing application, make sure the stall speed is what you think it is.

If your car has a manual transmission, use the lowest RPM at which you use wide-open throttle. This must be a very conservative RPM (on the low-RPM side, that is!) and should be found by observing your own driving habits in the vehicle involved. Watch your tachometer! The heavier the vehicle and the lower the numerical axle ratio (higher gear ratio) – the lower this RPM must be.

With engines from 300 to 400 CID, the right choice usually works out to be a 650 to 700 CFM carburetor. A light car, such as a Camaro, Mustang or Duster

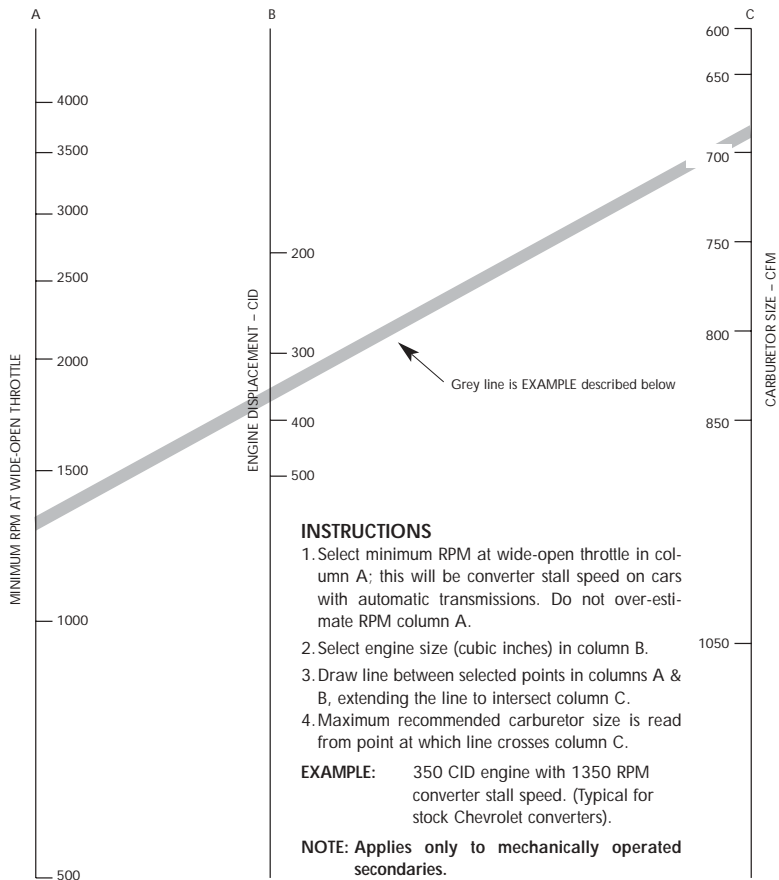
may be able to use a 700 or 750 CFM unit, especially with a high numerical gear ratio (low gear ratio). When in doubt, select a smaller carburetor size because it will typically give better acceleration times – even though power may fall off slightly at top RPM. You can believe that you'll be happier with the smaller carburetor nearly every time!

* From "Holley Carburetors & Manifolds" by Mike Urich and Bill Fisher

CARBURETOR
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Airflow vs. Engine RPM

For Model 4150 Double-Pumpers, Model 4165 Spread-Bore, Model 4500 Dominator



Tech Line: 270-781-9741

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CARBURETION

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INSIDE YOUR HOLLEY CARBURETOR

The carburetor is quite simply a fuel metering device that operates under the logical and straightforward laws of physics. It has evolved over the years from a very simple and basic design to the complex and intricate models that are available today. A carburetor's functions can be easily analyzed and understood but at the same time it can be frustratingly difficult to troubleshoot problems associated with it. Many times a carburetor is looked at as the prime culprit or the main cause for a myriad of other engine-related difficulties that might exist. Therefore, it's best to check and verify the condition of the complete engine system before proceeding with any carburetor work.

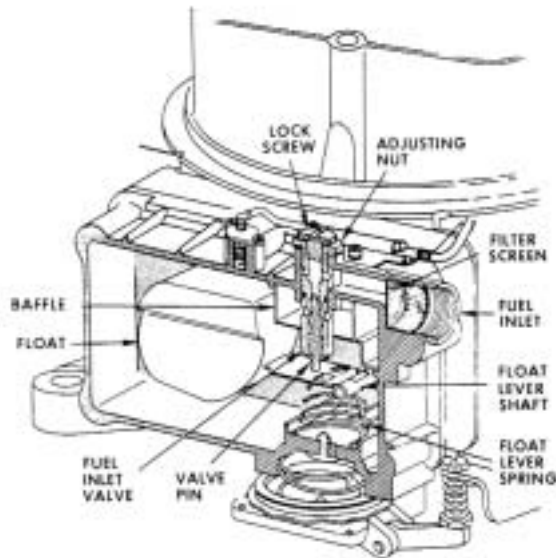
There should be no vacuum leaks, the carburetor floats and the ignition timing should be properly set and the carburetor and engine should both be in sound mechanical condition. There's an old saying that "You can't beat a dead horse". Well, the same can be said about carburetors. Tuning the carburetor won't cure bad valves, leaky head gaskets, worn piston rings or cracked and leaking vacuum lines and, no matter how much time and effort you devote toward it, the results will be the same.

FUEL INLET SYSTEM

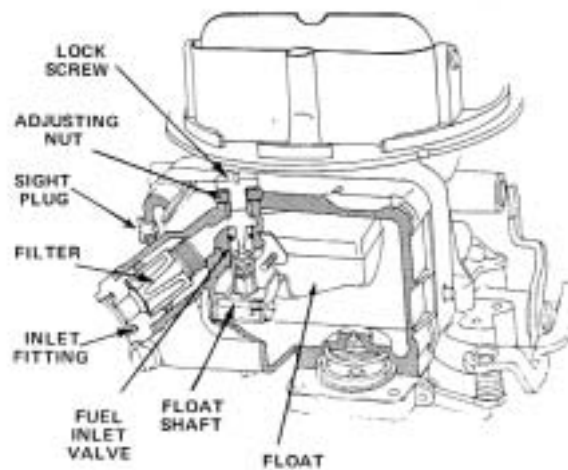
The fuel inlet system consists of a fuel bowl, fuel inlet fitting, fuel inlet needle and seat, and a float assembly. A fuel inlet screen or filter is usually installed in the fuel inlet fitting. However, if there is no filter or screen in the fuel inlet fitting, an in-line filter must be installed to prevent dirt or other contaminants from entering the carburetor.

Holley performance carburetors are equipped with a fuel bowl that is designed either for a center pivot or a side pivot float. An externally adjustable needle and seat assembly is used so that the float level can be easily adjusted without the need to disassemble the carburetor.

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Fuel Inlet System. Side Pivot/Hung Float.
Externally Adjustable Fuel Inlet Valve.



Fuel Inlet System. Center Pivot/Hung Float.
Externally Adjustable Fuel Inlet Valve.



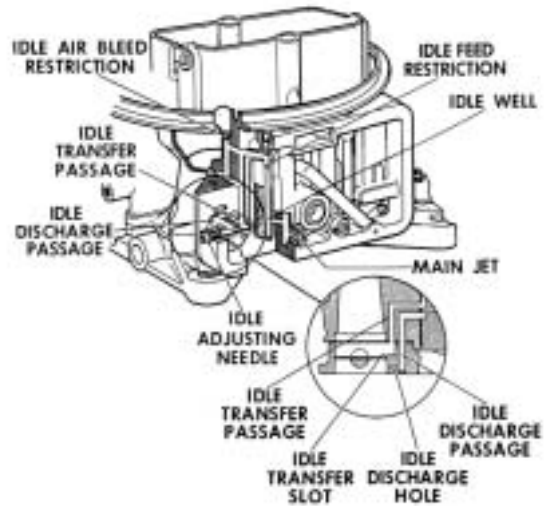
Holley

IDLE SYSTEM

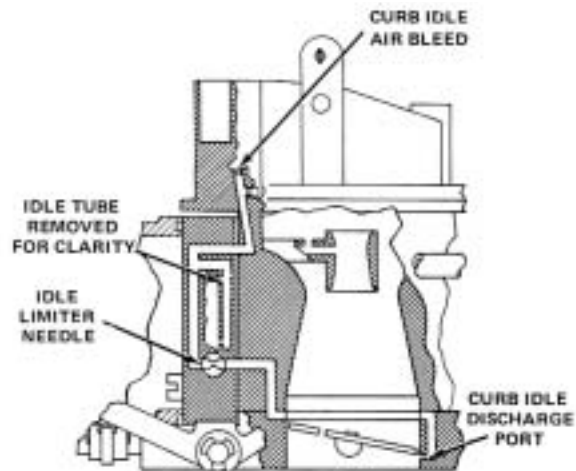
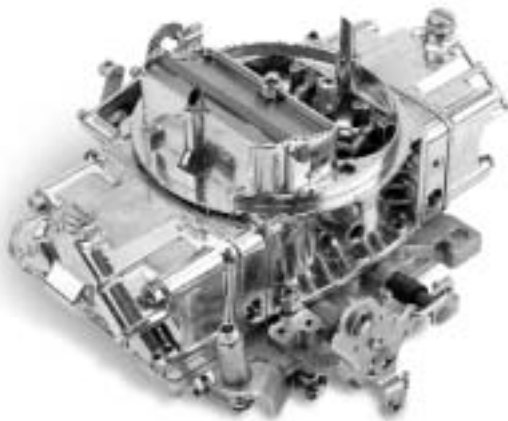
The idle system supplies the air/fuel mixture to operate the engine at idle and low speeds. Fuel enters the main well through the main metering jet that is screwed into the metering block. Some of this fuel is then bled off to an idle well where it is mixed with air from the idle air bleed hole. The idle well leads directly to the idle discharge port and the idle transfer system where this air/fuel mixture is discharged.

Most Holley Street Performance, O.E. Muscle Car, Competition and Pro-Series HP carburetors utilize idle mixture screws, located on the sides of the primary metering block. These control the volume of the pre-mixed air/fuel coming through the idle well. Turning the screws clockwise will "lean" the idle system. Conversely, turning the screws counterclockwise will "richen" the idle system.

The initial adjustment is made by turning the mixture screws in a clockwise direction until they lightly bottom. Back them both off 1-1/2 turns. Connect a vacuum gauge to a carburetor vacuum port that will have access to full manifold vacuum at idle. Start the engine and allow it to warm up. Once the engine has warmed up and the idle stabilized, the choke should be disengaged. Adjust the idle mixture screws to obtain the highest vacuum reading. Each screw should be turned an equal amount so that the system is balanced.

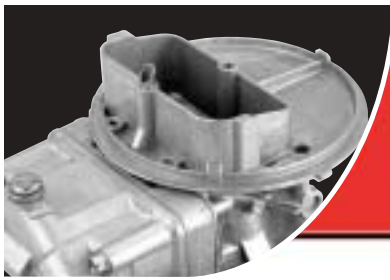


Idle System.
Model 2300 — Primary Side 4V.



Curb Idle System.
Primary Idle Transfer System.

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CARBURETION

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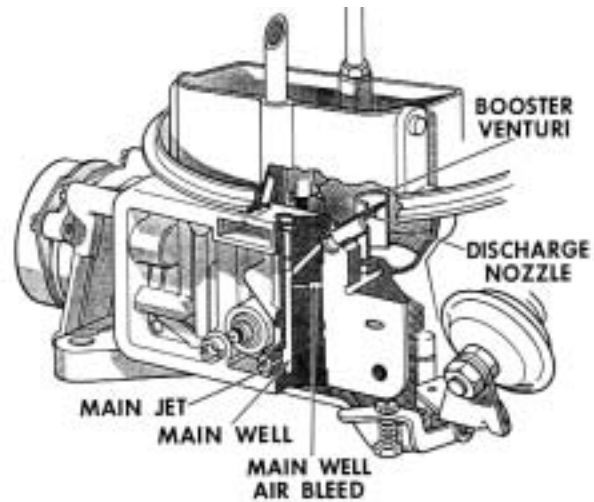
MAIN METERING SYSTEM

The main metering system is designed to supply the leanest fuel mixture for cruising in the 35 MPH and over range. Operation is simple. Fuel from the main metering jet enters the main well and is mixed with air from the high speed air bleed. Engine vacuum pulls this air/fuel mixture and discharges it through the booster venturi and into the manifold through the throttle bores.

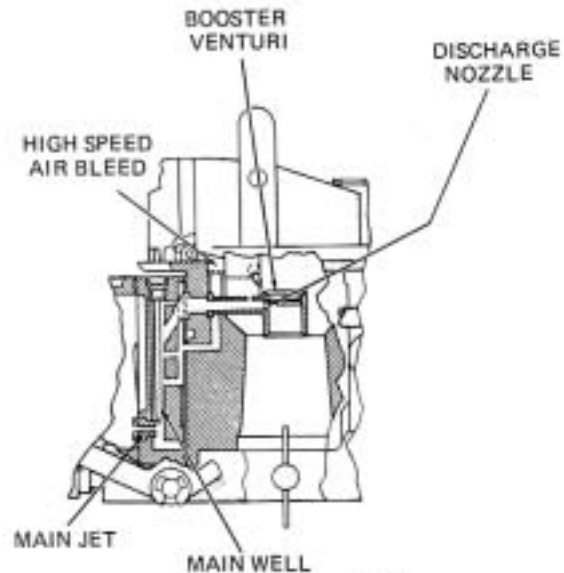
On a street vehicle optimum jetting can be determined by driving at various steady speeds and taking vacuum and spark plug readings. Manifold vacuum will increase the closer you get to ideal jetting; it will fall off once you get past this point. The ideal color for the spark plug porcelain is light brown or tan. A color lighter than this indicates that the carburetor is jetted lean; a darker color indicates that the carburetor is jetted rich.

Holley jets are number-stamped on their side for identification purposes. A higher relative number indicates a larger jet size. Changing to a larger or smaller jet will either richen or make leaner the carburetor's fuel curve from part throttle to full throttle, respectively.

NOTE: Jump two sizes when changing the carburetor jetting. There is approximately a 4-1/2% flow difference from one jet size to the next and one size won't make that much of a difference. If you must go up or down 8-10 jet sizes then you have a problem either with the fuel delivery system or the carburetor is wrong for the application.



Main Metering System.



Side View Main Metering System.
Showing Idle Tube in Main Well.

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Holley

ACCELERATOR PUMP SYSTEM

The accelerator pump system consists of three main components: the pump diaphragm, the pump cam and the pump nozzle. This is the carburetor system that is most responsible for having good, crisp, off-idle throttle response. Its purpose is to inject a certain amount of fuel down the throttle bores when the throttle is opened. By accomplishing this purpose it acts to smooth the transition between the idle and main circuits so that no stumble, hesitation or sluggishness will be evident during this transition phase.

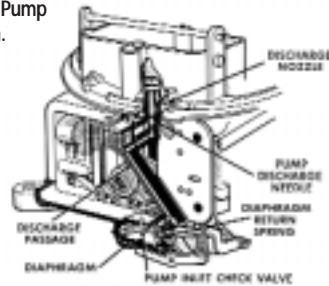
The first adjustment to check is the clearance between the pump operating lever and the pump diaphragm cover's arm, at wide open throttle. This clearance should be around .015". The purpose for this clearance is to assure that the pump diaphragm is never stretched to its maximum limit at wide open throttle. This will cause premature pump failure. Once this clearance has been set take a good look at the pump linkage and work the throttle. Make sure that the accelerator pump arm is being activated the moment that the throttle begins to move. This will assure that pump response will be instantaneous to the movement of the throttle. These adjustments can be made by turning the accelerator pump adjusting screw that is located on the accelerator pump arm together with the pump override spring and lock nut.

The amount of fuel that can be delivered by one accelerator pump stroke is determined by the pump's capacity and the profile of the pump cam. The period of time that it will take for this pre-determined amount of fuel to be delivered is affected by the pump nozzle size.

A larger pump nozzle will allow this fuel to be delivered much sooner than a smaller pump nozzle. If you need more pump shot sooner, then a larger pump nozzle size is required. During acceleration tests, if you notice that the car first hesitates and then picks up, it's a sure bet that the pump nozzle size should be increased. A backfire (lean condition) on acceleration also calls for a step up in pump nozzle size. Conversely, if off-idle acceleration does not feel crisp or clean, then the pump nozzle size may already be too large. In this case a smaller size is required.

Holley accelerator pump nozzles are stamped with a number which indicates the drilled pump hole size. For example, a pump nozzle stamped "35" is drilled .035". Pump nozzle sizes are available from .025" to .052". Please note that whenever a .040" or larger accelerator pump nozzle is installed the "hollow" pump nozzle screw should also be used. This screw will allow more fuel to flow to the pump nozzle, assuring that the pump nozzle itself will be the limiting restriction in the accelerator pump fuel supply system.

Accelerator Pump System.

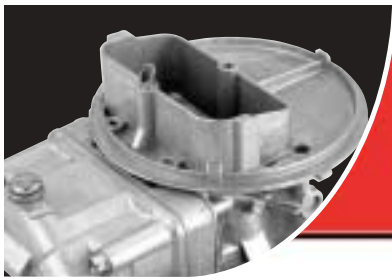


NOTE: When changing the pump nozzle it's best to jump three sizes. For example if there's currently an off-line hesitation with #28 (.028") pump nozzle, try a #31 (.031") pump nozzle. If you must use a #37 (.037") or larger pump nozzle, then also use a 50cc pump.

The same applies to the accelerator pump cams. Once a pump nozzle size selection has been made the accelerator pump system can be further tailored with the pump cam. Holley offers an assortment of different pump cams, each with uniquely different lift and duration profiles, that are available under Holley P/N 20-12. Switching cams will directly affect the movement of the accelerator pump lever and, subsequently, the amount of fuel available at the pump nozzle. Lay out the pump cams side by side and note the profile differences. This little exercise may help to better explain the differences between the cams and their effect on pump action.

Installing a pump cam is straightforward. It's a simple matter of loosening one screw, placing the new pump cam next to the throttle lever and tightening it up. There are two and sometimes three holes in each pump cam, numbered 1, 2 and 3. Placing the screw in position #1 activates the accelerator pump a little early, allowing full use of the pump's capacity. Generally, vehicles which normally run at lower idle speeds (600 or 700 RPM) find this position more useful because they can have a good pump shot available coming right off this relatively low idle. Positions #2 and #3 delay the pump action, relatively speaking. These two cam positions are good for engines that idle around 1000 RPM and above. Repositioning the cam in this way makes allowance for the extra throttle rotation required to maintain the relatively higher idle setting. Pump arm adjustment and clearance should be checked and verified each and every time the pump cam and/or pump cam position is changed.

Lastly, a 50cc accelerator pump conversion kit is available under Holley P/N 20-11 when maximum pump capacity is desired.



CARBURETION

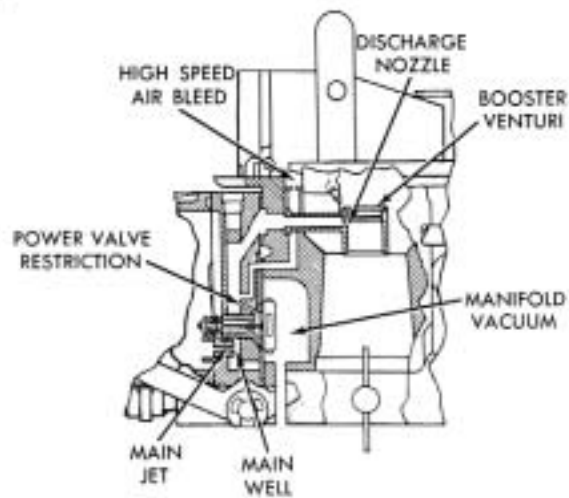
TECHNICAL INFORMATION

POWER ENRICHMENT SYSTEM

The power enrichment system supplies additional fuel to the main system during heavy load or full power situations. Holley carburetors utilize a vacuum operated power enrichment system and a selection of power valves is available to "time" this system's operation to your specific needs. Each Holley power valve is stamped with a number to indicate the vacuum opening point. For example, the number "65" indicates that the power valve will open when the engine vacuum drops to 6.5" or below. An accurate vacuum gauge, such as Holley P/N 26-501, should be used when determining the correct power valve to use. A competition or race engine which has a long duration high overlap camshaft will have low manifold vacuum at idle speeds. If the vehicle has a manual transmission, take the vacuum reading with the engine thoroughly warmed up and at idle. If the vehicle is equipped with an automatic transmission, take the vacuum reading with the engine thoroughly warmed up and idling in gear. In either case, the power valve selected should have a vacuum opening point about 2" Hg below the intake manifold vacuum reading taken.

A stock engine, or one that is only mildly built for street use, will have high manifold vacuum at idle speeds. To determine the correct power valve the vehicle should be driven at various steady speeds and vacuum readings taken. The power valve selected should have an opening point about 2" Hg below the lowest steady speed engine vacuum observed.

Most of the popular Holley "Street Legal" and "Street Performance" carburetors incorporate a power valve blow-out protection system. A special check valve is located in the throttle body expressly for this purpose. This check valve is designed to be normally open but will quickly seat to close off the internal vacuum passage when a backfire occurs. Once closed, the check valve interrupts the pressure wave caused by the backfire, thus protecting the power valve.



Power Enrichment System.

THE TRUTH ABOUT POWER VALVES USED WITH HOLLEY CARBURETORS

There still seems to be a lot of misconception about Holley carburetors blowing power valves. Nothing could be further from the truth. Holley performance carburetors built since 1992 have utilized a power valve check system that effectively eliminated this infrequent problem. Consisting of a spring, brass seat and check ball, the check ball system is 100% effective protecting the power valve diaphragm from damage due to engine backfire.

The power valve check ball is designed to be normally open but quickly seals to close off the internal vacuum passage when a backfire occurs. Once closed, the check valve interrupts the pressure wave generated by the backfire, thus protecting the power valve diaphragm. There is no way that the power valve's diaphragm can rupture due to an engine backfire!

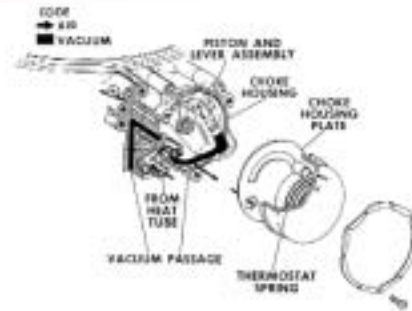


Holley

CHOKE SYSTEM

The choke system is designed to supply a rich fuel mixture to the engine for cold starts and cold drive-away conditions.

Holley carburetors with chokes will come equipped with either a manual, electric or hot air choke. All Holley square flange carburetors originally equipped with either a manual or hot air choke can be converted to automatic electric choke operation with the proper kit. Conversely, those equipped with either an electric or hot air choke can be converted to manual choke operation with the proper kit.



Integral Automatic Choke.

SECONDARY SYSTEM

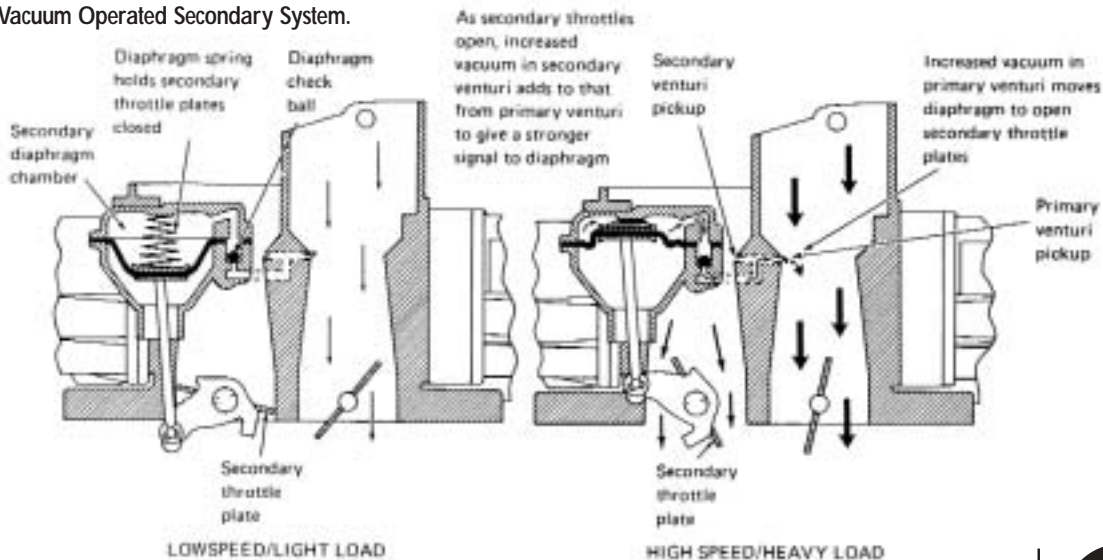
The secondary system of a Holley four barrel carburetor can be either vacuum or mechanically operated.

The opening rate of a mechanical secondary system is pre-determined by the linkage which is usually designed to allow the secondary throttle plates to begin opening once the primary throttle plates have rotated open about 40 degrees. Special Holley kits are also available which will allow the conversion to 1:1 linkage (primary and secondary throttle plates opening simultaneously) for special racing applications.

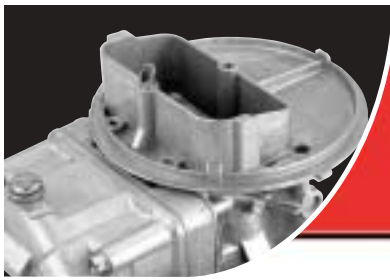
The opening rate of a vacuum secondary system is controlled by the diaphragm spring located in the vacuum secondary diaphragm housing. A "lighter" spring will allow the secondary throttle plates to open more quickly. A spring assortment kit, Holley P/N 20-13, is available to help you "tailor" the secondary opening rate to your application. A "quick change" kit, Holley P/N 20-59, is also available for fast and easy access to the spring. It consists of a two-piece secondary diaphragm housing cover which, after it's installed, can easily cut in half the time required to change the secondary spring.

DO NOT put a screw in the linkage of a vacuum secondary carburetor to mechanically "force" open the secondary throttle plates. Normally there is an accelerator pump on the secondary side of a mechanical secondary carburetor. The purpose of the secondary pump is to inject additional fuel to "cover" the transition time up to the point when the secondary main system starts to flow. Without this secondary pump shot the engine will go to an instant lean condition. Therefore, forcing the secondaries to open prematurely will hinder performance and may cause an engine backfire. The screw could also create a bind and cause the throttle to stick open.

Vacuum Operated Secondary System.



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GENERAL GUIDELINES FOR ADJUSTING BRASS AND NITROPHYL FLOATS

Two methods of float adjustment are provided for with Holley performance carburetors depending on the style of float bowl and needle and seat assembly employed. They are the internal (dry) setting and the external (wet) setting. The internal float adjustment is accomplished with the fuel bowl off the carburetor. With "internally adjustable" needle and seats, the fuel bowl is inverted and the float tang, or tab, is adjusted to the point where the float surface is parallel to the fuel bowl surface, just underneath. An initial dry setting can also be accomplished with "externally adjustable" needle and seats. To achieve this, invert the fuel bowl and turn the adjusting nut until the float surface lies parallel to the fuel bowl casting surface underneath.

Another, more accurate adjustment can be made with the side hung style float if measuring gauges, such as drill bits, are available. Here, with the fuel bowl inverted, the primary float can be adjusted to the point where there is a $7/64$ " gap between the "toe" of the float and the bottom of the fuel bowl surface underneath. The float "toe" is the part of the float furthest from where the arm is attached. The secondary float can be adjusted to the point where there is a $13/64$ " gap between the "heel" of the float and the bottom of the fuel bowl surface underneath. The float "heel" is the part of the float closest to the point where the arm is attached.

A "wet" level float adjustment can be performed on either the side or center hung floats, if the fuel bowls have provision for the externally adjustable needle and seats. This adjustment is made as follows. Start the vehicle up and move it out of the garage and into an open area where plenty of fresh ventilation is available. Allow the idle to stabilize. Turn the engine off and remove the sight plug from the primary fuel bowl to inspect the fuel level. If it's been determined that adjustment is required use a large screw driver to crack loose the lock screw. With a $5/8$ " open-end wrench turn the adjusting nut clockwise to lower the float level.

Conversely, turn the adjusting nut counter-clockwise to raise the float level. Tighten the lock screw. Restart the vehicle and let the engine idle stabilize. Shut the engine off. Remove the sight plug to reinspect the fuel level. The fuel level should stabilize at just below the level of the fuel bowl sight plug hole. This same adjustment procedure is performed on the secondary bowl.

NOTE: The float adjustment feature on Holley carburetors cannot cure a poor running engine, a bad ignition system, a clogged fuel filter, an improperly operating fuel pump or fuel pressure that is too high or low. This adjustment is provided solely to ensure that the fuel in the bowl can be adjusted to the correct level for the carburetor to perform its function. There is no need to "wrench" excessively on the adjustment nut. A quarter of a turn one way or the other should be enough to bring you into spec.

GENERAL GUIDELINES FOR ADJUSTING DURACON (PLASTIC) FLOATS

The Duracon float rides higher on the fuel than either the brass or nitrophenyl float and, therefore, a higher setting is in order. A Duracon float, set at the same level as either a brass or nitrophenyl float, would make the carburetor run leaner, everything else being equal. This is because there would be less fuel available in the fuel bowl. The Duracon float setting must be higher to compensate for this condition.

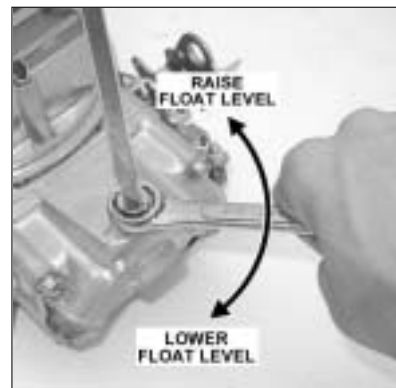
Dry Setting for Duracon Center Hung Float:
The primary side setting is $.3125$ " ($5/16$ "), measured with the fuel bowl inverted, at the middle of the float. The secondary side setting is $.3750$ " ($3/8$ "), measured with the fuel bowl inverted, at the middle of the float (back side).

Dry Setting for Duracon Side Hung Float:
The primary side setting is $.2188$ " ($7/32$ "), measured with the fuel bowl inverted, at the toe of the float. The secondary side setting is $.3125$ " ($5/16$ "), measured with the fuel bowl inverted, at the toe of the float.

Wet Setting for Duracon Float:
Refer to "Wet Float Setting", discussed previously.

WARNING: Caution should be exercised when doing the wet level float adjustment. Fuel at the needle and seat is under pressure from the fuel pump. Some may leak out when the adjustment is made and shop rags should be available to immediately wipe up any fuel spillage. Gasoline is flammable and proper precaution should be taken.

CAUTION: Once again, remember that these are general guidelines for adjusting floats. Your particular application may require additional fine tuning over and above these listed procedures.





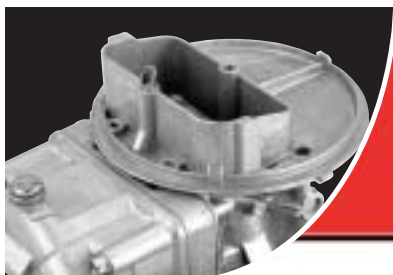
Holley

PERFORMANCE CARBURETOR QUICK REFERENCE

Application

Carburetor	CFM	Model	Secondaries	Style	Application					Choke	Page
					Street	Street/Strip	Race	Off Road	Supercharger		
0-80787-1	350	2300HP	N/A	Keith Dorton Circle Track			X			None	35
0-80583-1	500	2300HP	N/A	Keith Dorton Circle Track			X			None	35
0-7448	350	2300	N/A	Universal	X	X				Manual	34
0-90470	470	4150	Vacuum	Truck Avenger	X			X		Electric	36
0-4412C	500	2300	N/A	Universal	X					Manual	34
0-4412S	500	2300	N/A	Universal	X					Manual	34
0-8007	390	4160	Vacuum	Universal	X					Electric	39
0-80507-1	390	4150HP	Mechanical	Straight-Leg Boosters			X			None	49
0-80570	570	4150	Vacuum	Street Avenger	X	X				Electric	37
0-80457S	600	4160	Vacuum	Universal	X	X				Electric	40
0-1850C	600	4160	Vacuum	Universal	X	X				Manual	40
0-1850S	600	4160	Vacuum	Universal	X	X				Manual	40
0-4776C&S	600	4150	Mechanical	Universal		X				Manual	42
0-80575	600	4150HP	Mechanical	Supercharger			X		X	None	43
0-80592S	600	4150	Mechanical	Supercharger	X	X			X	Manual	43
0-80540-1	600	4150HP	Mechanical	Straight-Leg Boosters			X			None	49
0-80674	650	4150HP	Mechanical	Ultra 4150 HP			X			None	50
0-80783C	650	4150	Vacuum	Universal	X	X				Electric	40
0-80555C	650	4175	Vacuum	Spread Bore	X					Electric	40
0-4777C&S	650	1450	Mechanical	Universal		X				Manual	42
0-80541-1	650	4150HP	Mechanical	Straight-Leg Boosters			X			None	49
0-4224	660	4160	Mechanical (1:1)	Center-Squirtler		X	X			None	45
0-80670	670	4150	Vacuum	Street Avenger	X	X				Electric	37
0-80681	670	4150	Vacuum	Lo-Rider Avenger	X					Electric	38
0-90670	670	4150	Vacuum	Truck Avenger	X			X		Electric	36
0-4778C&S	700	4150	Mechanical	Universal		X				Manual	42
0-80572S	700	4150	Mechanical	Supercharger	X	X			X	Manual	42
0-4609-1	730	4150	Vacuum	NHRA legal			X			None	45
0-80508S	750	4160	Vacuum	Universal	X	X				Electric	41
0-3310C	750	4160	Vacuum	Universal	X	X				Manual	41
0-3310S	750	4160	Vacuum	Universal	X	X				Manual	41
0-4779C&S	750	4150	Mechanical	Universal		X				Manual	42
0-80186-1	750	Dominator	Mechanical	2-Circuit		X	X			None	52
0-80573S	750	4150	Mechanical	Supercharger	X	X			X	Manual	44
0-80576	750	4150HP	Mechanical	Supercharger			X		X	None	44
0-80529-1	750	4150HP	Vacuum	Down-Leg Boosters		X	X			None	49
0-80675	750	4150HP	Mechanical	Ultra 4150 HP			X			None	50
0-9379	750	4150	Mechanical	Universal			X			None	46
0-80528-1	750	4150HP	Mechanical	Down-Leg Boosters			X			None	49
0-80535-1	750	4150HP	Mechanical	Methanol			X			None	49
0-82750	750	4150HP	Vacuum	Street HP		X	X			None	47
0-82751	750	4150HP	Mechanical	Street HP		X	X			None	47
0-80770	770	4150	Vacuum	Street Avenger	X	X				Electric	37
0-90770	770	4150	Vacuum	Truck Avenger	X			X		Electric	36
0-4780C&S	800	4150	Mechanical	Universal		X				Manual	42
0-80574S	800	4150	Mechanical	Supercharger	X	X			X	Manual	44
0-80785	830	4150HP	Mechanical	Keith Dorton Circle Track			X			None	49
0-80509-1	830	4150HP	Mechanical	Down-Leg Boosters			X			None	49
0-80511-1	830	4150HP	Mechanical	Annular Boosters			X			None	49
0-9381	830	4150	Mechanical	Universal			X			None	46
0-4781C&S	850	4150	Mechanical	Universal		X				Manual	42
0-80531	850	4150	Vacuum	Universal	X	X				Electric	41
0-9380	850	4150	Mechanical	Universal			X			None	46
0-80870	870	4150	Vacuum	Street Avenger	X	X				Electric	37
0-80496-1	950	4150HP	Mechanical	Down-Leg Boosters			X			None	49
0-80498-1	950	4150HP	Mechanical	Methanol			X			None	49
0-80577	950	4150HP	Mechanical	Supercharger	X	X			X	None	44
0-80676	950	4150HP	Mechanical	Ultra 4150 HP			X			None	50
0-80513-1	1000	4150HP	Mechanical	Down-Leg Boosters			X			None	49
0-80514-1	1000	4150HP	Mechanical	Annular Boosters			X			None	49
0-8082-1	1050	Dominator	Mechanical	2-Circuit			X			None	52
0-8896-1	1050	Dominator	Mechanical	3-Circuit			X			None	52
0-80586	1050	Dominator	Mechanical	Methanol			X			None	52
0-80672	1050	Dominator	Mechanical	3-Circuit			X			None	53
0-9375-1	1050	Dominator	Mechanical	3-Circuit			X			None	52
0-7320-1	1150	Dominator	Mechanical	2-Circuit			X			None	52
0-80556-1	1150	Dominator	Mechanical	3-Circuit			X			None	52
0-80673	1050	Dominator	Mechanical	3-Circuit			X			None	53
0-9377-1	1150	Dominator	Mechanical	3-Circuit			X			None	52
0-80532-1	1250	Dominator	Mechanical	3-Circuit			X			None	52
0-80533-1	1250	Dominator	Mechanical	3-Circuit			X			None	52

CARBURETOR
TECHNICAL INFORMATION



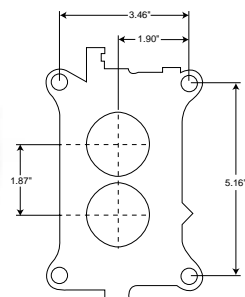
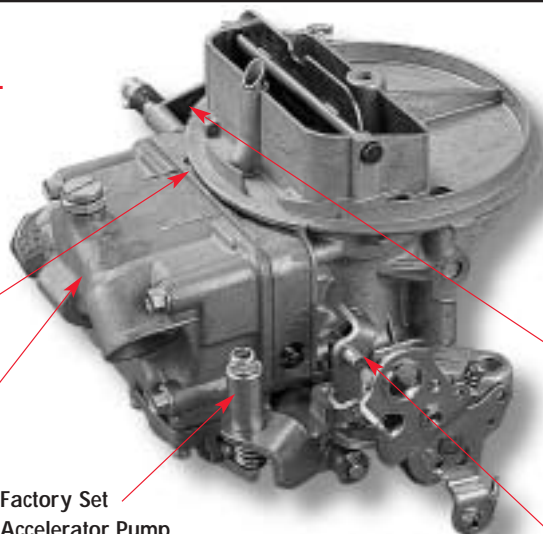
CARBURETION

2-BARREL STREET CARBURETORS

2-BBL STREET CARBURETORS

STOCK PERFORMANCE REPLACEMENT FOR 2-BBL STREET APPLICATIONS. ALSO MANDATED CARBS FOR SOME OVAL TRACK RACING SANCTIONING BODIES.

2-BARREL CARBURETORS



Power valve blow-out protection adds trouble-free operation

Model 2300 w/center hung float

Factory Set Accelerator Pump
350 CFM - 30cc
500 CFM - 50cc

Manual Choke for easy control of engine warm up

100% wet-flow tested and calibrated

Ford A/T Kickdown for ease of installation

STREET



350 CFM Two Barrel

Part # **0-7448^(B)** **3**

Features

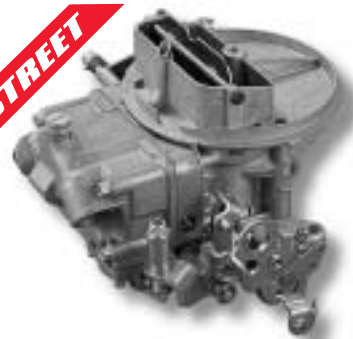
- 30cc accelerator pump
- Does not work with A.O.D. transmissions

NOTE: 0-7448C has classic dichromate finish

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-7	Chrysler throttle lever extension
20-72	Solenoid/Dashpot bracket
45-223	Electric choke kit
45-228	Manual choke control cable
46-51	Solenoid

STREET



500 CFM Two Barrel

Part # **0-4412C^(B)** **3**
Part # **0-4412S^(B)** **3**

Features

- 50cc accelerator pump
- Does not work with A.O.D. transmissions

NOTE: 0-4412C has classic dichromate finish, 0-4412S has shiny finish

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-7	Chrysler throttle lever extension
20-62	Throttle shaft kit
45-224	Electric choke kit (requires 45-465 dechoke kit)
45-465	Dechoke linkage for 45-224 kit
45-228	Manual choke control cable

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 2 for symbol explanation.

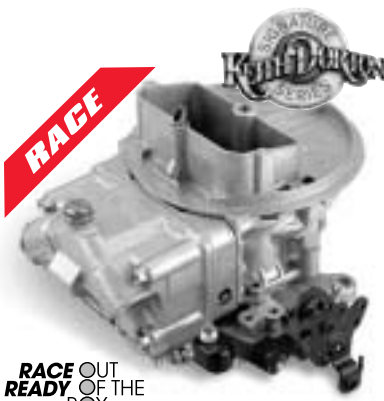


Holley

2-BBL KEITH DORTON COMPETITION CARBURETORS



Part # 134-276
Adjustable
Metering block
for 2-barrel HP models



RACE OUT
READY OF THE
BOX

NOTE: Eligible for NASCAR® use

Keith Dorton 2300 HP Carburetor Features

- Intended for short circle track racing
- Choke hardware and related provisions are deleted for smoother air flow
- Choke rod hole in main body is factory-sealed with a brass block-off plate to prevent unfiltered air from entering the carburetor.
- PCV and other external vacuum tube sources are deleted.
- "Straight-type" accelerator pump nozzle design is used to prevent any possibility of fuel pullover and to reduce any chance of rich conditions at high RPM.
- A plastic accelerator pump arm is used for more consistent operation.
- 30cc accelerator pump GFLT diaphragm is used for durability.
- 50cc accelerator pump system has been eliminated from the 500 CFM carburetor. It's been replaced with a user-friendly "off-the-corner" 30cc accelerator pump system.
- Power valve blow-out protection eliminates blown power valves.
- Welded throttle lever and shaft assembly is used for strength.
- Throttle plate screws are a low-profile buttonhead design, secured with Loctite®
- Screw-in type air bleeds are used to facilitate tuning.
- HP metering blocks are reinforced & specially designed for optimum atomization.
- Metering blocks have installed fuel slosh/vent baffles for superior fuel control during hard acceleration and braking conditions.
- Fuel bowl screw gaskets are made of nylon, so they're reusable.
- Stainless steel throttle plates are used with drilled air bypass hole(s) for smooth idle.
- A metal cup plug in the throttle body shaft opening eliminates dust, contaminants and unapproved air flow from entering the carburetor.
- Air cleaner mounting stud increased from 1/4" to 5/16" diameter for added strength and dependability (500 CFM carburetor).
- Sizes of throttle bore, venturi, booster diameter, throttle plate thickness and throttle shaft diameter have not changed. They comply and are fully consistent with the technical gauging now in use. Venturi casting rings are reamed to legal dimensions, for more consistent air flow.
- ID numbers for carburetor and metering block are relocated for ease of viewing.
- Factory flow-tested to insure quality and reliability.

2-BARREL
CARBURETORS

350 CFM Two Barrel Part # 0-80787-1^(B) 3

Features

- Metering block with changeable emulsion bleeds for infinite tuning

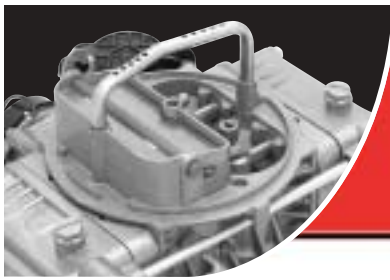
500 CFM Two Barrel Part # 0-80583-1^(B) 3

Features

- HP metering block with non-adjustable metering

Tech Line: 270-781-9741

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CARBURETION

TRUCK AVENGER™ & STREET AVENGER™

TRUCK AVENGER™ CARBURETORS

Exclusive **No Trouble™** One-piece Off-Road Vent Tube eliminates fuel spillover during extreme maneuvers.

No Trouble™ Adjustable Vacuum Secondary: a 60 second adjustment lets you tune for fuel economy or acceleration.

No Trouble™ Electric Choke ensures great cold starting. Factory pre-set, easily adjustable and designed to prevent accidental over-adjustment.



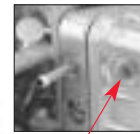
Built-in Fuel Inlet Filter and Viton® Transfer Tube Seals ensure leak-proof **No Trouble** operation.

Square Fuel Bowls w/ Side Hung Floats: provide precise fuel control and maintain the classic Holley look. Single fuel inlet banjo fitting.



Externally Adjustable, **No Trouble™** Spring-loaded Needle and Seats promote stable fuel levels for improved fuel control under all conditions.

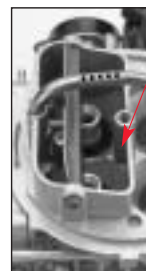
Exclusive **No Trouble™** Metering Block eliminates fuel spillover through the boosters at extreme angles. Flood-free operation up to 40° while climbing; 30° during side hill maneuvers and "nose down" descents. No more hesitation, stalling or flooding.



Clear Sight Plugs included to initially set fuel level without the risk of spilling fuel.



Four Vacuum Ports: PCV, spark, power brake and vacuum accessories for easy installation and great off-road performance.



H.V.S. Annular Boosters provide an ultra High Vacuum Signal for incredible low & mid range throttle response and torque. (0-90670 & 0-90770 only)



Industry First
LIMITED LIFETIME WARRANTY

470 CFM Four Barrel

Part # **0-90470**^(B)

670 CFM Four Barrel

Part # **0-90670**^(B)

770 CFM Four Barrel

Part # **0-90770**^(B)

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.



Holley

STREET AVENGER™ CARBURETORS

No Trouble™ Quick Change Adjustable Vacuum Secondary

- Comes calibrated specifically for optimal street performance
- Tuneable from mild to wild
- Up to 6% more acceleration or 5% better fuel economy with a simple spring change



Gen IV No Trouble™ Power Valve

- Fourth generation power valve with million mile blowout protection

Four Vacuum Ports

- PCV
- Spark
- Power brake
- Vacuum accessories (A/C or modulator)
- No Trouble caps included

No Trouble™ Electric Choke

- Factory calibrated settings
- Range identified and restricted for easy on vehicle No Trouble™ adjustment
- Provides a cleaner, smoother warm up in all temperature climates
- External choke vent

Adjustable Needle & Seat

- On vehicle No Trouble™ adjustment
- On vehicle float adjustment to accommodate varying fuel pressure levels
- Clear sight plugs included for safe initial float level adjustment

Street Avenger™ Fuel Metering System

- Provides precise fuel metering for monster low-end torque, awesome acceleration and unmatched top-end horsepower
- Designed specifically for the street enthusiast
- Tuneable to provide the ultimate in performance
- 100% wet flowed by skilled craftsmen

Built-in No Trouble™ Fuel Inlet Filters

- Cleaner, safer, street performance
- Used in primary and secondary fuel bowls



Electric Choke

570 CFM Four Barrel	Part # 0-80570 ^(B) ③
670 CFM Four Barrel	Part # 0-80670 ^(B) ③
770 CFM Four Barrel	Part # 0-80770 ^(B) ③
870 CFM Four Barrel	Part # 0-80870 ^(B) ③

Manual Choke **NEW!**

570 CFM Four Barrel	Part # 0-81570 ^(B) ③
670 CFM Four Barrel	Part # 0-81670 ^(B) ③
770 CFM Four Barrel	Part # 0-81770 ^(B) ③
870 CFM Four Barrel	Part # 0-81870 ^(B) ③

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

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① ② or ③ See page 2 for symbol explanation.

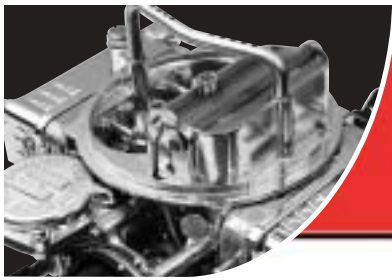
STREET AVENGER™
CARBURETORS



STREET READY **OUT OF THE BOX**

Tech Line: 270-781-9741

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CARBURETION

LO-RIDER AVENGER™
& STREET PERFORMANCE

LO-RIDER AVENGER™ CARBURETORS

Exclusive **No Trouble™** One-piece Lo-Rider Vent Tube eliminates fuel spillover during extreme maneuvers.

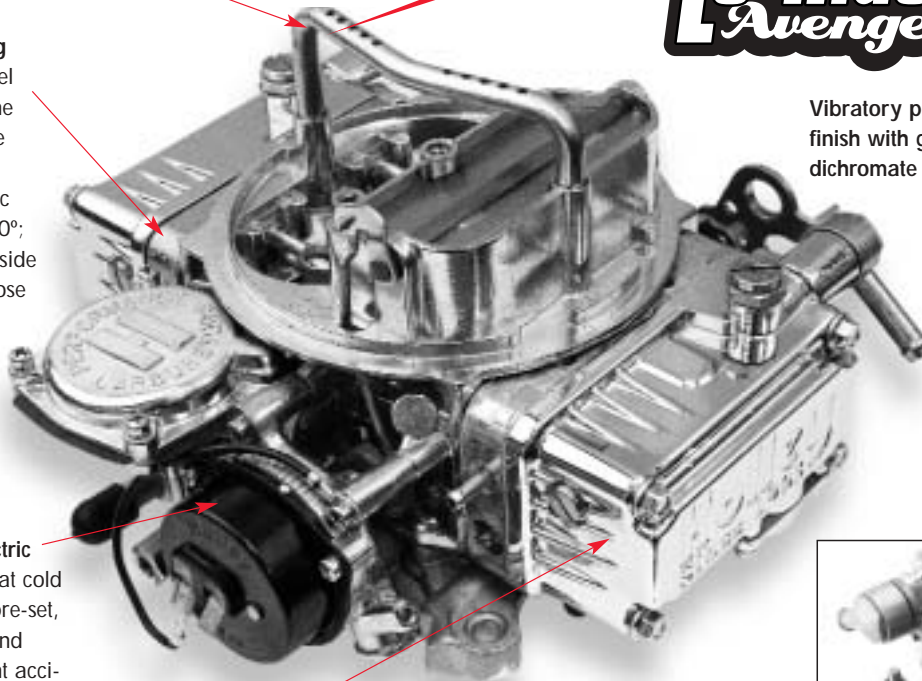


NEW!



Vibratory polished finish with gold dichromate hardware

Exclusive **No Trouble™** Metering Block eliminates fuel spillover through the boosters at extreme angles. Flood-free "nose-up" hydraulic maneuvers up to 40°; 30° during side to side maneuvers and "nose down" maneuvers. No more hesitation, stalling or flooding.

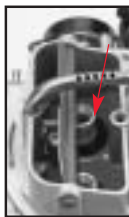


No Trouble™ Electric Choke ensures great cold starting. Factory pre-set, easily adjustable and designed to prevent accidental over-adjustment.

Chrome Fuel Bowls w/ Side Hung Floats: provide precise fuel control and maintain the classic Holley look. Single fuel inlet banjo fitting.



Externally Adjustable, No Trouble™ Spring-loaded Needle and Seats promote stable fuel levels for improved fuel control under all conditions.



H.V.S. Annular Boosters provide an ultra High Vacuum Signal for incredible low & mid range throttle response and torque.



Built-in Fuel Inlet Filter and Viton® Transfer Tube Seals ensure leak-proof **No Trouble** operation.

Four Vacuum Ports: PCV, spark, power brake and vacuum accessories for easy installation and great performance.

Industry First
LIMITED LIFETIME WARRANTY

670 CFM Four Barrel

Part # **0-80681**^(B)

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

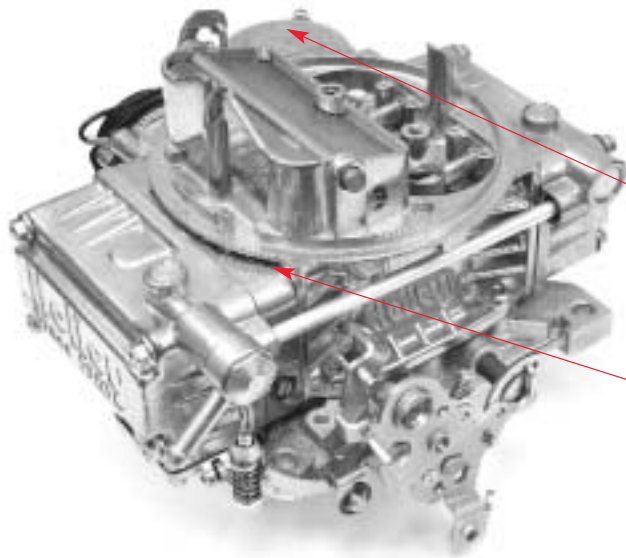
(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.



Holley

STREET PERFORMANCE - TRADITIONAL CARBURETORS



DEVELOPED FOR THE BUDGET MINDED ENTHUSIASTS

FEATURES

- Vacuum secondaries for use on a wide variety of vehicles
 - Compensate for all vehicle weights, gearing & transmissions to allow smooth opening of secondaries
- Power valve blow-out protection
- 100% wet-flow tested and calibrated for street drivability

STREET PERFORMANCE
CARBURETORS

STREET



390 CFM Four Barrel

Part # **0-8007^(B)**

Features

- Model 4160 w/ side-hung floats
- Small V-8 or 6 cyl. engines
- 2x4 street tunnel rams
- Electric choke
- Ford A/T kickdown
- Single feed (push on style) fuel inlet

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	Throttle cable/return spring bracket kit
34-2	Center hung float bowl kit
34-6	Secondary metering block
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter

STREET



465 CFM Four Barrel

Part # **0-1848-1^(A)**

Features

- Model 4160 w/ side hung floats
- Calibrated for small cubic inch V8 engines
- Ford A/T kickdown
- Hot air choke
- Includes single inlet banjo fitting

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
45-226	Electric choke conversion

NOTE:

Designed for small displacement Ford applications - not compatible with GM or Chrysler automatic transmissions

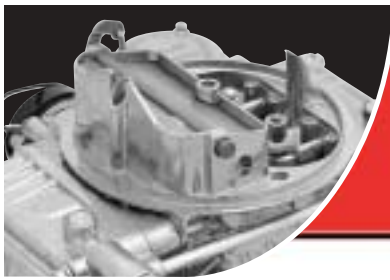
(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.

Tech Line: 270-781-9741

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CARBURETION

STREET PERFORMANCE

STREET PERFORMANCE - TRADITIONAL CARBURETORS

STREET



600 CFM Four Barrel Part # **0-80457S^(A)**

Features

- Model 4160 w/ side hung floats
- Calibrated for excellent street performance
- Electric choke
- Ford A/T kickdown
- Vacuum ports: 2 full manifold, 1 timed vacuum
- Includes (banjo) single feed (push on style) fuel inlet fitting
- NEW "Next Gen" needle & seat design eliminates the need for external float level adjustment (spring 2005)

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	Throttle cable/return spring bracket kit
34-2	Center hung float bowl kit
34-6S	Secondary metering block (shiny)
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter

STREET/STRIP



600 CFM Four Barrel Part # **0-1850C^(B)** **0-1850S^(B)**

Features

- Model 4160 w/ side hung floats
- Manual choke
- Single feed fuel inlet
- Vacuum ports: 2 full manifold, 1 timed vacuum
- NEW "Next Gen" needle & seat design eliminates the need for external float level adjustment (spring 2005)

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	Throttle cable/return spring bracket kit
34-2	Center hung float bowl kit
34-6	Secondary metering block
45-223	Electric choke kit
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter

NOTE: 0-1850C has classic finish, 0-1850S has shiny finish

STREET



650 CFM Four Barrel Part # **0-80783C^(B)**

Features

- Model 4150
- Universal calibration
- Electric choke
- Center hung float bowls
- Dual feed fuel inlet

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	Throttle cable/return spring bracket kit
34-150	Chrome fuel line
20-91	Ford Automatic transmission bracket kit
17-6	Spread bore manifold adapter

STREET



650 CFM Four Barrel Part # **0-80555C^(B)**

Features

- Model 4175 spread bore
- Q-Jet replacement
- Universal calibration
- Vacuum for: PCV, EGR, power brakes, distributor, air cleaner & canister
- Electric choke
- Single feed fuel inlet

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	Throttle cable/return spring bracket kit



Holley

STREET PERFORMANCE - TRADITIONAL CARBURETORS

STREET/STRIP



750 CFM Four Barrel

0-3310C^(B) ③

Part # 0-3310S^(B) ③

Features

- Model 4160 w/ center hung floats
- Universal calibration
- Manual choke
- Ford A/T kickdown
- Dual feed fuel inlet

NOTE: 0-3310C has classic finish, 0-3310S has shiny finish

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	Throttle cable/return spring bracket kit
34-13	Secondary metering block
34-160	Chrome fuel line
45-228	Manual choke control cable
20-91	Ford Automatic transmission bracket kit
17-6	Spread bore manifold adapter
34-13	4160-4150 conversion (standard finish)
34-13S	4160-4150 conversion (shiny finish)

STREET



750 CFM Four Barrel

Part # 0-80508S^(B) ③

Features

- Model 4160
- Bright shiny finish
- Electric choke
- Center hung float bowls
- Ford A/T kickdown
- Dual feed fuel inlet

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	Throttle cable/return spring bracket kit
34-13S	Secondary metering block (shiny)
20-95	GM A.O.D. transmission bracket kit
20-91	Ford Automatic transmission bracket kit
34-160	Chrome fuel line
17-6	Spread bore manifold adapter
34-13	4160-4150 conversion (standard finish)
34-13S	4160-4150 conversion (shiny finish)

STREET



850 CFM Four Barrel

Part # 0-80531^(B) ③

Features

- Model 4150 w/ center hung floats
- Perfect calibration for 502 crate motors
- Electric choke
- Secondary power valve
- Ford A/T kickdown
- Dual feed fuel inlet

OPTIONAL PARTS & KITS

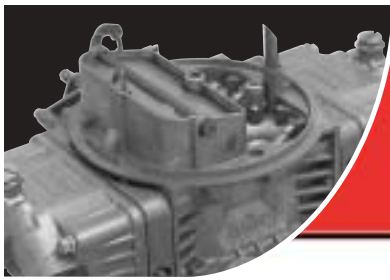
P/N	DESCRIPTION
20-88	Throttle cable/return spring bracket kit
20-95	GM A.O.D. transmission bracket kit
20-59	Quick change secondary spring kit
34-150	Chrome fuel line
20-7	Chrysler throttle lever extension
17-6	Spread bore manifold adapter

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

① ② or ③ See page 2 for symbol explanation.

STREET PERFORMANCE
CARBURETORS



CARBURETION

DOUBLE PUMPER™
& SUPERCHARGER

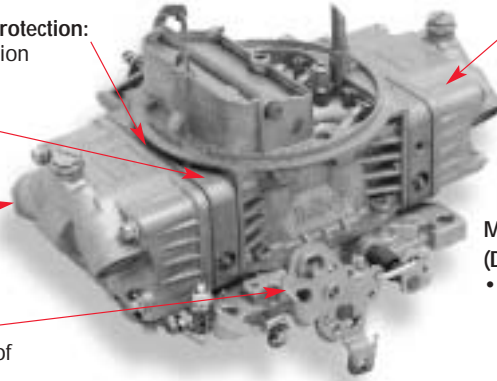
DOUBLE PUMPER™ CARBURETORS

Power Valve Blow-out Protection:
• for trouble-free operation

Dual Metering Blocks:
• allow fine tuning of secondary jetting

Dual Feed Fuel Inlets:
• for constant high volume fuel delivery

Manual Choke:
• for easy control of engine warm-up



Model 4150 w/ center hung floats

100% Wet-flow Tested and Calibrated

4-corner idle system
• for precise idle control (0-4779 & 0-4781 only)

Mechanical Secondaries

(Dual Accelerator Pumps):

• for additional fuel under initial acceleration - awesome tire-turning performance for lightweight vehicles and vehicles with manual transmissions or low gearing

DICHROMATE FINISH

STREET / STRIP



600 CFM Four Barrel	Part #	0-4776C ^(B)	3
650 CFM Four Barrel	Part #	0-4777C ^(B)	3
700 CFM Four Barrel	Part #	0-4778C ^(B)	3
750 CFM Four Barrel	Part #	0-4779C ^(B)	3
800 CFM Four Barrel	Part #	0-4780C ^(B)	3
850 CFM Four Barrel	Part #	0-4781C ^(B)	3

STREET / STRIP



SHINY FINISH **NEW!**

600 CFM Four Barrel	Part #	0-4776S ^(B)	3
650 CFM Four Barrel	Part #	0-4777S ^(B)	3
700 CFM Four Barrel	Part #	0-4778S ^(B)	3
750 CFM Four Barrel	Part #	0-4779S ^(B)	3
800 CFM Four Barrel	Part #	0-4780S ^(B)	3
850 CFM Four Barrel	Part #	0-4781S ^(B)	3

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter

HP MAINBODY RETROFIT CONVERSION KITS AVAILABLE ON PG.49.

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

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1 2 or 3 See page 2 for symbol explanation.



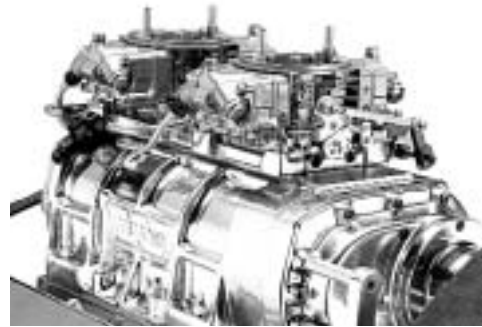
Holley

SUPERCHARGER CARBURETORS

SPECIFICALLY DESIGNED FOR USE ON ROOTS STYLE BLOWN ENGINES

Features

- 100% wet-flow tested and calibrated
- Manifold referenced power valve tells the carburetor when to add additional fuel based on the engine's need - eliminating the need to block off the power valve and raise jetting to falsely compensate.



RACE



600 CFM Four Barrel

Part # **0-80575S^(B)**

Features

- Model 4150 HP design
- Chevrolet small block 2x4, 671 blower calibration
- Four-corner idle system
- Dual 50cc accelerator pumps
- Replaceable air bleeds
- Shiny Finish



SUPERCHARGER
CARBURETORS

STREET/STRIP

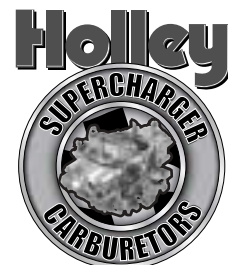


600 CFM Four Barrel

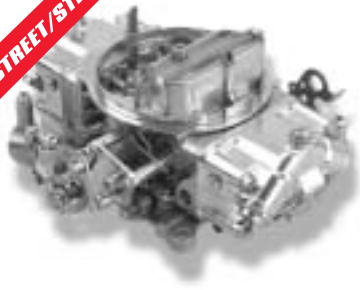
Part # **0-80592S^(B)**

Features

- Designed for use with superchargers
- Model 4150 with shiny finish
- Mechanical progressive linkage
- Dual 50cc accelerator pumps
- Manual choke



STREET/STRIP



700 CFM Four Barrel

Part # **0-80572S^(B)**

Features

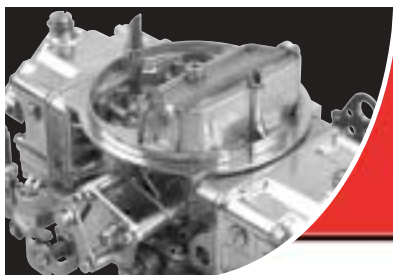
- Model 4150 w/ shiny finish
- Bright shiny finish
- S/B Chevrolet 1x4 140 series supercharger
- 50cc secondary pump
- Manual choke



(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.



CARBURETION

SUPERCHARGER
& COMPETITION

STREET/STRIP



750 CFM Four Barrel Part # **O-80573S^(B)**

Features

- Model 4150 w/shiny finish
- Small block Chevrolet 1x4, 170 series blower calibration
- Four-corner idle system
- Manual choke
- Dual 50cc accelerator pumps



STREET/STRIP



750 CFM Four Barrel Part # **O-80576S^(B)**

Features

- Model 4150HP design
- Designed for use on the WEIAND® 671 supercharger (big block Chevrolet/Chrysler 392)
- Designed for use on the WEIAND® 871 supercharger (small block Chevrolet/Chrysler 426)
- Four-corner idle system
- Replaceable air bleeds
- Dual 30cc accelerator pumps
- Shiny Finish



RACE



950 CFM Four Barrel Part # **O-80577S^(B)**

Features

- Model 4150HP design
- Big block Chevrolet 2x4, 871 & 1071 blower calibration
- Four-corner idle system
- Screw-in air bleeds
- Dual 30cc accelerator pumps
- Shiny Finish



(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.



Holley

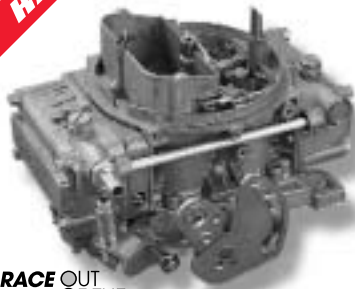
COMPETITION CARBURETORS

**COMPETITION FUEL CURVES
PROVIDE SAFE AND
RELIABLE HORSEPOWER
FOR HIGH PERFORMANCE
RACE ENGINES**



Features

- 100% wet-flow tested and calibrated
- Choke plates and hardware removed (excluding 0-4609-1) for less obstruction to airflow



**RACE OUT
READY OF THE
BOX**

660 CFM Four Barrel

Part # **0-4224^(B)**

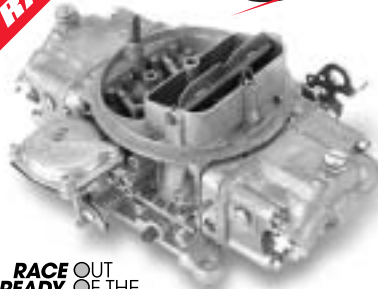
Features

- Model 4160
- 2x4 (inline) intake manifold
- 1:1 mechanical linkage
- 50cc center discharge pump
- Side hung float bowls
- Single fuel inlet

OPTIONAL PARTS & KITS

P/N	Description
1049-949	Air Cleaner Bail
121-325	Accelerator Pump Nozzle

COMPETITION
CARBURETORS



**RACE OUT
READY OF THE
BOX**

730 CFM Four Barrel

Part # **0-4609-1^(B)**

Features

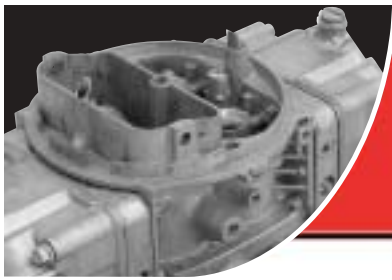
- Model 4150 w/ center hung floats
- Legal for NHRA Super Stock and Stock Eliminator
- Vacuum secondaries
- Power valve blow-out protection
- Center hung bowls
- Choke plate installed - no linkage

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.

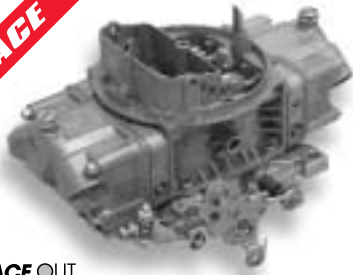
Tech Line: 270-781-9741



CARBURETION

COMPETITION
& 4150 STREET HP

COMPETITION CARBURETORS



RACE OUT
READY OF THE
BOX

750 CFM Four Barrel

Part # **0-9379**^(B)

Features

- Model 4150 w/ center hung floats
- Double 30cc accelerator pumps
- DOMINATOR / dual feed float bowls
- Four-corner idle system
- Mechanical secondaries
- Annular boosters



830 CFM Four Barrel

Part # **0-9381**^(B)

Features

- Model 4150
- Center hung float bowls
- Dual 30cc accelerator pumps
- Annular style boosters
- Mechanical secondaries
- Four-corner idle system



850 CFM Four Barrel

Part # **0-9380**^(B)

Features

- Model 4150 w/ center hung float
- 30cc Primary accelerator pump
- 50cc Secondary accelerator pump
- Annular-style boosters
- Mechanical secondaries
- Four corner idle system

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(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.



Holley

4150 STREET HP CARBURETORS

NEW!

BEST VALUE LIGHT COMPETITION CARBURETORS!

High Strength Sealing Surfaces:

- Precision machined to tight tolerances for unsurpassed sealing

Quick Change Vacuum secondaries:

- allow tailoring for large variety of vehicle weights/traction (mechanical secondaries version also available)

Contoured Venturii Inlet:

- For maximum air flow & reduced turbulence
- Symmetrical venturii bores offer balanced air flow for increased horsepower.

Screw-In Air Bleeds:

- Changeable air bleeds offer precision tuning capabilities

100% wet flow tested & calibrated

Spun-In Boosters:

- Can't fall into engine

Ford Kickdown Linkage

Lightweight Slotted Mixture Screws:

- For precise settings; won't vibrate loose & can't be bumped out of adjustment
- Two corner idle system (on vacuum secondaries)
- Four corner idle system (Double Pumper™)

Street/Strip calibration:

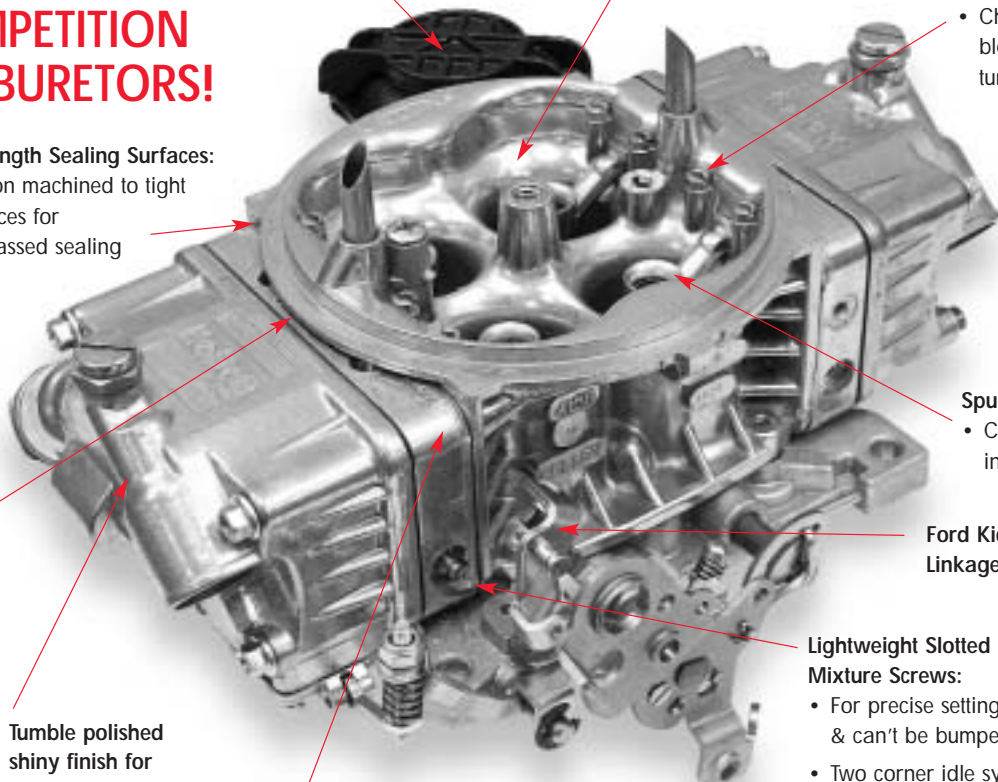
- For outstanding throttle response and drivability

All necessary vacuum ports:

- for easy street vehicle installation

Power Valve Blow-out Protection

Tumble polished shiny finish for great looks



4150 HP
CARBURETORS

750 CFM - 4 barrel (vacuum secondaries)

Part # **0-82750**^(B)

750 CFM - 4 barrel (Double Pumper™) mechanical secondaries

Part # **0-82751**^(B)

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(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

or See page 2 for symbol explanation.

Tech Line: 270-781-9741

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CARBURETION

4150 HP

4150 HP CARBURETORS

Contoured Venturii Inlet:

- For maximum air flow & reduced turbulence (introduced in 1994).
- Symmetrical venturii bores offer balanced air flow for increased horsepower.

Screw-In Air Bleeds:

- Changeable air bleeds offer precision tuning capabilities

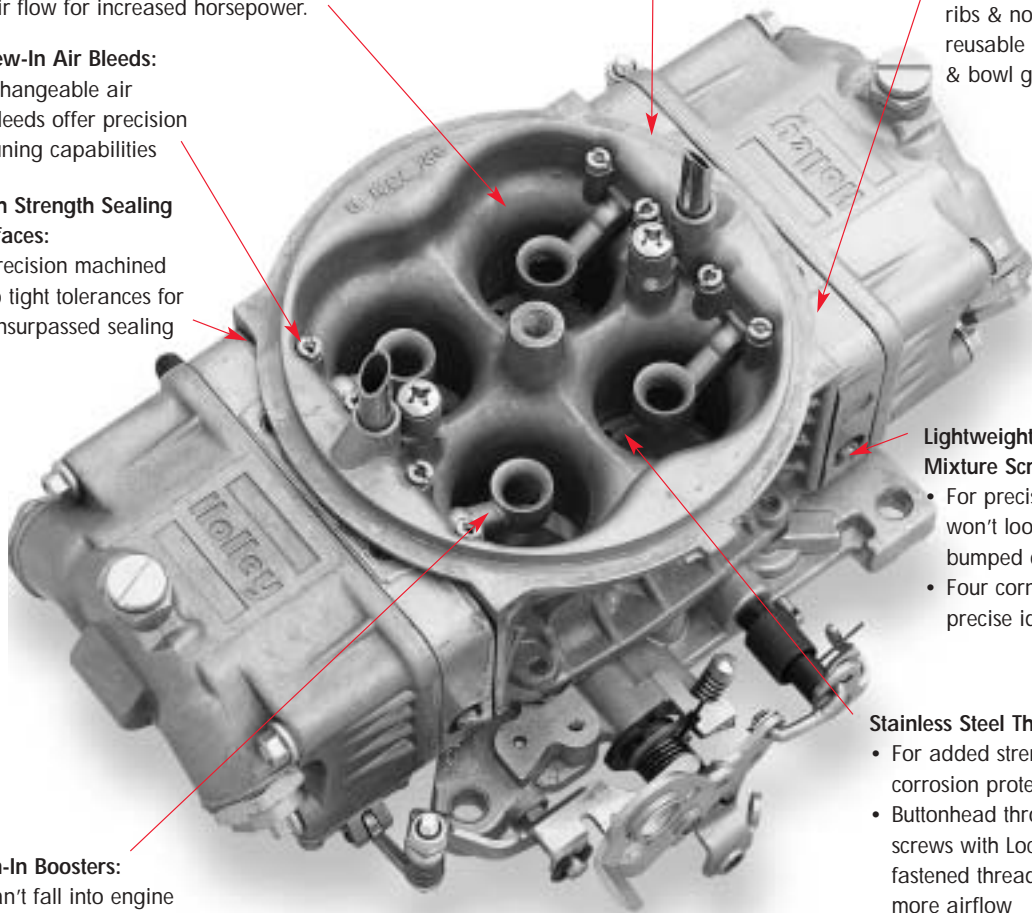
High Strength Sealing Surfaces:

- Precision machined to tight tolerances for unsurpassed sealing

Power Valve Blow-out Protection

High Flow Metering blocks:

- Contains strengthening ribs & non-stick reusable metering block & bowl gaskets



Lightweight Slotted Mixture Screws:

- For precise settings; won't loosen & can't be bumped out of adjustment
- Four corner idle system for precise idle control

Stainless Steel Throttle Plates:

- For added strength and corrosion protection
- Buttonhead throttle plate screws with Loctite® fastened threads for more airflow

Spun-In Boosters:

- Can't fall into engine

100% wet-flow tested and calibrated

Notched Floats & Jet Extensions:

- Continuous fuel delivery under extreme conditions



**RACE OUT
READY OF THE
BOX**

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 2 for symbol explanation.



Holley

4150 HP CARBURETORS

390 CFM Four Barrel Part # 0-80507-1^(B) ③

Features

- NASCAR approved
- Progressive mechanical secondaries
- Double 30cc accelerator pumps

600 CFM Four Barrel Part # 0-80540-1^(B) ③

Features

- Straight-leg boosters
- Calibrated for gasoline
- Double 30cc accelerator pumps
- Progressive mechanical secondaries

650 CFM Four Barrel Part # 0-80541-1^(B) ③

Features

- Straight-leg boosters
- Calibrated for gasoline
- Double 30cc accelerator pumps
- Progressive mechanical secondaries

750 CFM Four Barrel Part # 0-80529-1^(B) ③

Features

- Vacuum secondaries w/ quick-change cover
- 3 Vacuum ports: 1 ported, 2 full manifold vacuum

750 CFM Four Barrel Part # 0-80528-1^(B) ③

Features

- Down leg boosters
- Calibrated for gasoline
- Double 30cc accelerator pumps
- Progressive mechanical secondaries

750 CFM Four Barrel Part # 0-80535-1^(B) ③

Features

- Double-step down leg boosters
- Calibrated for Methanol
- Double 50cc accelerator pumps
- Progressive mechanical secondaries

830 CFM Four Barrel Part # 0-80509-1^(B) ③

Features

- NASCAR legal
- Double-step, down-leg style boosters
- Progressive mechanical secondaries
- 30cc accelerator pumps

830 CFM Four Barrel Part # 0-80511-1^(B) ③

Features

- NASCAR legal
- Annular-style boosters
- Progressive mechanical secondaries
- 30cc accelerator pumps

950 CFM Four Barrel Part # 0-80496-1^(B) ③

Features

- Double-step down leg boosters
- Calibrated for gasoline
- Double 30cc accelerator pumps
- Progressive mechanical secondaries

950 CFM Four Barrel Part # 0-80498-1^(B) ③

Features

- Double-step down leg boosters
- Calibrated for methanol
- Double 50cc accelerator pumps
- Progressive mechanical secondaries

1000 CFM Four Barrel Part # 0-80513-1^(B) ③

Features

- Double-step down leg boosters
- Calibrated for gasoline
- 30cc primary accelerator pump
- 50cc secondary accelerator pump
- Progressive mechanical secondaries

1000 CFM Four Barrel Part # 0-80514-1^(B) ③

Features

- Annular boosters
- Calibrated for gasoline
- 30cc primary accelerator pump
- 50cc secondary accelerator pump
- Progressive mechanical secondaries

4150 HP
CARBURETORS

CARBURETOR MAINBODY RETROFIT KITS

NEW!



This retrofit main body kit converts 0-4777 (650 CFM), 0-4778 (700 CFM) and 0-4779 (750 CFM) shiny or dichromate carburetors to a 750 CFM HP main body for increased horsepower, torque and airflow.

Features:

- Eliminates choke tower and associated hardware of standard Holley Double Pumper.
- Reduces turbulence and smoothes air entry into the venturi.
- Pre-calibrated at the factory for optimum performance and drivability on a wide variety of applications.
- Includes assembled main body with adjustable screw-in air bleeds, down-leg boosters, accelerator pump shooters, vent tubes, carb to baseplate gasket, 2 metering block gaskets, 2 float bowl gaskets, 8 bowl screw gaskets and main jets to properly calibrate carb for street or strip

HP Main Body Retrofit Kit (shiny) Part # 134-300S^(B) ③

HP Main Body Retrofit Kit (classic dichromate) Part # 134-300C^(B) ③

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① ② or ③ See page 2 for symbol explanation.

Tech Line: 270-781-9741

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CARBURETION

ULTRA 4150 HP
& DOMINATOR® HP

ULTRA 4150 HP CARBURETORS

ALL FEATURES OF TRADITIONAL HP CARBS PLUS...

100% wet flow
tested & calibrated

NEW!



Anodized Billet Metering Blocks:

- Changeable idle feed restrictors in metering blocks for easier tuning of idle system - no drilling
- Changeable emulsion jets for infinite tunability of metering

Popular Holley calibrations:

- For race winning out-of-the-box performance



Dual Inlet Fuel Bowls:

- Built-in oversized sight windows for easy and safe float adjustment

Billet Base Plate

- For strength and durability

650 CFM - 4 barrel

Part # **0-80674^(B)** **3**

750 CFM - 4 barrel

Part # **0-80675^(B)** **3**

950 CFM - 4 barrel

Part # **0-80676^(B)** **3**

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1 2 or 3 See page 2 for symbol explanation.



Holley

DOMINATOR® HP CARBURETORS

Screw-In Air Bleeds:

- Changeable air bleeds offer precision tuning capabilities

Contoured Venturii Inlet:

- For maximum air flow & reduced turbulence
- Symmetrical venturii bores offer balanced airflow for increased horsepower

Pinned Boosters:

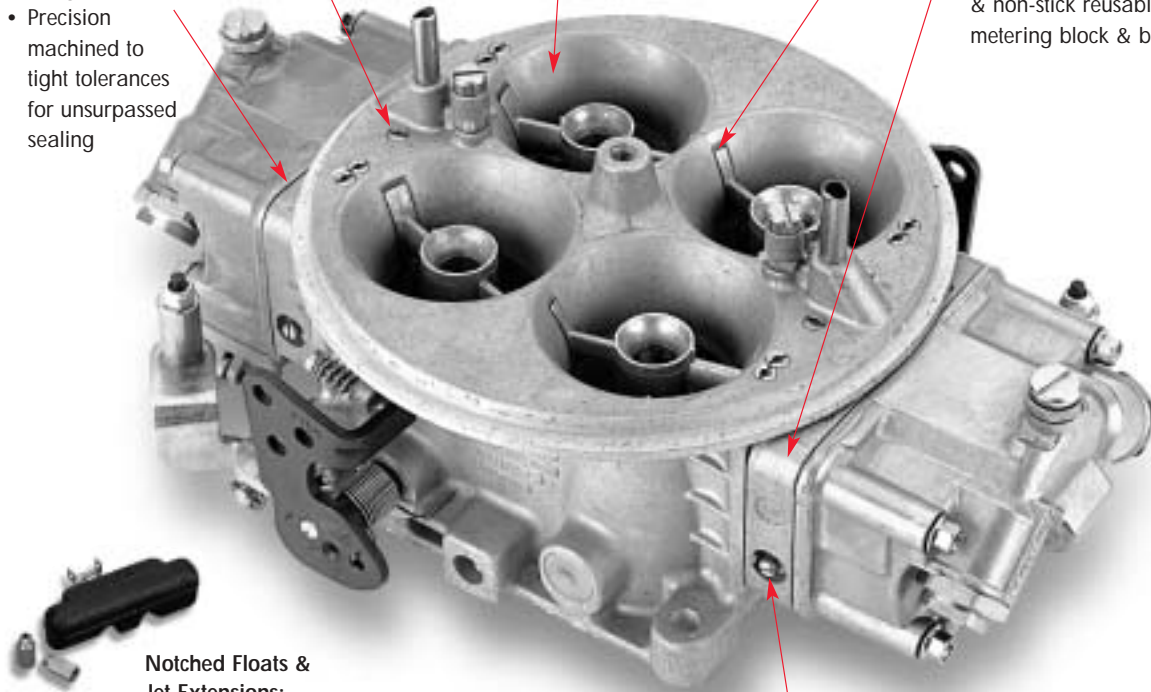
- Can't fall into engine

High Strength Sealing Surfaces:

- Precision machined to tight tolerances for unsurpassed sealing

High Flow Metering blocks:

- Contains strengthening ribs & non-stick reusable metering block & bowl gaskets



Notched Floats & Jet Extensions:

- Continuous fuel delivery under extreme conditions

100% wet flow tested & calibrated

Lightweight Slotted Mixture Screws:

- For precise settings; won't loose & can't be bumped out of adjustment
- Four corner idle system for precise idle control



DOMINATOR® HP
CARBURETORS

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① ② or ③ See page 2 for symbol explanation.




CARBURETION

DOMINATOR® HP

DOMINATOR® HP CARBURETORS



2 - CIRCUIT DOMINATORS (1 x 4 carburetor set-ups)


750 CFM - 4 barrel Part # **0-80186-1**^(B) 

1050 CFM - 4 barrel Part # **0-8082-1**^(B) 

1150 CFM Four Barrel Part # **0-7320-1**^(B) 

3 - CIRCUIT DOMINATORS (1 x 4 carburetor set-ups)

1050 CFM - 4 barrel Part # **0-8896-1**^(B) 

1050 CFM - 4 barrel ^{Methanol carb} Part # **0-80586**^(B) 

1150 CFM Four Barrel ^{Methanol carb} Part # **0-80556-1**^(B) 

1250 CFM Four Barrel Part # **0-80532-1**^(B) 

NOTE:
3RD CIRCUIT
ADDS ANOTHER
LEVEL OF
TRANSITION
THUS REQUIRING
LESS PUMP SHOT

3 - CIRCUIT DOMINATORS (2 x 4 carburetor set-ups)

1050 CFM - 4 barrel Part # **0-9375-1**^(B) 

1150 CFM Four Barrel Part # **0-9377-1**^(B) 

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  or  See page 2 for symbol explanation.



Holley

ULTRA DOMINATOR® HP CARBURETORS

ALL FEATURES OF TRADITIONAL HP CARBS PLUS...

NEW!



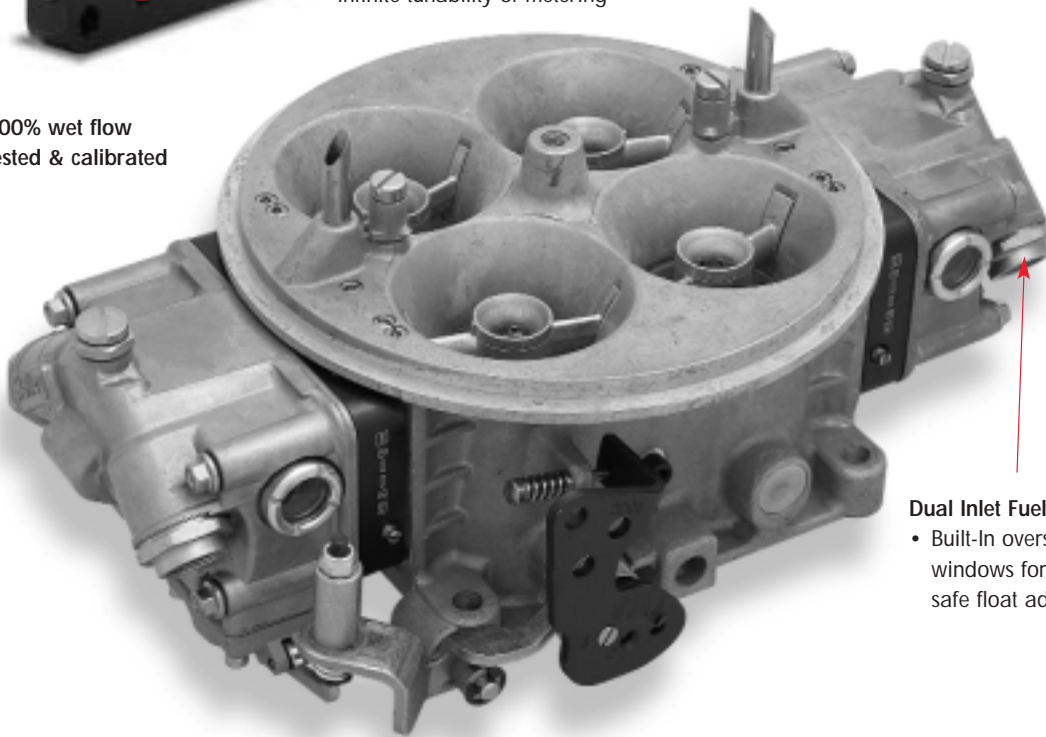
Anodized Billet Metering Blocks:

- Changeable idle feed restrictors in metering blocks for easier tuning of idle system - no drilling
- Changeable emulsion jets for infinite tunability of metering

Popular Holley calibrations:

- For race winning out-of-the-box performance

100% wet flow tested & calibrated



Dual Inlet Fuel Bowls:

- Built-in oversized sight windows for easy and safe float adjustment

DOMINATOR® HP
CARBURETORS

3 - CIRCUIT DOMINATORS (1 x 4 carburetor set-ups)

1050 CFM - 4 barrel Part # **0-80672^(B)** 

1150 CFM - 4 barrel Part # **0-80673^(B)** 

Tech Line: 270-781-9741



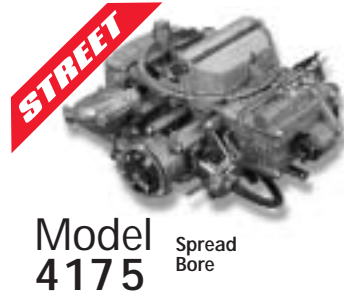
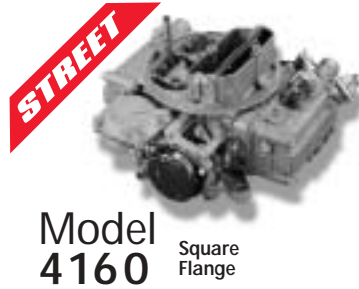
CARBURETION

REPLACEMENT

REPLACEMENT CARBURETORS

Features

- All emission provisions
- Engineered to improve performance
- Bolt-on installation
- Square and Spread bore bolt patterns
- Vacuum and mechanical secondaries



MAKE	YEAR	ENGINE	SQUARE FLANGE		SPREAD BORE	
			PART #	CFM	PART #	CFM
AMC	1965-69	All V8s	0-80457S v(A,E) ♦	600	N/A	N/A
Buick	1967	400	0-80457S v(A,E) ♦	600	0-80555C v(A) ♦	650
		430	0-80508S v(A,E) ♦	750	0-80555C v(A) ♦	650
	1968-69	350,400	0-80457S v(A,E) ♦	600	0-80555C v(A) ♦	650
		430,455	0-80508S v(A,E) ♦	750	N/A	N/A
	1970	350,455	0-80450 v(A,E) ♦	600	N/A	N/A
	1971	455	0-80450 v(A,E) ♦	600	N/A	N/A
	1972	350,455	0-80450 v(A,E) ♦	600	N/A	N/A
	1973-74	350,455	0-80450 v(A,E) ♦	600	N/A	N/A
	1975-79	350,455	0-80451 v(A,E) ♦	600	N/A	N/A
	Chevrolet	1966-69	327,350,402	0-80457S v(A,E) ♦	600	0-80555C v(A) ♦
427,454			0-80508S v(A,E) ♦	750	0-6210 m(A) ♦	650
1970		307	0-80450 v(A,E) ♦	600	N/A	N/A
		350,402	0-80450 v(A,E) ♦	600	0-6210 m(A) ♦	650
1971		307,350,402,454	0-80450 v(A,E) ♦	600	N/A	N/A
1972		350,454	0-80450 v(A,E) ♦	600	N/A	N/A
1973-74		350,454	0-80450 v(A,E) ♦	600	N/A	N/A
1975-76		400,454	0-80451 v(A,E) ♦	600	N/A	N/A
1975-78		350 (5.7L)	0-80451 v(A,E) ♦	600	0-9895 v(A) ♦	650
Chevrolet/ GMC Trucks		1968	327; 396 (10 Series)	0-80457S v(A,E,F) ♦	600	0-80555C v(A,F) ♦
	1969	350 (10 Series)	0-80457S v(A,E,F) ♦	600	0-80555Cv(A,F) ♦	650
		396 (10 Series)	0-80508S v(A,E,F) ♦	750	0-80555C v(A,F) ♦	650
	1970-72	350 (10 Series)	0-80450 v(A,E,F) ♦	600	N/A	N/A
		402,454	0-80450 v(A,E,F) ♦	600	N/A	N/A
	1973	350,454	0-80450 v(A,E,F) ♦	600	N/A	N/A
	1974	350 (10,20 Series)	0-80450 v(A,E,F) ♦	600	N/A	N/A
		454	0-80450 v(A,E,F) ♦	600	N/A	N/A
	1975-78	350 U8500GVW	N/A	N/A	N/A	N/A
		400 U8500GVW	N/A	N/A	N/A	N/A
1979-80	350 U8500GVW	0-80451 v(A,E,F) ♦	600	N/A	N/A	
1980-85	350 (17080213)	N/A	N/A	N/A	650	

v Vacuum Secondary
 m Mechanical Secondary
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 (B) Not legal for sale or use in California on any pollution-controlled motor vehicles.
 (E) Adapter P/N 17-6 is required when using a "Square Flange" carburetor on a "Spread Bore" manifold.
 (F) It is not recommended or advised that the Holley Street Legal carburetors which are listed for trucks be used on motor homes.
 ♦ and ♦ See page 2 for symbol explanation. * Not for lean-burn engines or HD trucks.



Holley

REPLACEMENT CARBURETORS

MAKE	YEAR	ENGINE	SQUARE FLANGE		SPREAD BORE	
			PART #	CFM	PART #	CFM
Chrysler	1967-69	318,383 440	0-80457S v(A,E) ◆	600	N/A	N/A
			0-80508S v (A,E) ◆	750	N/A	N/A
Dodge	1967-69	318,383 440	0-80457S v(A,E) ◆	600	N/A	N/A
			0-80508S v (A,E) ◆	750	N/A	N/A
Ford	1958-60	332, 352, 361	0-1848-1 v(A) ◆	465	N/A	N/A
	1961-67	All V-8	0-80457S v(A) ◆	600	N/A	N/A
	1968-69	302,351W	0-80457S v(A) ◆	600	N/A	N/A
		390,428	0-80508S v(A) ◆	750	N/A	N/A
	1970-72	390	0-80453 v(A) ◆	600	N/A	N/A
	1970-74	302	0-80453 v(A) ◆	600	N/A	N/A
	1977-78	351M	0-80453 v(A) ◆	600	N/A	N/A
	Ford Truck	1968-69	302,360	0-80457S v(A,F) ◆	600	N/A
390,428,429			0-80508S v(A,F) ◆	750	N/A	N/A
1970-72		360,390	0-80453 v(A,F) ◆	600	N/A	N/A
1970-74		302	0-80453 v(A,F) ◆	600	N/A	N/A
1975-76		460 (Ranchero)	0-80452 v(A) ◆	600	N/A	N/A
		390 PU U8500GVW	0-80452 v(A) ◆	600	N/A	N/A
1975-77		351W	0-80452 v(A) ◆	600	N/A	N/A
1975-80		460 Van U8500GVW	0-80452 v(A) ◆	600	N/A	N/A
		460 PU U8500GVW	0-80452 v(A) ◆	600	N/A	N/A
1977-80		351M,400	0-80452 v(A) ◆	600	N/A	N/A
1979-80		302	0-80452 v(A) ◆	600	N/A	N/A
Mercury		1958-60	332, 352, 361	0-1848-1 v(A) ◆	450	N/A
	1961-67	All V-8	0-80457S v(A) ◆	600	N/A	N/A
	1968-69	302,351W	0-80457S v(A) ◆	600	N/A	N/A
		390,428	0-80508S v(A) ◆	750	N/A	N/A
	1970-72	390	0-80453 v(A) ◆	600	N/A	N/A
	1970-74	302	0-80453 v(A) ◆	600	N/A	N/A
	1977-78	351M	0-80453 v(A) ◆	600	N/A	N/A
	Oldsmobile	1967-69	350	0-80457S v(A,E) ◆	600	0-80555C v(A) ◆
455			0-80508S v(A,E) ◆	750	N/A	N/A
1970-74		350,455	0-80450 v(A,E) ◆	600	N/A	N/A
1975-76		400,455	0-80451 v(A,E) ◆	600	N/A	N/A
1975-79		350	0-80451 v(A,E) ◆	600	N/A	N/A
Plymouth	1967-69	318	0-80457S v(A,E) ◆	600	N/A	N/A
		383,440	0-80508S v (A,E) ◆	750	N/A	N/A
Pontiac	1967-69	350	0-80457S v(A,E) ◆	600	0-80555C v(A) ◆	650
		400,455 w/o Ram Air	0-80508S v(A,E) ◆	750	N/A	N/A
	1972	307,400	0-80450 v(A,E) ◆	600	N/A	N/A
	1973	400	0-80450 v(A,E) ◆	600	N/A	N/A
	1970-74	350,400,455	0-80450 v(A,E) ◆	600	N/A	N/A
	1975-79	350	0-80451 v(A,E) ◆	600	N/A	N/A

REPLACEMENT
CARBURETORS

Tech Line: 270-781-9741

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CARBURETION

O.E. MUSCLE & 2-BBL MARINE

O.E. MUSCLE CAR CARBURETORS

Chrysler

PART #	O.E. NUMBER	APPLICATION	CHOKES	CFM
0-4144-1 ♦	3418550	1969-70 440/390 3x2 (center carb.)	Remote	350
0-4235 ♦	2946263	1968 426 Hemi (right side carb)	N/A	770
0-4236 ♦	2946262	1968 426 Hemi (left side carb)	N/A	770
0-4365-1 ♦	3462373	1969-70 440/390 3x2 (outboard carb.)	N/A	500
0-4790 ♦	3577185	1970-71 340 3x2 (outboard carb.)	N/A	500
0-4792 ♦	3577183	1970-71 340 3x2 (center carb.) A/T	Remote	350



O.E. MUSCLE
CARBURETORS

v Vacuum Secondary
 m Mechanical Secondary
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 (E) Adapter P/N 17-6 is required when using a "Square Flange" carburetor on a "Spread Bore" manifold.
 (F) It is not recommended or advised that the Holley Street Legal carburetors which are listed for trucks be used on motor homes.
 ♦ and ♦ See page 2 for symbol explanation. * Not for lean-burn engines or HD trucks.



MARINE CARBURETORS

Marine calibrations:

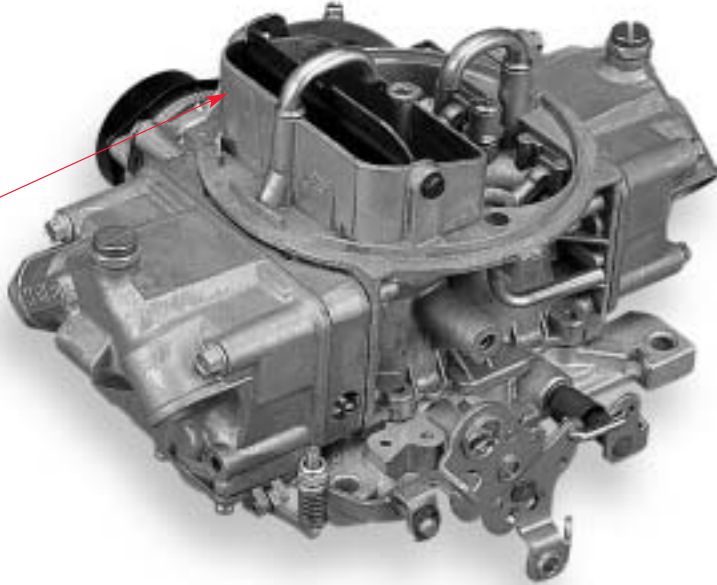
- Compensate for unique engine loads found on boats

Marine "J-style" vent tubes:

- direct fuel/fumes back into carburetor for safe operation

100% wet-flow tested & calibrated

Meets coast guard specifications



300 CFM Two Barrel

Part # **0-80320-1**

Application

- Ford Marine 302 CID (5.0 Liter) V-8

Features

- Model 2300
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-30	Renew Kit



500 CFM Two Barrel

Part # **0-80402-1**

Features

- Model 2300
- Universal marine calibration
- Electric choke
- Single fuel inlet
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-30	Renew Kit

MARINE CARBURETORS



CARBURETION

4-BBL MARINE

MARINE 4-BBL PERFORMANCE CARBURETORS



450 CFM Four Barrel

Part # **0-80364**

Application

- Ford Marine
302 CID (5.0 Liter) V-8

Features

- Model 4160
- Vacuum secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-28	Renew Kit



600 CFM Four Barrel

Part # **0-80319-1**

Application

- Ford Marine
351 CID (5.8 Liter) V-8

Features

- Model 4160
- Vacuum secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-47	Renew Kit



600 CFM Four Barrel

Part # **0-80318-1**

Application

- Ford Marine
460 CID (7.5 Liter) V-8

Features

- Model 4160
- Vacuum secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-33	Renew Kit

MARINE
CARBURETORS



Holley

MARINE 4-BBL PERFORMANCE CARBURETORS



600 CFM Four Barrel

Part # **0-80492**

Application

- OMC & Volvo Marine 4.3 Liter V-6

Features

- Model 4160
- Vacuum secondaries
- Automatic electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-29	Renew Kit



600 CFM Four Barrel

Part # **0-80551**

Features

- Model 4160
- Universal marine calibration
- Vacuum secondaries
- Electric choke
- Single fuel inlet
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-1	Renew Kit
20-13	Secondary spring assortment



600 CFM Four Barrel

Part # **0-80559**

Features

- Model 4150
- Performance calibration
- Mechanical secondaries
- Electric choke
- Dual fuel inlets
- 30cc accelerator pumps

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
734-4	Chrome fuel line

MARINE
CARBURETORS



CARBURETION

4-BBL MARINE

MARINE 4-BBL PERFORMANCE CARBURETORS



650 CFM Four Barrel

Part # **0-80552**

Features

- Model 4175
- Quadra-Jet replacement
- Vacuum secondaries
- Electric choke
- Single fuel inlet
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-34	Renew Kit
20-13	Secondary spring assortment



750 CFM Four Barrel

Part # **0-80537**

Features

- Model 4150
- Performance calibration
- Mechanical secondaries
- Four corner idle system
- Manual choke
- Dual fuel inlets
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-485	Renew Kit
734-4	Chrome fuel line
745-224	Electric choke conversion kit



750 CFM Four Barrel

Part # **0-9015-1**

Features

- Model 4160
- Universal marine calibration
- Vacuum secondaries
- Electric choke
- Dual fuel inlets
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-720	Renew Kit
734-5	Chrome fuel line
20-13	Secondary spring assortment
20-59	Secondary quick change spring kit

MARINE
CARBURETORS

MARINE 4-BBL PERFORMANCE CARBURETORS



800 CFM Four Barrel

Part # **0-9022**

Features

- Model 4150
- Universal marine calibration
- Mechanical secondaries
- Manual choke
- Dual fuel inlets
- 30cc primary pump
- 50cc secondary pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-485	Renew Kit
734-4	Chrome fuel line
745-224	Electric choke conversion kit



850 CFM Four Barrel

Part # **0-80443**

Features

- Model 4150
- Universal marine calibration
- Mechanical secondaries
- Automatic electric choke
- Dual fuel inlets
- 30cc primary pump
- 50cc secondary pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-58	Renew Kit
734-4	Chrome fuel line

MARINE 4-BBL DOMINATOR® 4500 CARBURETORS



1050 CFM Four Barrel

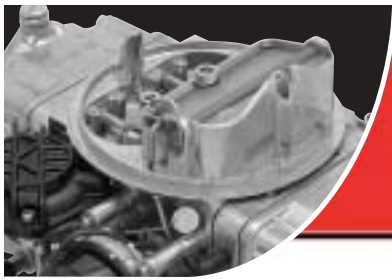
Part # **0-80340-1**

Features

- Model 4500 DOMINATOR HP
- Dual feed float bowls
- Progressive linkage
- Dual 50cc accelerator pumps
- Four corner idle system
- 2-circuit metering
- Replaceable air bleeds
- Brass floats

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
37-1539	Renew Kit
717-8	Throttle bracket



CARBURETION

SERVICE/TUNING MANUALS

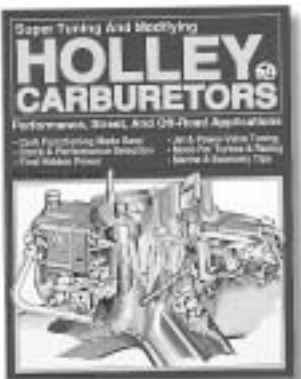
SERVICE / TUNING MANUALS



36-171



36-175



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36-155



36-254

Learn More About Holley Fuel System Products!

- Tuning • Modifications
- Selection • Servicing

High Performance Engine Assembly Guide

By Alex Walordy. A practical guide to the best ways of prefitting and assembling Chevy small and big block engines. Offers installation tips on cam bearings, prepping heads and figuring compression ratios. 100 pages. Over 300 photos. 36-171

Super Tuning

By Alex Walordy. Provides latest tuning information on PRO-JECTION® and PRO-JECTION® 4 fuel injection systems from Holley. Includes a complete section on DOMINATOR® carburetors. Holley double pumper and track tuning. 36-175

Supertuning Holley Carburetors

By Alex Walordy. A guide to modifying Holley carburetors. Offers detailed information on tuning carburetors for drag and bracket racing, oval track and street performance. Includes troubleshooting and assembly tips. Fully illustrated. 68 pages. 36-155

Holley Carburetors Manual

By Dave Emanuel. A detailed comprehensive guide to proper selection and modification of Holley carburetors for competition. Includes turbocharging modifications. Tips on rebuilding Holley two and four barrel models. Illustrated. 128 pages. 36-136

Hot Holleys

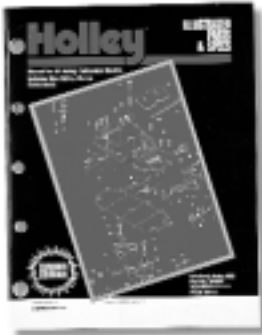
Contains extensive technical information on 4150 HP and Dominator HP carburetors. Reviews carburetor tuning, fuel systems, using spacers, linkages, manifolds and mountain motor applications. Covers use of gas and alcohol fuels and proven racing modifications that win races. 36-254

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley

SERVICE / TUNING MANUALS



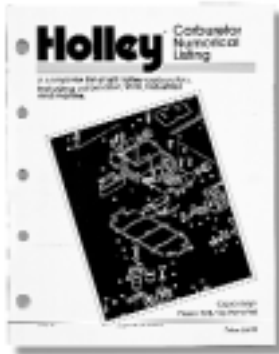
36-51-7

Illustrated Parts & Specs Manual

A technical aid showing exploded illustrations of current Holley carburetor models. Complete list of parts and adjustment specifications. Designed for the professional service technician.
36-51-7

Holley Carburetors, Manifolds & Fuel Injection

By Bill Fisher and Mike Urich. New for 1994. Covers all 2010, 2300, 4010/4011, 4150/4160/4180, 4165/4175 and 4500 performance carburetors. Includes Holley Pro-Jection 1-bbl. through 4-bbl. models with installation and tuning information not found in any other publication. Explains how to select and install the "right" carburetor and manifold. Plus alcohol modifications for short track racing. 224 pages.
36-73



36-168

Holley Carburetor Numerical Listing

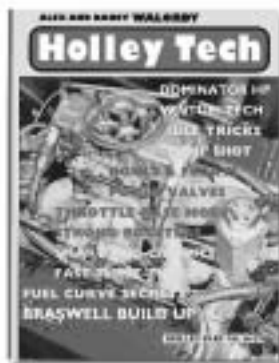
Contains a complete list of all Holley carburetors, including automotive, farm, industrial and marine along with their corresponding repair kits. The listing consists of over 3,500 applications covering vehicles from 1957 to the present.
36-168

Holley Model 4150 & 4160 Carburetor Handbook

By M. Urich. Includes application recommendations, tuning and repair.
36-133

Holley Tech

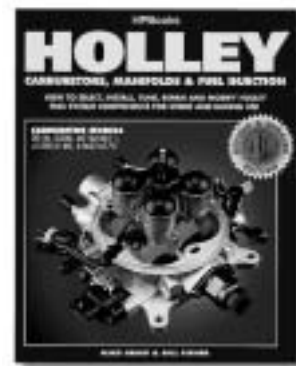
Everything you need to know about custom tuning and troubleshooting the Holley 4150 HP and Dominator HP carburetors. Includes information on machining base plates and changing linkages or cams; 2-circuit and 3-circuit carburetor metering blocks and main bodies; idle and main circuit modifications.
36-275



36-275



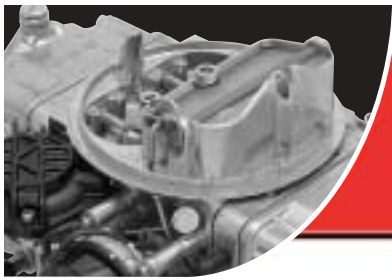
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CARBURETOR SERVICE
PARTS & ACCESSORIES

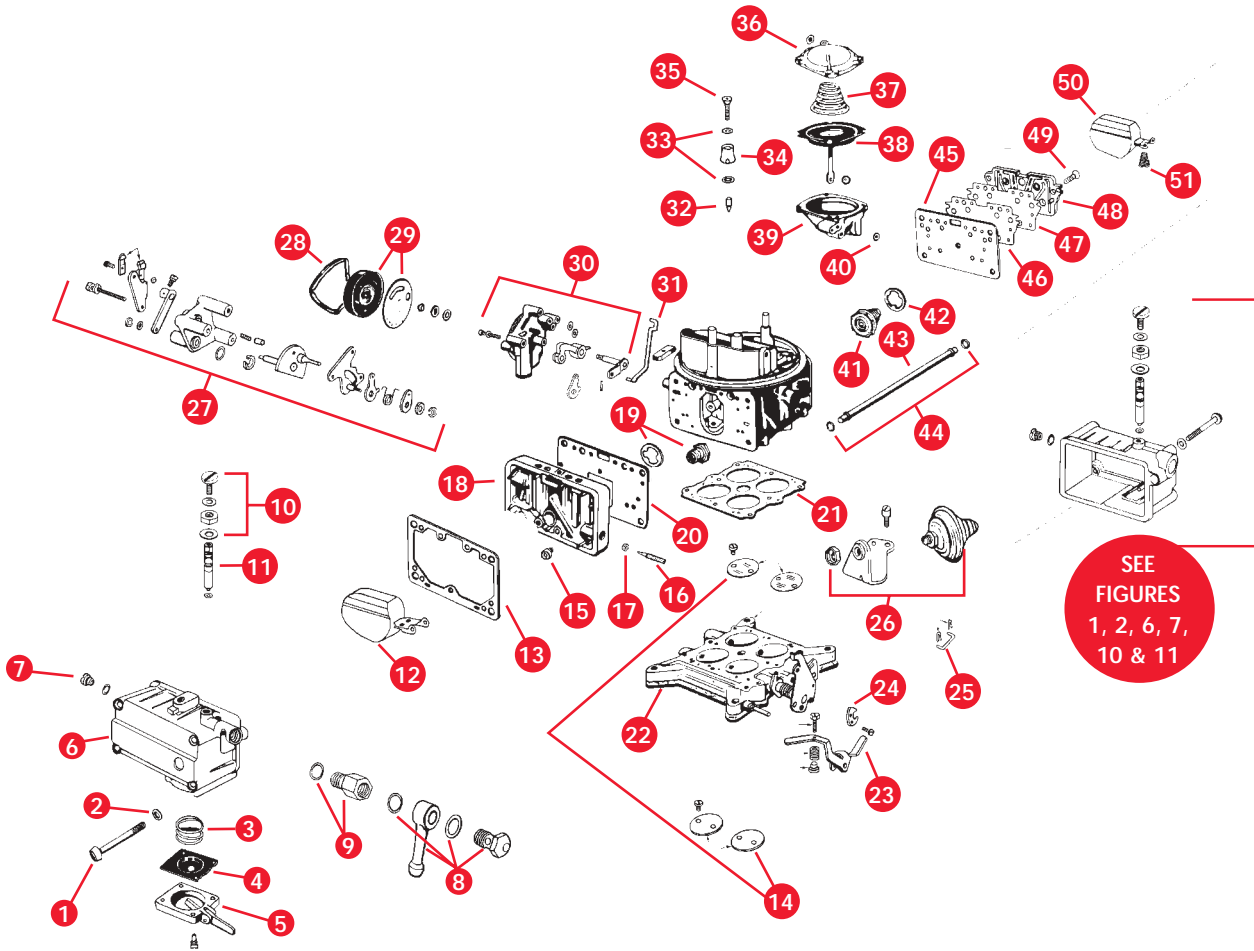
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CARBURETION

MODEL 4160 CARBURETOR DIAGRAM

MODEL 4160 CARBURETOR (EXPLODED VIEW)



CARBURETOR SERVICE PARTS & ACCESSORIES

SEE FIGURES 1, 2, 6, 7, 10 & 11



Holley

- | NO. | DESCRIPTION | | |
|-----|--|----|---|
| 1 | FUEL BOWL SCREW - SEE FUEL BOWL SECTION; pg. 70 | 35 | ACCELERATOR DISCHARGE NOZZLE SCREW
- (SOLID) 121-6, (HOLLOW) 121-7 |
| 2 | FUEL BOWL SCREW GASKET - 108-2-20; pg. 67 | 36 | SECONDARY DIAPHRAGM COVER
- (STANDARD) 20-85; pg. 89, (QUICK CHANGE) 20-95; pg. 94 |
| 3 | ACCELERATOR PUMP SPRING - (30CC) 20-108-10, ; pg. 85
(50CC) 20-109-10; pg. 85 | 37 | VACUUM SECONDARY SPRING - 20-13 (ASSORTMENT KIT); pg. 89 |
| 4 | ACCELERATOR PUMP DIAPHRAGM - (30CC) 135-5; pg. 85
(50CC) 135-7; pg. 85 | 38 | VACUUM SECONDARY DIAPHRAGM
- SEE SECONDARY DIAPHRAGM SECTION; pg. 88 |
| 5 | ACCELERATOR PUMP COVER W/SCREWS
- CHROME (30CC) 34-504, (50CC) 34-505; pg. 85
- STANDARD (30CC) 26-139, (50CC) 26-140
- POLISHED (30CC) 26-139P, (50CC) 26-140P | 39 | VACUUM SECONDARY LOWER HOUSING
- 34-503 (INCLUDES CHROME STANDARD TOP); pg. 89 |
| 6 | FUEL BOWL - SEE NUMERICAL LISTING; pgs. 114-135 | 40 | VACUUM SECONDARY HOUSING TO MAIN BODY GASKET
- 108-67-20 (20 PKG.); pg. 89 |
| 7 | SIGHT PLUG & GASKET
- 26-13 (BRASS), 26-113 (CLEAR); pg. 104 | 41 | POWER VALVE - SEE POWER VALVE SECTION; pg. 83 |
| 8 | FUEL INLET BANJO FITTING - 26-25; pg. 105 | 42 | POWER VALVE GASKET
- (FULL ROUND STYLE) 1008-1597 (10 PKG.),
(ROUND W/ PROTRUSIONS ON I.D.) 1008-669 (10 PKG.) |
| 9 | UNIVERSAL FUEL INLET - SEE FITTING SECTION; pg. 105 | 43 | FUEL TRANSFER TUBE - 26-115 (MODEL 4160),
26-114 (MODEL 4150 & 4175), 26-116 (MODEL 4165); pg. 104 |
| 10 | NEEDLE & SEAT HARDWARE - 34-7; pg. 81 | 44 | FUEL TRANSFER TUBE SEALS - 108-97 (replacement viton seal
for new style transfer tube), 26-37 (replacement o-rings for old-style
transfer tube); pg. 67 |
| 11 | NEEDLE & SEATS (ADJUSTABLE & NON-ADJUSTABLE
- SEE NEEDLE & SEAT SECTION; pg. 81 | 45 | SECONDARY FUEL BOWL GASKET - SEE GASKET SECTION; pgs. 70 |
| 12 | FLOAT - SEE FLOAT SECTION; pg. 87 | 46 | SECONDARY SEALING PLATE - 108-122 (only required when main
body has secondary power valve cavity) |
| 13 | PRIMARY BOWL GASKET - SEE GASKET SECTION; pg. 68 | 47 | SECONDARY METERING PLATE GASKET
- SEE GASKET SECTION; pg. 70 |
| 14 | THROTTLE PLATE KIT W/ SCREWS -
SEE THROTTLE PLATE SECTION; pg. 93 | 48 | SECONDARY METERING PLATE
- SEE METERING PLATE SECTION; pg. 79 |
| 15 | MAIN JET - SEE JET SECTION; pg. 76 | 49 | SECONDARY PLATE SCREWS
- 26-123 (clutch head screw); pg. 70 |
| 16 | IDLE ADJUSTING NEEDLE - 26-101 | 50 | SECONDARY FLOAT - SEE FLOAT SECTION; pg. 87 |
| 17 | NEEDLE SEAL - 26-110-10; pg. 80 | 51 | SIDE HUNG FLOAT SPRING - 20-123 |
| 18 | PRIMARY METERING BLOCK
- SEE NUMERICAL LISTING; pgs. 114-135 | | |
| 19 | POWER VALVE - SEE POWER VALVE SECTION; pg. 83 | | |
| 20 | METERING BLOCK GASKET - SEE GASKET SECTION; pg. 69 | | |
| 21 | THROTTLE BODY GASKET - SEE GASKET SECTION; pg. 67 | | |
| 22 | BASE PLATE - SEE NUMERICAL LISTING; pgs. 114-135 | | |
| 23 | 30CC ACCELERATOR PUMP ARM -
20-78 (PLASTIC), 20-114 (METAL); pg. 85 | | |
| 24 | PUMP CAM ASSORTMENT - 20-11; pg. 84 | | |
| 25 | SECONDARY CONNECTING LINK
- SEE LINKAGE SECTION; pg. 92 | | |
| 26 | DASHPOT/BRACKET/SOLENOID
- SEE BRACKET SECTION; pg. 96 | | |
| 27 | MANUAL CHOKE KIT - 45-225; pg. 99 | | |
| 28 | CHOKE CAP RETAINER - 45-377; pg. 100 | | |
| 29 | ELECTRIC CHOKE CAP - 45-258; pg. 100 | | |
| 30 | ELECTRIC CHOKE KIT
- 45-223 (INTERNAL VACUUM SOURCE); pg. 99
- 45-224 (EXTERNAL VACUUM SOURCE); pg. 99 | | |
| 31 | CHOKE ROD ASSORTMENT - 45-520; pg. 100 | | |
| 32 | ACCELERATOR DISCHARGE CHECK NEEDLE - 121-5 | | |
| 33 | ACCELERATOR DISCHARGE NOZZLE GASKET - 1008-884; pg. 86 | | |
| 34 | ACCELERATOR DISCHARGE NOZZLE - SEE NOZZLE SECTION; pg. 86 | | |

CARBURETOR SERVICE
PARTS & ACCESSORIES

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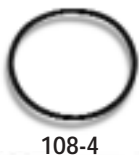
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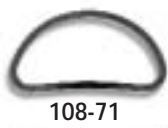
CARBURETION

GASKETS

GASKETS



108-4



108-71

Air Cleaner Gasket

Diameter: 5"
Thickness: .060"
Quantity: 3/pkg

Part #

108-4



108-9



108-52

Air Cleaner Gasket

Diameter: 5"
Thickness: .200"

Part #

108-62



108-51



108-58

Air Cleaner Gasket

Diameter: 7"
Thickness: .060"

Part #

108-73

Air Cleaner Gasket

Diameter: "D"-shaped
Application:
3x2 Carburetors
Quantity: 3/pkg

Part #

108-71



108-18



108-12

Base Gasket

Model: 2010 and 2300
Bore Size: 1-13/16"
Thickness: .060"

Part #

108-9



108-10



108-19

Base Gasket and Studs

Model: 2010 and 2300
Bore Size: 1-1/2"
Thickness: .250"

Part #

108-52



108-25



108-84-2

Base Gasket and Studs

Model: 4150, 4160 and 4180
Bore Size: 1-9/16"
Thickness: .260"

Part #

108-51



108-99



108-115

Base Gasket

Model: 4150, 4160 and 4180
Bore Size: 1-9/16"
Thickness: .204"

Part #

108-58

Base Gasket

Model: 4010, 4150 and 4160
Bore Size: 1-3/4"
Thickness: 5/16"

Part #

108-18

Base Gasket and Studs

Model: 4010, 4150 and 4160
Bore Size: 1-3/4"
Thickness: 5/16"

Part #

108-12

Base Gasket

Model: 4150 and 4160
Bore Size: 1-13/16"
Thickness: 1/16"

Part #

108-10

Base Gasket

Model: 4150 and 4160
Bore Size: 1-13/16"
Thickness: 5/32"

Part #

108-76

Base Gasket

Model: 4165 and 4175
Bore Size:
1-3/8" primary
2" secondary
Thickness: 5/8"

Part #

108-19

Base Gasket

Model: 4165 and 4175
Bore Size: 1-1/2" pri
2" sec
1-3/8" pri
2" sec
Thickness: 1/4"

Part #

108-25

108-118

Base Gasket

Model: 4500 and 4500 DOMINATOR HP
Thickness: 1/16"

Part #

108-84-2

Base Insulator (Phenolic)

Model: 4011, 4165 and 4175
Bore Size:
1-3/8" primary
2-3/8" secondary
Thickness: 5/8"

Part #

108-37

Base Gasket

Model: 4500 Dominator HP
Thickness: .060"

Part #

108-99

Base Gasket

Model: Split Dominators

Part #

108-115

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley

GASKETS



108-20



108-77

Base Plate Part #
108-20

Model: Rochester
Quadra-Jet
Bore Size:
1-3/8" primary
2-3/8" secondary
Thin stainless steel

Throttle Body Gasket Part #
108-40

Model: 2300 carburetor
List R4412



108-2-20



108-97

Fuel Bowl Plug Gasket – Quick Change Part #
108-77

All Holley quick change fuel bowls

Throttle Body Gasket Part #
108-74

Model: 2300 carburetor
List R7448

Fuel Bowl Screw Gasket Part #
108-2-20

All Holley fuel bowl screws, 20/pkg

Throttle Body Gasket Part #
108-61

Models 4150/4160 carburetors
Bore Size:
1-7/16" x 1-7/16"



108-70

Heat Shield Part #
108-70

Model: 4010, 4150 and 4160

Throttle Body Gasket Part #
108-3

Models 4150/4160 carburetors
Bore Size:
1-9/16" x 1-9/16"

Transfer Tube O-Ring "old style" Part #
26-37

Use with fuel transfer tube P/N 26-19, P/N 26-20 and P/N 26-21

Throttle Body Gasket Part #
108-5

Models 4150/4160 carburetors
Bore Size:
1-11/16" x 1-11/16"



108-40

Transfer Tube Seal "new style" Part #
108-97

Use with fuel transfer tube P/N 26-114, P/N 26-115 and P/N 26-116

Throttle Body Gasket Part #
108-7

Models 4150/4160 carburetors
Bore Size:
1-3/4" x 1-3/4"



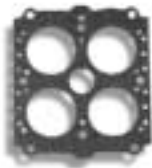
108-67-20

Vacuum Passage Gasket – Cork Part #
108-67-20

Seals vacuum passages to vacuum secondary and automatic choke housings, 20/pkg

Throttle Body Gasket Part #
108-57

Models 4180 carburetor

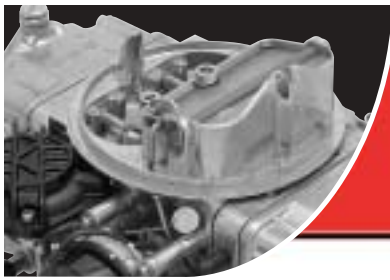


108-61



108-74

CARBURETOR SERVICE
PARTS & ACCESSORIES



CARBURETION

GASKETS

GASKETS



108-92-2

Blue Non-Stick Fuel Bowl Gasket

Part #

For Model 4165 and some 4150/4160 (primary side) and 2300. Primary bowl gasket for 4175, except computer-controlled. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-92-2**
100 or more **8R1910-1**



108-83-2

Blue Non-Stick Fuel Bowl Gasket

Part #

Models 2300, 4150/60 and 4500 two circuit carburetors. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-83-2**
100 or more **8R1911-1**



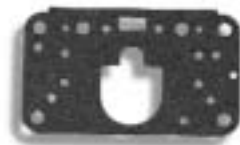
108-28-2

Metering Block Gasket

Part #

Primary metering block gasket for Model 4160 Chrysler applications beginning in 1968. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-28-2**
100 or more **8R1906**



108-34-2

Metering Block Gasket

Part #

For Model 4160, list 0-6270-1 for 340 Chrysler. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-34-2**
100 or more **8R1912**



108-35-2

Metering Block Gasket

Part #

For Model 2300, list 6425, 650 CFM two barrel. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-35-2**
100 or more **8R1919**



108-100

Metering Block Gasket

Part #

3-circuit Model 4150 competition carburetor

2/pkg **108-100**



108-100



Holley

GASKETS



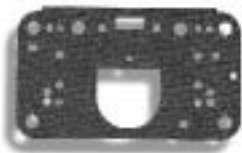
108-55-2

Metering Block Gasket

Primary and Secondary metering block gasket for Model 4500's with intermediate systems, such as list 6214 and 6464. Available in 2/pkg or bulk orders of 100 or more.

Part #

2/pkg **108-36-2**
100 or more **8R1923**



108-36-2

Metering Block Gasket

Primary metering block gasket for Model 4180. Available in 2/pkg or bulk orders of 100 or more.

Part #

2/pkg **108-55-2**
100 or more **8R1915**



108-90-2

Blue Non-Stick Metering Block Gasket

For most Model 4150's, some 4160's early 4165's and most 2300's. Secondary metering block gasket on double pumpers. Not used with accelerator pump transfer tube. Used on 4500's without intermediate idle system. Available in 2/pkg or bulk orders of 100 or more.

Part #

2/pkg **108-89-2**
100 or more **8R1907-1**



108-89-2

Blue Non-Stick Metering Block Gasket

Used as a secondary bowl and metering plate gasket on many 4160's and 4175's. Available in 2/pkg or bulk orders of 100 or more.

Part #

2/pkg **108-90-2**
100 or more **8R1909-1**



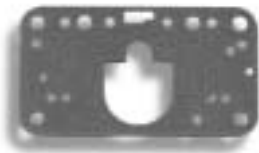
108-89-2

Blue Non-Stick Metering Block Gasket

Used as primary and secondary metering block gaskets on 4165/75 and a few 4150 carburetors. Used on primary side of some 4160's. Used on same carburetors as 108-29 when equipped with accelerator pump transfer tube. Not interchangeable with 8R1907 or 108-89-2. Available in 2/pkg or bulk orders of 100 or more.

Part #

2/pkg **108-91-2**



108-91-2

Blue Non-Stick Metering Block Gasket

For most Model 4150's, some 4160's early 4165's and most 2300's. Secondary metering block gasket on double pumpers. Not used with accelerator pump transfer tube. Used on 4500's without intermediate idle system.

Part #

2/pkg **108-121**



108-121

CARBURETOR SERVICE
PARTS & ACCESSORIES

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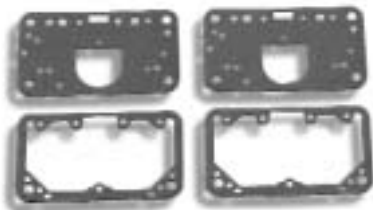
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CARBURETION

GASKETS, TRICK KIT®, FAST KIT®
& RENEW KIT®

GASKETS



108-200

These **gasket assortments** have been selected to cover popular Holley four barrels. Each contains the quantities of gaskets shown.

PART # 108-200	PART # 108-201	PART # 108-202	PART # 108-203
(2) 108-89	(1) 108-27	(1) 108-27	(2) 108-91
(2) 108-83	(1) 108-89	(1) 108-90	(2) 108-92
	(1) 108-90	(1) 108-91	
	(1) 108-83	(1) 108-92	



Fuel Bowl Gasket

Part #

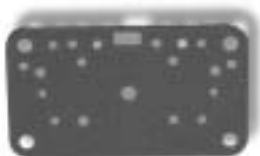
Primary-bowl gasket for Model 4180. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-56-2**
100 or more **8R1916**
Part #

Fuel Bowl Gasket

For computer controlled Model 4175. Primary bowl gasket for 4150/60 converted to Mile Dial Configuration. Primary and Secondary bowl gasket or 4150 converted to Quarter Mile Dial.

2/pkg **34-202**



Fuel Bowl Screw and Gasket Kits

Part #

Primary Side (Models 4500, 4175, 4150, 4160)

26-124

Consists of:

- one (1) 8R1911-1 primary fuel bowl gasket for 2-circuit metering
- one (1) 8R1910-1 primary fuel bowl gasket models 4165 and 4175
- four (4) primary fuel bowl screws & four (4) 8R657 fuel bowl screw gaskets



26-125

Secondary Side (Models 4160 and 4175)

26-125

Consists of:

- one (1) 8R1908-1 secondary metering body gasket
- four (4) secondary side fuel bowl screws & four (4) 8R657 fuel bowl screw gaskets

Secondary Side (Model 4165)

26-126

Consists of:

- one (1) 8R1908-1 secondary metering plate gasket
- four (4) secondary side fuel bowl screws & four (4) 8R657 fuel bowl screw gaskets



108-27-2

Metering Plate Screws/Gaskets

Part #

This kit contains six (6) metering plate screws and one (1) each of the two styles of metering plate gaskets used in Holley 4160 and 4175 carburetors. They are also used on those model 2300 carburetors used on the outboard side of a tri-power set-up.

26-123

Secondary Metering Plate Gasket

Part #

For Some Model 4160s. Same pattern used on metal 1034-1993 metering body plate. Available in 2/pkg or bulk orders of 100 or more.

2/pkg **108-27-2**
100 or more **8R1899**



108-13-2

Secondary Metering Plate Gasket

Part #

For Model 4160 Chrysler and outboard Model 2300 on some 3 x 2 applications with diaphragm-operated throttles.

2/pkg **108-13-2**

CARBURETOR SERVICE
PARTS & ACCESSORIES

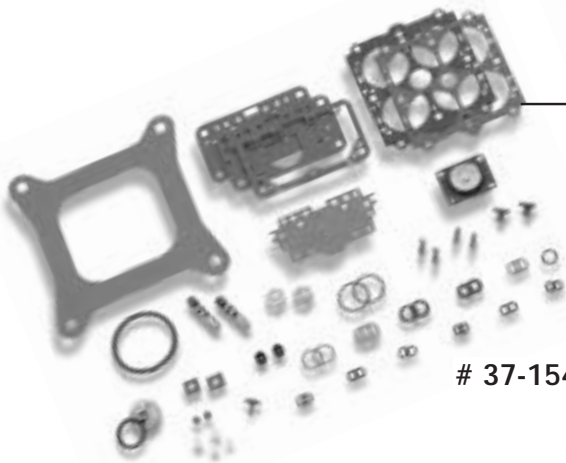
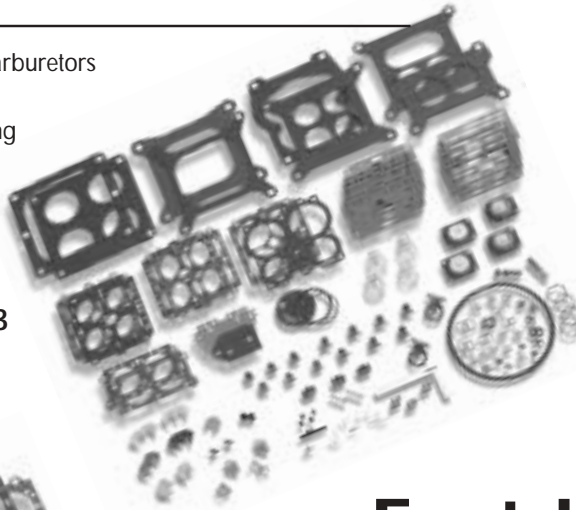


Holley

Trick Kit®

- One kit services all Holley performance carburetors
- Uses genuine Holley quality service parts
- Extra parts provided for performance tuning
- Explicit step-by-step instructions
- Includes detailed tuning guide
- Packaging serves as a handy parts tray
- Designed as a master parts package for the serious tuner

37-933



37-1542

Fast Kits®

- Five kits service all Holley performance carburetors
- Uses genuine Holley quality service parts
- Explicit step-by-step instructions
- Includes detailed tuning guide
- Packaging serves as a handy parts tray
- Competitively priced



37-119

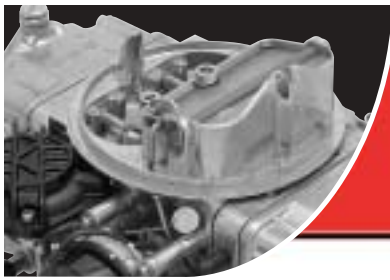
Renew Kits®

- Eleven kits service all Holley performance carburetors
- Uses genuine Holley quality service parts
- Explicit step-by-step instructions
- Includes detailed tuning guide
- Packaging serves as a handy parts tray
- Competitively priced

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

71



CARBURETION

TRICK KIT®, FAST KIT®
& RENEW KIT®

HOLLEY TRICK KIT®

Part # **37-933**

When your Holley performance carburetor is due for a performance rebuild, it's time to get the Holley Trick Kit®, P/N 37-933. This Holley Trick Kit® contains all the parts that you'll need to perform a complete carburetor rebuild on your Holley vacuum secondary or double pump carburetor. Plus it's got extra parts related to carburetor calibration that are required to accomplish a real performance tune. These include accelerator pump discharge nozzles, accelerator pump cams, vacuum secondary springs and extra gaskets. A carburetor exploded view and a detailed tuning guide is also included. The packaging serves as a handy parts tray. This Holley Trick Kit® has it all.

R1848-1	R4056-1	R4776-1	R4779-8	R6129	R6772	R7410	R8879	R9976	R80453	R80535-1	R80781
R1849	R4118	R4776-2	R4780	R6210-1	R6773	R7411	R8896	R80095	R80454	R80540	R80783
R1850-2	R4144-1	R4776-3	R4780-1	R6210-2	R6774	R7413	R8896-1	R80098	R80457	R80541	R80870
R1850-3	R4224	R4776-4	R4780-2	R6210-3	R6853	R7448	R9002	R80099	R80457-1	R80542	R81570
R1850-4	R4235	R4776-5	R4780-3	R6211	R6895	R7855	R9040	R80111	R80457-2	R80555	R81670
R1850-5	R4236	R4776-6	R4780-4	R6211-1	R6909	R7985	R9188	R80112	R80460	R80556	R81770
R2818-1	R4295	R4777	R4780-5	R6212	R6910	R7986	R9210	R80120	R80496	R80570	R81850
R3124	R4296	R4777-1	R4780-6	R6213	R6919	R7987	R9219	R80128	R80496-1	R80572	R82750
R3247	R4346	R4777-2	R4781	R6238-1	R6979	R8004	R9254	R80133	R80497	R80573	R82751
R3310-1	R4365-1	R4777-3	R4781-1	R6239-1	R6979-1	R8005	R9375	R80134	R80498	R80574	R83310
R3310-2	R4412	R4777-4	R4781-2	R6262	R6989	R8006	R9375-1	R80135	R80498-1	R80575	R83310-1
R3310-3	R4412-1	R4777-5	R4781-3	R6270-1	R7001	R8007	R9377	R80136	R80507	R80576	R83311
R3310-4	R4412-2	R4777-6	R4781-4	R6291	R7002-1	R8059	R9377-1	R80137	R80508	R80577	R83312
R3310-5	R4412-3	R4778	R4781-5	R6299-1	R7004-1	R8059-1	R9377-2	R80139	R80508-1	R80578	R84412
R3310-5	R4452-1	R4778-1	R4781-6	R6464	R7004-2	R8060	R9379	R80145	R80509	R80670	R84776
R3310-6	R4490	R4778-2	R4781-7	R6468-1	R7005-1	R8060-1	R9380	R80155	R80511	R80670-1	R84777
R3367	R4514-1	R4778-3	R4782	R6468-2	R7005-2	R8082	R9381	R80163	R80512	R80672	R84778
R3370	R4548	R4778-4	R4783	R6497	R7006-1	R8082-1	R9645	R80164	R80513	R80673	R84779
R3418	R4555	R4778-5	R4788	R6498	R7006-2	R8082-2	R9646	R80165	R80514	R80674	R84780
R3613	R4575	R4778-6	R4788-1	R6512	R7009-1	R8156	R9647	R80166	R80519	R80675	R84781
R3659	R4609	R4779	R4790	R6520	R7010	R8162	R9776	R80169	R80528	R80676	R87448
R3660	R4628	R4779-1	R4791	R6528	R7053-1	R8181	R9834	R80186	R80528-1	R80770	R89834
R3807	R4647	R4779-2	R4792	R6619-1	R7054	R8276	R9834-1	R80186-1	R80529	R80770-1	
R3810	R4653	R4779-3	R4800-1	R6708	R7154	R8302	R9834-2	R80431	R80529-1	R80776	
R3811	R4670	R4779-4	R4801-1	R6708-1	R7320	R8546	R9837-3	R80432	R80531	R80777	
R3910	R4672	R4779-5	R4802-1	R6709	R7320-1	R8679	R9895	R80436	R80532	R80778	
R4053	R4742	R4779-6	R4803-1	R6710	R7351	R8700	R9923	R80450	R80533	R80779	
R4055-1	R4776	R4779-7	R6109	R6711	R7397	R8804	R9948	R80452	R80535	R80708	

HOLLEY FAST KITS®

Five (5) Holley Fast Kits® cover the entire spectrum of Holley performance carburetors. Holley Fast Kits® include only genuine Holley parts and are also competitively priced. When your Holley is rebuilt using a genuine Holley Fast Kit®, you're assured that original Holley quality is being maintained. Detailed instructions are included.

37-1542

Fits model 4160

R1848-1	R6946-1	R9776
R1849	R6947	R9834
R1851-2	R6979	R9834-1
R1850-3	R6979-1	R9834-2
R1850-4	R6989	R9834-3
R1850-5	R7009-1	R50399
R3310-2	R7053-1	R50399-1
R3310-3	R7154	R80431
R3310-4	R7413	R80432
R3310-5	R7850	R80450
R3310-6	R7985	R80451
R3367	R7986	R80452
R3370	R7987	R80453
R3810	R8004	R80454
R3811	R8005	R80457
R4235	R8006	R80457-1
R4236	R8007	R80457-2
R4452-1	R8181	R80460
R4548	R8207	R80551
R6270-1	R8207	R81850
R6291	R9002	R83310
R6299-1	R9040	R83310-1
R6520	R9210	R83311
R6619-1	R9219	R83312
R6909	R9254	R89834
R6919	R9626	

37-1543

Fits model 2300

R4412
R4412-1
R4412-2
R4412-3
R7448
R9647
R84412
R87448

37-1544

Fits model 4150

R4295	R4779-6	R80573
R4776	R4779-7	R80574
R4776-1	R4779-	R80575
R4776-2	BR4780	R80576
R4776-3	R4780-1	R80576
R4776-4	R4780-2	R80577
R4776-5	R4780-3	R80670
R4776-6	R4780-4	R80670-1
R4777	R4780-5	R80770
R4777-1	R4780-6	R80770-1
R4777-2	R4781	R80776
R4777-3	R4781-1	R80777
R4777-4	R4781-2	R80778
R4777-5	R4781-3	R80779
R4777-6	R4781-4	R80780
R4778	R4781-5	R80781
R4778-1	R4781-6	R80870
R4778-2	R4781-7	R81570
R4778-3	R4781-7	R81670
R4778-4	R6895	R81770
R4778-5	R8156	R84776
R4778-6	R8162	R84777
R4779	R8804	R84778
R4779-1	R9379	R84779
R4779-2	R9380	R84780
R4779-3	R9381	R84781
R4779-4	R9645	
R4779-5	R9646	
	R80570	
	R80572	

37-1546

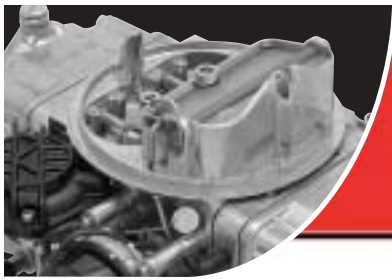
Fits model 4150HP

R80496	R80540
R80496-1	R80540-1
R80497	R80541
R80498	R80541-1
R80498-1	R80542
R80507	R80542-1
R80507-1	R80674
R80508	R80675
R80508-1	R80676
R80509	R80676
R80509-1	R82750
R80511	R82751
R80511-1	
R80512	
R80513	
R80513-1	
R80514	
R80514-1	
R80519	
R80528	
R80528-1	
R80529	
R80529-1	
R80531	
R80535	
R80535-1	

37-1547

Fits model 4500

R4575
R6214
R6464
R7320
R7320-1
R8082
R8082-1
R8082-2
R8896
R8896-1
R9375
R9375-1
R9377
R9377-1
R9377-2
R80186
R80186-1
R80532
R80532-1
R80533
R80533-1
R80556
R80556-1
R80578
R80672
R80673



CARBURETION

MARINE RENEW KITS®

MARINE CARB RENEW KITS®

Renew Kit® original equipment marine rebuild kits are available for all Holley marine carburetors as well as Carter and Rochester. Each kit contains all parts and gaskets that are necessary to restore “like new” performance to your marine carburetor. Detailed instructions are also included to guide you through the rebuilding process. Start off the season with a quality Holley Renew Kit® marine repair kit. It's your guarantee for trouble-free cruising.



CARBURETOR SERVICE
PARTS & ACCESSORIES

Holley Renew Kit	Holley Marine Carburetors
3-396	R6105, R6105-1, R6106, R6107, R6107-1
3-474	R9011
3-485	R9022, R80427, R80466
3-606	R9023
3-720	R9013, R9015, R80341
3-888	R6150
3-1184	R6361, R8572, R9029, R80159
3-1445	R84018, R84018-1, R84018-2, R84023, R84023-1, R84023-2, R84028, R84038, R84039, R84044, R84044-1
3-1447	R84022, R84022-1, R84024, R84024-1, R84026, R84026-1, R84026-2, R84040, R84040-1, R84041, R84041-1, R84042
37-1539	R75010, R75011, R80340, R80340-1
703-1	R4473, R6151, R6152, R6407, R80551

Holley Renew Kit	Holley Marine Carburetors (continued)
703-28	R9393, R9394, R9399, R9399-1, R50405, R50405-1, R50418, R50462, R50462-1, R50468, R50468-1, R80262, R80264, R80364
703-29	R50419, R50419-1, R50419-2, R50463, R50463-1, R80265, R80315, R80315-1, R80403, R80403-1, R80473, R80473-1, R80492
703-30	R50417, R50417-1, R50461, R50461-1, R50467, R50467-1, R80263, R80320-1
703-32	R7036
703-33	R7128, R7159, R7163, R8159, R9392, R50464, R50470, R80318-1
703-34	R80310, R80310-1, R80310-2, R80391, R80552
703-35	R80311, R80311-1, R80311-2, R80330, R80330-1, R80444
703-36	R80312, R80312-1, R80402, R80402-1
703-40	R80328, R80328-1, R80328-2
703-41	R80313, R80313-1, R80316, R80316-1, R80321, R80321-1, R80385



MARINE CARB RENEW KITS® - cont'd

Holley Renew Kit	Holley Marine Carburetors (continued)
703-45	R80309, R80408
703-46	R80180
703-47	R50469, R50469-1, R80319-1, R80383, R80383-1, R80456-1
703-48	R80378, R80378-1
703-49	R80382, R80382-1, R80382-2, R80386, R80386-1
703-50	R80390
703-51	R82020, R82021, R82028, R82028-1, R82029
703-53	R50483, R50483-1, R84046, R84046-1
703-55	R80434
703-58	R80443
703-59	R84037
703-60	R84050
703-66	R80487

Holley Renew Kit	Carter Marine Carburetors
3-352	4695
3-358	6478
3-588	3213, 3214, 3392, 3543, 3980, 4476, 4699, 6130, 6212
3-592	2955, 3660, 6310

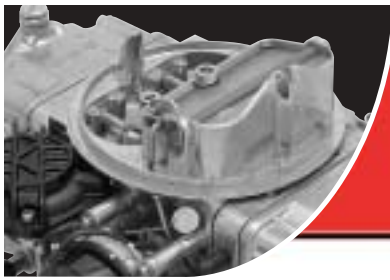
Holley Renew Kit	Rochester Marine Carburetors
3-466	7023080, 7023186, 7023188, 7023189, 7024080, 7024081, 7024187, 7024188
3-539	7020994, 7020996, 7024083, 7024087, 7024089, 7024180, 7024181, 7025183, 7025184, 7025638, 7025662
3-555	7023182, 7024088
3-670	7044187
703-39	17080560, 17080561, 17080563, 17080564, 17080565, 17084516, 17085013



CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

75



CARBURETION

METERING JETS & AIR BLEEDS

CARBURETOR METERING JETS



ALCOHOL JETS

5/6-32 UNF thread

Holley alcohol jets are specially designed to work only with the following model 4150 HP carburetors: 0-80542 (650 CFM), 0-80535 (750 CFM) and 0-80498 (950 CFM). The unique metering blocks used with these carburetors are designed to accept the physically larger size of this main jet.

There are two (2) jets per package. The following sizes are available:

STANDARD LENGTH

JET NO.	DRILL SIZE
122-132	.132
122-136	.136
122-138	.138
122-140	.140
122-142	.142
122-144	.144
122-146	.146
122-148	.148
122-150	.150
122-152	.152
122-154	.154
122-156	.156
122-158	.158
122-160	.160
122-164	.164
122-168	.168
122-172	.172
122-176	.176
122-180	.180
122-184	.184
122-188	.188
122-192	.192
122-196	.196
122-200	.200

NOTE: Alcohol jet kits are available. A selection of alcohol jet sizes can be ordered under P/N 36-201.



EMULSION JETS

(6/32 UNF Thread)

P/N	Hole Size
142-00	.000"
142-20	.020"
142-21	.021"
142-22	.0225"
142-24	.024"
142-25	.025"
142-26	.026"
142-28	.028"
142-29	.0292"
142-31	.031"
142-32	.032"
142-33	.033"
142-35	.035"
142-36	.036"
142-37	.037"
142-38	.038"
142-39	.039"
142-40	.040"
142-41	.041"
142-42	.042"
142-43	.043"
142-46	.0465"
142-52	.052"
142-55	.055"
142-59	.0595"
142-62	.0625"
142-64	.0635"
142-67	.067"
142-70	.070"
142-73	.073"
142-76	.076"
142-78	.078"



STANDARD MAIN JETS

(1/4-32 UNF Thread)

P/N	Hole Size	P/N	Hole Size
122-40	.040"	122-78	.0870"
122-41	.041"	122-79	.0890"
122-42	.042"	122-80	.0890"
122-43	.043"	122-81	.0920"
122-44	.044"	122-82	.0940"
122-45	.045"	122-83	.0975"
122-46	.0465"	122-85	.0985"
122-47	.047"	122-86	.1000"
122-48	.048"	122-87	.1015
122-49	.048"	122-88	.1025"
122-50	.049"	122-89	.1045"
122-51	.050"	122-90	.1055"
122-52	.052"	122-91	.1085"
122-53	.052"	122-92	.1100"
122-54	.053"	122-93	.1125"
122-55	.054"	122-94	.1155"
122-56	.055"	122-95	.1165"
122-57	.056"	122-96	.1195"
122-58	.057"	122-97	.1210"
122-59	.058"	122-98	.1240"
122-60	.060"	122-99	.1260"
122-61	.060"	122-100	.1285"
122-62	.061"	122-101	.1260"
122-63	.062"	122-102	.1280"
122-64	.064"	122-103	.1300"
122-65	.065"	122-104	.1340"
122-66	.066"	122-105	.1370"
122-67	.0663"	122-106	.1410"
122-68	.0685"	122-107	.1450"
122-69	.0693"	122-108	.1470"
122-70	.0735"	122-109	.1500"
122-71	.0750"	122-110	.1560"
122-72	.0755"		
122-73	.0790"		
122-74	.0800"		
122-75	.0820"		
122-76	.0840"		
122-77	.0855"		

Note: Jet sizes provided for reference only. All Holley jets are sized by actual flow and may vary from sizes above.



Holley

AIR BLEEDS



126-55-10

MODELS 4150 AND 4500 DOMINATOR HP

Replaceable air bleeds for the idle, intermediate and high speed circuits. All bleeds are #10-32 UNF thread. Note: the "-10" indicates a quantity of ten (10) bleeds per package.

Air Bleed	Drill Size	Air Bleed	Drill Size
126-23-10	.023	126-47-10	.047
126-24-10	.024	126-49-10	.049
126-25-10	.025	126-51-10	.051
126-26-10	.026	126-53-10	.053
126-27-10	.027	126-55-10	.055
126-28-10	.028	126-57-10	.057
126-29-10	.029	126-59-10	.059
126-30-10	.030	126-61-10	.061
126-31-10	.031	126-63-10	.063
126-32-10	.032	126-65-10	.065
126-33-10	.033	126-67-10	.067
126-34-10	.034	126-69-10	.069
126-35-10	.035	126-70-10	.070
126-36-10	.036	126-71-10	.071
126-37-10	.037	126-72-10	.072
126-38-10	.038	126-73-10	.073
126-39-10	.039	126-74-10	.074
126-40-10	.040	126-75-10	.075
126-41-10	.041	126-76-10	.076
126-43-10	.043	126-77-10	.077
126-45-10	.045	126-78-10	.078

AIR BLEED ASSORTMENT KIT

Part # **36-240^(B)**

4500 DOMINATOR HP and 4150 HP Carburetors

This air bleed kit is a must when track-tuning a 4500 DOMINATOR HP carburetor for maximum performance. The kit includes four (4) of each air bleed size from #23 to #78. All bleeds are #10-32 UNF thread. Air bleeds are contained in a plastic case that is designed to keep them separated and make them easily accessible.

Air Bleed Specifications 4150 HP and 4500 DOMINATOR HP

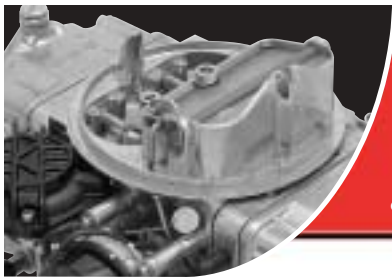
CARBURETOR LIST NO.	IDLE BLEED	INTERMEDIATE BLEED	HIGH SPEED
R7320-1	53	N/A	28
R8082-2	71	N/A	37
R8896-1	53	63	40
R9375	39	N/A	25
R9375-1	53	63	34
R9377-1	40	61	28
R75010	40	61	33
R75011	49	61	28
R80186-1	73	N/A	36
R80340-1	71	N/A	34
R80496	72	N/A	32
R80496-1	74	N/A	32
R80498	55	N/A	30
R80507	73	N/A	OPEN CHANNEL
R80509	72	N/A	32
R80511	73	N/A	33
R80513	75	N/A	25
R80514	73	N/A	32
R80528-1	75	N/A	36
R80529-1	72	N/A	32
R80532	51	61	28
R80533	53	65	36
R80535-1	61	N/A	31
R80540	74	N/A	45
R80541	72	N/A	45
R80542	59	N/A	33
R80556	51	59	31
R80586	28	54	28
R80672	59	51	32
R80673	59	51	31
R80674	72	N/A	45
R80675	75	N/A	36
R80676	68	N/A	32
R80785	72	N/A	32
R82750	75 (primary)	N/A	25
	28 (secondary)	N/A	36
R82751	71 (primary)	N/A	25
	28 (secondary)	N/A	36



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CARBURETION

JET ASSORTMENTS & METERING PLATE TECHNICAL INFORMATION



JET ASSORTMENT KIT Part # **36-181**^(B)

Holley 2-bbl and 4-bbl Performance Carburetors

The Holley jet assortment kit is the professional way to track-tune your Holley carburetor for top performance. This kit consists of two (2) each of thirty-six (36) different jet sizes, ranging from #64 to #99. The jets are contained in a plastic case that is designed to keep them separated and make them easily accessible. Jet sizes selected will give the broadest range of adjustment and tuning for most performance carburetor applications.



EMULSION BLEED KIT Part # **36-322**^(B)

This kit contains a selection of emulsion bleeds that can be used for tuning the 0-80507-1 & 0-80507-2 carburetor. It consist of the following:

Description	Qty
Emulsion Jet Blank	10
Emulsion Jet 0.020	10
Emulsion Jet 0.031	10
Emulsion Jet 0.040	10
Emulsion Jet 0.046	10
Emulsion Jet 0.052	10

NEW!



ALCOHOL JET KIT Part # **36-201**^(B)

This Holley jet assortment kit consists of 4 EA. of 24 standard length jets that range in size from .132" to .200". These jets will not fit the standard Holley metering block; they are designed to fit only the 750 and 950 CFM HP and 0-80586 HP DOMINATOR alcohol carburetors featured elsewhere in this catalog. The assortment is packaged in a durable plastic carrying case.



JET HOLDER KIT Part # **20-111**

The handy way to keep your jets organized. The Holley Jet Holder contains twenty (20) individual compartments that can hold two (2) jets. Therefore twenty (20) different jet sizes can be conveniently held for immediate access. The rotating top prevents spillage and the clear plastic allows for easy viewing.

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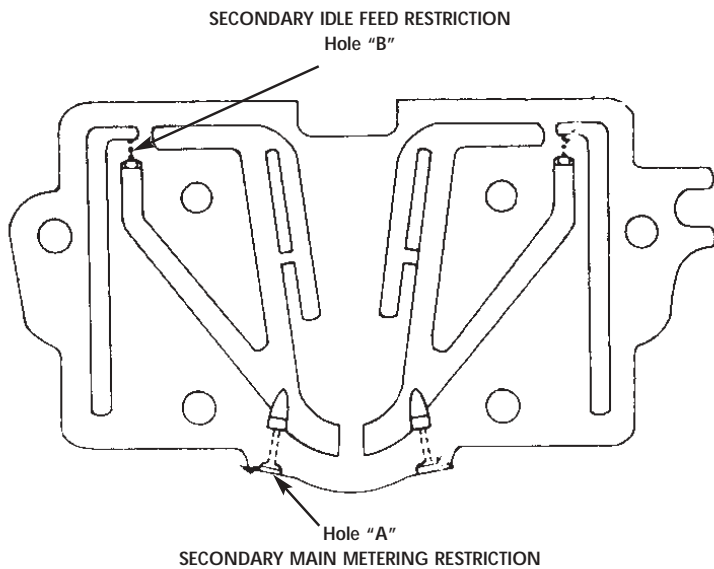


Holley

METERING PLATES

Many Holley performance carburetors use a secondary metering plate, with drilled restrictions, rather than a secondary metering block, with removable jets. When recalibrating the secondary side on such a carburetor a change of the secondary metering plate is required.

The picture, below, shows a typical secondary metering plate. Noted are the secondary idle feeds (Hole "B") and the secondary main metering restrictions (Hole "A"). These, in turn, relate to the chart with which the metering plate specifications can be determined.



HOLLEY SECONDARY METERING PLATES

MAIN HOLE "A"	IDLE HOLE "B"	HOLLEY P/N	PART STAMPED
.052	.029	34R9716-34	34
.055	.026	34R9716-3	3
.059	.029	34R9716-32	32
.067	.026	134-8	8
.067	.031	134-9	9
.070	.026	34R9716-6	6
.073	.029	134-39	39
.073	.031	134-37	37
.076	.028	34R9716-22	22
.076	.031	34R9716-12	12
.076	.035	34R5113-3	3
.081	.040	134-21	21
.089	.040	34R9716-27	27
.096	.040	34R9716-45	45

METERING-PLATE-TO-MAIN-JET CORRELATION CHART

The chart below can be used as a guide when correlating main metering jet part numbers to secondary metering plates. This is necessary when converting the secondary metering plate to a metering block, with replaceable jets, as with the conversion kits listed above.

SECONDARY METERING PLATE PART #	EQUIVALENT MAIN JET PART #
134-8	122-64
134-9	122-64
134-21	122-75
134-37	122-69
134-39	122-69
34R5113-3	122-65
34R9716-3	122-56
34R9716-6	122-69
34R9716-12	122-73
34R9716-22	122-65
34R9716-27	122-79
34R9716-32	122-59
34R9716-34	122-53
34R9716-45	122-79
34R9716-54	122-75

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CARBURETION

METERING BLOCK SERVICE PARTS & NEEDLE & SEAT ASSEMBLIES

CARBURETOR METERING BLOCK SERVICE PARTS



IDLE MIXTURE SCREW

Part #

Accessible, large head style

26-101



IDLE MIXTURE SCREW GASKET

Replacement cork gasket (Pkg. 10)

26-110-10



METERING BLOCK PLUGS

Main well plugs (Pkg. 10)

26-111-10



MAIN JET EXTENSIONS

An improved jet extension design that actually screws into the metering block. The main metering jet then threads into the end of the extension. The installation effectively moves the fuel entry point for the main jet out into the fuel bowl. In this location it cannot be uncovered by fuel, causing a lean condition, during periods of hard acceleration or braking. 2/Pkg.

122-5000

WARNING: Requires the use of special "notched" floats to achieve proper clearance and enable the float to operate normally.



34-6

METERING BLOCKS

Model 4160 to 4150 Conversion Kits

NOTE: Illustrated is a typical kit. Fuel bowls are not included and the metering block has no provision for a power valve. Both a "shiny finish" and a "standard finish" are available as denoted below.

PART #	FINISH	APPLICATION
34-6	standard	0-1850 or most any model 4160 with side hung float bowls
34-6S	shiny	0-1850S & 0-80457S
34-13	standard	0-3310 or most any model 4160 with center hung float bowls
34-13S	shiny	0-3310S & 0-80508S



Holley

NEEDLE & SEAT ASSEMBLIES



6-506



6-511



6-513



6-502



6-521

Holley offers a number of needle and seat assemblies for its carburetors. The configuration of the needle and seat assembly and its seat size depend on carburetor application, CFM size and type of fuel bowl used. Operation is simple. Needle movement is controlled by a metal tang on the float arm. Upward movement of the float causes the needle to close the seat; downward float movement causes the needle to open the seat. Seat size determines how much fuel can flow at a certain pressure. A bigger seat size will flow more fuel; a smaller seat size will flow less fuel at a given pressure.

"VITON" INLET NEEDLES

Most Holley performance carburetors come equipped with a Viton-tipped needle. The Viton needle design is resistant to dirt and conforms nicely to the shape of the seat for superior sealing. **For this reason it is not recommended to use a steel or titanium needle, except for racing.**

SEAT SIZE	TYPE*	PART#
.097"	Adjustable	6-506
.097"	Adjustable	6-508
.097"	Adjustable	6-517
.110"	Adjustable	6-504
.120"	Adjustable	6-518-2
.0785"	Non-Adjustable	6-511
.110"	Non-Adjustable	6-510
.097"	Off-Road	6-513

"TITANIUM" INLET NEEDLE

With a .150" seat, this needle and seat assembly is about as big as you can get. What's really trick, though, is that the needle is made of titanium! This needle design is very responsive to changes in flow rates and has excellent sealing capabilities.

6-521

"STEEL" INLET NEEDLES

"Steel-tipped" inlet needles are necessary when using exotic racing fuels or alcohol or when using benzine or acetone additives. A .097" seat size should be used for small four barrel carburetors; a .110" seat size should be used for carburetors up to 735 CFM; larger seat sizes should be used with carburetors 750 CFM and larger. The following steel inlet needle and seat assemblies are available from Holley.

SEAT SIZE	TYPE*	PART#
.097"	Adjustable	6-501-2
.110"	Adjustable	6-500-2
.120"	Adjustable	6-502-2
.130"	Adjustable	6-515-2
.150"	Adjustable	6-519-2

* "Type" refers to the needle and seat design. The "adjustable" needle and seat design allows external float adjustment, without removing the fuel bowl. The "non-adjustable" needle and seat design does not provide for external float adjustment. The fuel bowl must be removed for this procedure. All Holley model 2010, 2300, 4010, 4011, 4150, 4160, 4165, 4175 and 4500 DOMINATOR carburetors will take either one version or the other. Center hung fuel bowls use only the "adjustable" style needle and seat, as do all model 2010, 4010, 4011 and 4500 DOMINATOR carburetors. Side hung fuel bowls have come in a variety of styles over the years and have used both the "adjustable" and "non-adjustable" styles needle and seats.

ADJUSTABLE NEEDLE AND SEAT HARDWARE KIT

This Kit contains: Part # **34-7**

- 1 EA Adjusting nut with gasket
- 1 EA Locking screw with gasket
- 1 EA O-ring



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CARBURETION

POWER VALVES

THE TRUTH ABOUT THE POWER VALVE

The power valve is a key component of the power enrichment system of Holley performance carburetors. The power enrichment system supplies additional fuel to the main system during heavy load or full power situations. Holley utilizes a vacuum operated power enrichment system and a selection of power valves is available to "time" this system's operation to your specific requirements.

Each Holley power valve is stamped with a number to indicate its vacuum opening point. For example, the number "65" indicates that the power valve will open when the engine vacuum drops to 6.5" Hg, or below.

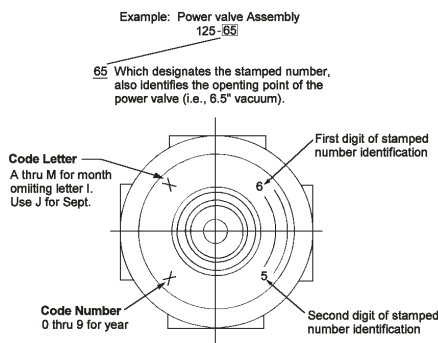
An accurate vacuum gauge, such as Holley P/N 26-501, should be used when determining the correct power valve to use.

A competition or race engine which has installed a long duration, high overlap cam will have low manifold vacuum at idle speeds. If the vehicle has a manual transmission, take the vacuum reading with the engine thoroughly warmed up and at idle. If the vehicle is equipped with an automatic transmission, take the vacuum reading with the engine thoroughly warmed up and idling in gear. In either case, the power valve selected should have a vacuum opening point about 2" Hg below the intake manifold vacuum reading taken.

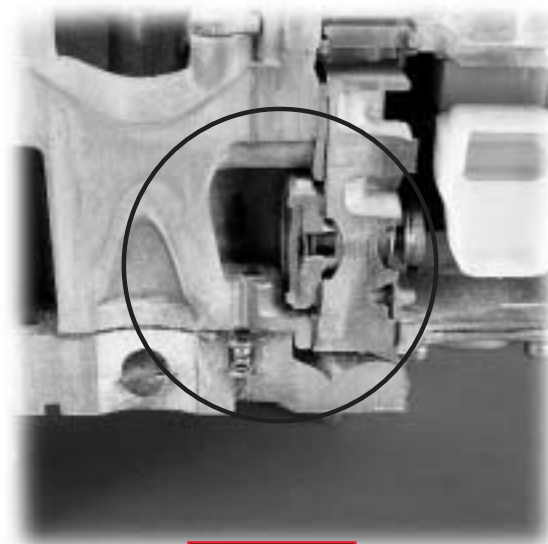
A stock engine, or one that is only mildly built for street use, will have high manifold vacuum (17" to 21" Hg) at idle speeds. To determine the correct power valve, the vehicle should be driven at various steady speeds and vacuum readings taken. The power valve selected should have an opening point about 2" Hg below the lowest steady speed engine vacuum observed. Holley has a 6.5" Hg power valve, P/N 125-65, which usually works out well for most driving situations.

Since 1992, many of the new Holley performance carburetors built today now incorporate "power valve blow-out protection". With this provision, the power valve diaphragm is protected from damage due to engine backfire, by a check valve that is located in the throttle body. This check valve is designed to be normally open but quickly seals to close off the internal vacuum passage if a backfire occurs. Once closed, the check valve interrupts the pressure wave generated by the backfire, thus protecting the power valve diaphragm.

POWER VALVE IDENTIFICATION



Power valve: Torque to 40-50 inch pounds
Cut-away of power valve blow-out protection.



TECH TIP

Power Valves and Carburetors for Superchargers

Holley carburetors that are intended for use with superchargers, have a unique capability that allows their power valves to reference the intake manifold vacuum below the supercharger. This allows the power valve to operate as it should, based off intake manifold vacuum. A power valve provides further enrichment to the main metering system under load (low vacuum) conditions. Without this external referencing, the power valve would be "reading" the supercharger boost pressure, which has no bearing on the engine load.



Holley

POWER VALVES

SINGLE-STAGE (includes gasket)

PART #	OPENING VACUUM
Standard Flow	
125-10	1.0" Hg
125-25	2.5" Hg
125-35	3.5" Hg
125-45	4.5" Hg
125-50	5.0" Hg
125-55	5.5" Hg
125-65	6.5" Hg
125-75	7.5" Hg
125-85	8.5" Hg
125-95	9.5" Hg
125-105	10.5" Hg
High Flow	
125-125	2.5" Hg
125-135	3.5" Hg
125-145	4.5" Hg
125-155	5.5" Hg
125-165	6.5" Hg
125-185	8.5" Hg
125-1005	10.5" Hg



125-65

TWO-STAGE* (includes gasket)

PART #	1ST STAGE OPENING	2ND STAGE OPENING
Model 4160		
125-206	12.5" Hg	5.5" Hg
125-207	10.5" Hg	5.0" Hg
125-208	10.5" Hg	5.5" Hg
125-213	11.5" Hg	5.0" Hg
Model 4175		
125-209	11.0" Hg	6.0" Hg
125-210	9.0" Hg	2.5" Hg
125-211	10.5" Hg	5.5" Hg
125-212	12.0" Hg	6.5" Hg
125-215	10.0" Hg	6.0" Hg
125-216	8.0" Hg	1.5" Hg

* Two-stage power valves ARE NOT RECOMMENDED for performance applications.

POWER VALVE CHECK BALL KIT

Part # **125-500**

Power valve "blowout" protection can now be added to pre '92 model 2300, 4150 and 4160 carburetors. Consisting of a spring, brass seat and check ball, this kit will effectively protect the power valve and is easy to install. Included is the proper drill bit size, with stop, to facilitate installation. Detailed instructions are included.



125-500

POWER VALVE PLUG AND GASKET

Part # **26-36**

Racers sometimes will prefer to run without a power valve. In these cases a power valve plug must be used to block the power valve circuit. Furthermore, jet sizes must be increased to compensate for loss of the fuel enrichment provided by the power valve. An increase of 6 to 8 jet sizes will, in most cases, be enough compensation. It's advisable, however, to "read" the spark plugs and verify proper jetting. Power Valve Thread: 1/2-28

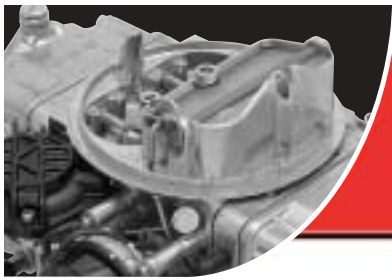


26-36

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CARBURETION

ACCELERATOR PUMP KITS & SERVICE PARTS

ACCELERATOR PUMP CAM

Part # **20-80**



20-80
White

20-81
Yellow

"White" pump cam for model 4500 DOMINATOR carburetors. Profile design gives a quick, early shot of fuel but it does not empty the pump.

"Yellow" pump cam for model 4500 DOMINATOR carburetors. Profile design delivers an early fuel shot and continues until the pump empties.

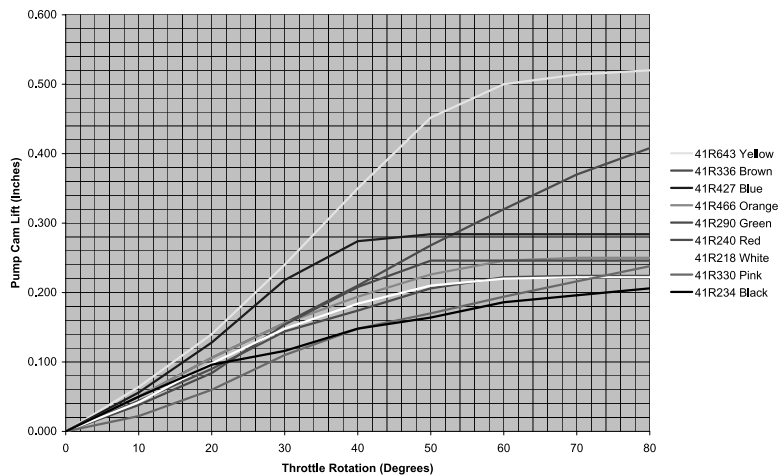
Part # **20-81**

ACCELERATOR PUMP CAM ASSORTMENT KIT

Part # **20-12**

Another great tuning kit from Holley. This one will allow you to "tailor" accelerator pump performance to the engine's actual requirements. Each cam has a different shape or profile to give different results. Cam "lift" directly affects the accelerator pump stroke and, therefore, pump capacity. Ramp profile or shape controls the "timing" of the shot. A steeply-rising ramp shape will give a fast, heavy fuel shot right off idle. Conversely, a gently sloping ramp will spread the pump action over a longer period of time.

Pump Cam Lift vs. Throttle Position



ACCELERATOR PUMP CONVERSION KIT - 50CC

Part # **20-11**

Models 2300, 4150 and 4160



Instantaneous response! Pull strongly throughout the RPM band! A "must" for tunnel ram setups! This kit is for those who demand ultimate performance from their Holley carburetor(s). The Holley 50cc accelerator pump will substantially increase fuel capacity over the standard 30cc pump system. Eliminates flat spots off idle or at any other RPM range. This kit includes everything required for easy installation including new pump housing, stud, arm, diaphragm, spring and longer pump housing screws.



Holley

ACCELERATOR PUMP Part

Transfer Tube	26-23
Transfer Tube O-Ring	26-38

ACCELERATOR PUMP SPRING Part

30cc	20-108-10
50cc	20-109-10

"UMBRELLA" CHECK VALVE Part

26-41

DIAPHRAGMS Part

30cc (rubber) w/o screws	135-5
30cc (rubber) w/ screws	135-12
30cc (GFLT)* w/o screws	135-10
50cc (rubber) w/o screws	135-7
50cc (rubber) w/ screws	135-14
50cc (GFLT)* w/o screws	135-9
50cc (GFLT)* w/ screws	135-15

*GFLT Diaphragms are compatible for use with all alcohol base fuels.

PUMP ARM Part

Models 2300, 4150, 4160 (plastic)	20-78
30cc pump arm (metal)	20-114

PUMP CUP/STEM Part

Model 4360	135-1
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PUMP COVER - CHROME Part

30cc pump	34-504
50cc pump	34-505



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CARBURETION

ACCELERATOR PUMP DISCHARGE NOZZLES & FLOAT KITS

ACCELERATOR PUMP DISCHARGE NOZZLES

A good selection of accelerator pump discharge nozzle sizes is indispensable to the proper tuning of the accelerator pump system. The nozzle hole size determines the rate of fuel discharge. A larger hole will "shoot" the fuel at a faster rate, and with less pressure, than a smaller hole. Sizes are stamped on each nozzle. For example, the number "31" indicates that the nozzle hole size is .031". Various styles of nozzles are offered by Holley, including the following:

NOTE: Nozzle sizes .040" and larger include a hollow nozzle screw.

STRAIGHT TYPE

(includes 2 nozzles & 4 gaskets)

Used on Models
4150, 4160 and 4500

PART #	HOLE
121-118	.018
121-121	.021
121-125	.025
121-128	.028
121-131	.031
121-132	.032
121-135	.035
121-137	.037
121-140	includes hollow pump screw .040
121-142	includes hollow pump screw .042
121-145	includes hollow pump screw .045
121-147	includes hollow pump screw .047
121-150	includes hollow pump screw .050



121-131

screw hole thread size 12.28

ANTI-PULLOVER STYLE

(includes 1 nozzle & 2 gaskets)

Originally used on
Models 4165 and 4175

The anti-pullover nozzle can be used on other models as well. This style was designed to combat the condition that's sometimes called "pump pull-over". That is, as the stream of air rushes past the pump discharge nozzle it has the tendency to "pull" the fuel from the nozzle. The following anti-pullover styles are available:

PART #	HOLE SIZE
121-225	.025
121-228	.028
121-231	.031
121-237	.037
121-240	.040



121-231

screw hole thread size 12.28

TUBE TYPE

(includes 2 nozzles & 4 gaskets)

Used on Models
4150, 4160 and 4500

PART #	HOLE SIZE
121-25	.025
121-28	.028
121-31	.031
121-35	.035
121-37	.037
121-40	includes hollow pump screw .040
121-42	includes hollow pump screw .042
121-45	includes hollow pump screw .045



121-40

screw hole thread size 12.28

ACCELERATOR PUMP TUNING KIT

Part #

36-184^(B)

Contains a selection of accelerator pump hardware components including pump diaphragms, pump nozzles, pump cams and related parts. For Holley 2-bbl and 4-bbl performance carburetors. See "Kits and Assortments" page in this section for details.



36-184

CENTER SQUIRTER NOZZLE

(Used on 0-4224)

PART #	Hole Size
121-325 (includes 2 gaskets)	.025

CENTER SQUIRTER NOZZLE GASKETS

PART #	Quantity
1008-844	10/Pkg.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.



Holley

FLOAT KITS

Floats for Holley 2-bbl and 4-bbl performance carburetors come in two basic designs: side hung and center hung. A "side hung float" is so-called because the float arm is attached to the side of the float and it's hung or pivoted from the side of the float bowl. A "center hung float" has its float arm attached to the float center and it's hung or pivoted from the center of the float bowl.

The float material used in any particular carburetor is very often dependent on the carburetor usage. For example, carburetors designed to run on alcohol must use a brass float; carburetors set up for "blow-through" forced induction systems need to use nitrophyl floats; carburetors used on a "draw-through" forced induction system could use either a brass or a nitrophyl float. Today, Holley float designs are manufactured in only brass or nitrophyl, and they are interchangeable, except on secondary 4160 w/ brass center hung floats.

Most Holley performance carburetors have externally-adjustable floats. This feature greatly facilitates one's ability to help keep the carburetor in perfect tune.



116-4

SIDE HUNG FLOAT

Part #

Nitrophyl (adjustable)	116-1
Nitrophyl (non-adjustable)	216-43
Brass	116-4



116-3

CENTER HUNG FLOAT

Part #

Brass	116-2
Nitrophyl	116-3



20-105

FLOAT HANGER HARDWARE KIT

Part #

Includes fuel bowl hardware for float installation

20-105

NOTCHED FLOAT KITS

Part #

A notched float is an absolute necessity when using main jet extensions! This factory, center hung nitrophyl float is designed with "notches" to clear main jet extensions. This allows the float to operate normally without the possibility of interference from the extensions.



116-10

Notched float with two main jet extensions

116-10

Notched float without main jet extensions

116-11

4360 models

116-6

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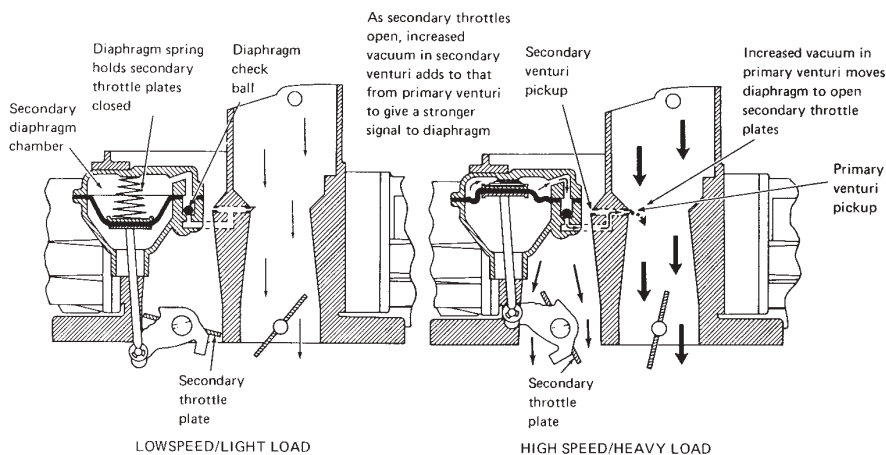
CARBURETION

VACUUM SECONDARY DIAPHRAGMS & SERVICE PARTS

VACUUM SECONDARY DIAPHRAGMS

Carburetor number	Diaphragm	Carburetor number	Diaphragm	Carburetor number	Diaphragm	Carburetor number	Diaphragm
R1848-1	135-2	R6128	135-3	R8546	135-4	R80169	135-4
R1849	135-4	R6129	135-3	R8679	135-4	R80431	135-4
R1850(ALL)	135-4	R6291-1	135-4	R8700	135-4	R80432	135-4
R2929	135-3	R6299-1	135-2	R8879	135-4	R80436	135-4
R2953-1	135-3	R6520	135-4	R9002	135-4	R80450	135-4
R2973	135-3	R6619	135-4	R9040	135-4	R80451	135-4
R3116	135-3	R6909	135-4	R9188	135-4	R80452	135-4
R3220	135-2	R6919	135-4	R9219	135-4	R80453	135-4
R3259-1	135-3	R6979	135-4	R9210	135-4	R80454	135-4
R3300	135-3	R6989	135-4	R9626	135-4	R80457	135-4
R3301	135-3	R7002	135-4	R9834	135-4	R80460	135-4
R3310(ALL)	135-4	R7004	135-4	R9895	135-4	R80476	135-4
R3410	135-3	R7005	135-4	R9923	135-4	R80491	135-4
R3411	135-3	R7006	135-4	R9948	135-4	R80497	135-3
R3418-1	135-3	R7009	135-4	R9976	135-4	R80508	135-4
R3659	135-6	R7010	135-4	R80073	135-4	R80512	135-3
R3977	135-3	R7053-1	135-4	R80098	135-4	R80519	135-3
R4118	135-3	R7154	135-4	R80099	135-4	R80529	135-3
R4168	135-3	R7351	135-4	R80111	135-4	R80670	135-4
R4174	135-3	R7397	135-4	R80112	135-4	R80681	135-4
R4201	135-3	R7855	135-4	R80128	135-4	R80770	135-3
R4202	135-3	R7985	135-4	R80133	135-4	R80870	135-3
R4235	135-3	R7986	135-4	R80134	135-4	R81850	135-4
R4236	135-3	R7987	135-4	R80135	135-4	R82750	135-3
R4279	135-3	R8004	135-4	R80136	135-4	R83310	135-4
R4280	135-3	R8005	135-4	R80137	135-4	R83311	135-4
R4365-1	135-6	R8006	135-4	R80139	135-4	R83312	135-4
R4382-1	135-6	R8007	135-2	R80140	135-4	R84010	135-4
R4383-1	135-6	R8059	135-4	R80145	135-4	R84011	135-4
R4393-2	135-6	R8060	135-4	R80155	135-4	R84014	135-3
R4394-2	135-6	R8181	135-4	R80163	135-4	R84015	135-3
R4452-1	135-4	R8207	135-4	R80164	135-4	R84020	135-4
R4548	135-4	R8276	135-4	R80165	135-4	R84021	135-3
R4671	135-6	R8302	135-4	R80166	135-4	R84035	135-4
R4672	135-6					R84047	135-4
R4789	135-6					R89834	135-4
R4790	135-6					R90570	135-4
R6127	135-3					R90670	135-4
						R90770	135-4

VACUUM SECONDARY OPERATION





Holley



20-13

45-456

20-28

20-77

20-85

34-503

20-99

108-67-20

20-59

20-73

SECONDARY DIAPHRAGM SPRING KIT Part # 20-13^(B)

Color	Relative Load	Secondary Throttle Operating Ranges		Secondary Throttle Operating Ranges	
		350 CID Eng. Opening RPM		402 CID Eng. Opening RPM	
		Initial	Full	Initial	Full
White	Lightest	—	—	—	—
Yellow*	Lighter	1620	5680	1410	4960
Yellow	Light	1635	5750	1420	5020
Purple	Med. Light	1915	6950	1680	6050
Plain	Medium	2240	8160	1960	7130
Brown	Med. Heavy	2710	8750	2380	7650
Black	Heavy	2720	Not Fully Open	2390	Not Fully Open

* Short Spring

CLAMP KIT – CHOKE CONTROL CABLE Part

45-456

For manual chokes. Required when changing over from plastic to metal diaphragm cover.

COVER – DIAPHRAGM HOUSING Part

20-28

2 x 4 bbl. applications. Allows vacuum hookup between carburetors for more even and balanced secondary operation.

COVER – DIAPHRAGM HOUSING Part

20-77

1 x 4 applications. Replacement plastic cover for 4 bbl. carburetor.

COVER – DIAPHRAGM HOUSING Part

Standard 20-85

Shiny 20-85S

1 x 4 applications. Replacement metal cover for 4 bbl. carburetor.

SECONDARY DIAPHRAGM HOUSING AND COVER Part

34-503

Replacement chrome housing and cover for vacuum secondary carburetors.

NOTE: If carburetor is equipped with a black plastic cover then you must also purchase a special choke cable clamp kit, P/N 45-456, if you wish to retain hand choke cable operation.

COVER – DIAPHRAGM HOUSING – ADJUSTABLE Part

20-99^(B)

A must for bracket racers! This unique kit is designed to limit the opening of vacuum-actuated, secondary throttle plates. This is accomplished easily and accurately by turning a specially calibrated knob. Now you can have the ability to speed up or slow down your race car and thus compensate for changing track and atmospheric conditions. Keep running on your "dial-in" with this kit! Cannot be used with stock air cleaners.

GASKET (CORK) Part

108-67-20

Seals vacuum passage between vacuum secondary housing and main body. Also is used with automatic choke housings.

COVER – DIAPHRAGM HOUSING (QUICK CHANGE) Part

20-59^(B)

1x 4 bbl. – without balance tube. Expedites changing of vacuum spring.

COVER – DIAPHRAGM HOUSING (QUICK CHANGE) Part

20-73^(B)

2 x 4 bbl. – with balance tube. Expedites changing of vacuum spring.

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

89



CARBURETION

VENTURII BOOSTER KITS
& ADJUST-A-JETS

VENTURII BOOSTER KITS – DOMINATOR CARBURETORS

Part #



34-32



34-9

Short-style booster. Includes 4 boosters and 4 retaining pins.

34-32

Annular-style booster. Includes 4 boosters and retaining pins.

34-9

Annular/skirt-style booster for HP-style DOMINATOR 750 CFM.
Includes 4 boosters and 4 retaining pins.

34-36



34-34



20-110-10

Annular-style booster for HP-style DOMINATOR.
Includes 4 boosters and 4 retaining pins.

34-34

BOOSTER PINS

Part #

Booster pins. 10/pkg.

20-110-10



CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley

ADJUST-A-JETS



55001



55008



55009



55010

These kits are designed to allow one to adjust the main jet metering of a carburetor without having to remove the fuel bowl(s) to access the main jets. The carburetor can now be calibrated on the motor saving time and avoiding fuel spills.

This is accomplished simply by turning the metering needle that is part of the Adjust-A-Jet metering plate. The metering plate is installed between the carburetor's fuel bowl and original metering block. The needle is completely adjustable and metering changes are easily accomplished once the embossed calibration markings on the needle are noted and referenced. Each of these markings designate 1/8th of a turn. By referring to a handy metering correlation chart included as part of the kit, one can accurately richen or lean the carburetor's main metering calibration. The carburetor can be tuned even when the engine is running. See the chart below for the range of adjustability that's possible with these kits.

Adjust-A-Jet can be used on any kind of vehicle. It does not affect the carburetor in any other way, so everything that you've ever learned about a Holley carburetor still applies. Adjust-A-Jet, CNC machined from 6061 T-6 aluminum, can even be used with a power valve plug installed in the carburetor's metering block.

ADJUST-A-JET KITS

Part #

Holley carburetor models 2300, 4150 & 4160

55001HOL

NOTE: For center hung bowls only (not for HP models)

ADJUST-A-JET KIT ACCESSORIES

Part #

Transfer tube – model 4160 carburetor (includes seal)

55008HOL

Main metering jet extensions (pair) (use of "notched" float is not required)

55009HOL

Replacement reusable gaskets (pair)

55010HOL

Correlation Chart – Jet Size to Metering Needle Adjustment (number of turns open)

60 = 1	70 = 2-1/8	78 = 3-5/8	86 = 5-5/8	94 = 9
62 = 1-1/8	71 = 2-1/4	79 = 3-3/4	87 = 5-3/4	95 = 9-1/2
64 = 1-1/4	72 = 2-3/8	80 = 4	88 = 6	96 = 10-1/2
65 = 1-1/2	73 = 2-1/2	81 = 4-1/2	89 = 6-1/2	97 = 11-1/2
66 = 1-5/8	74 = 2-5/8	82 = 4-3/4	90 = 7	98 = 12
67 = 1-3/4	75 = 2-3/4	83 = 5	91 = 7-1/2	99 = 13
68 = 1-7/8	76 = 3	84 = 5-1/4	92 = 8	
69 = 2	77 = 3-1/2	85 = 5-1/2	93 = 8-1/2	

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

91



CARBURETION

THROTTLE LINKAGE SERVICE PARTS

CARBURETOR THROTTLE LINKAGE SERVICE PARTS



SECONDARY ADJUSTING LEVER KIT Part

Allows quick and easy adjustment of secondary throttle blade idle setting of Holley 4150 series mechanical secondary carburetors without having to remove the carburetor from the intake manifold. **26-137**

SECONDARY CONNECTING RODS Part

- A. Model 4160/4010 vacuum secondary connecting rod **20-53**
- B. Model 4150/4010 mechanical secondary connecting rod **20-54**
- C. Model 4175/4011 vacuum secondary connecting rod **20-55**
- D. Model 4150 vacuum secondary connecting rod **20-65**

SECONDARY LINKAGE Part

- E. 1:1 linkage ratio, model 4500 DOMINATOR **20-5**
- F. Progressive linkage, model 4500 DOMINATOR **20-6**
- G. "Soft" progressive linkage, model 4500 DOMINATOR **20-20**

PRO SERIES SECONDARY LINKAGE Part

Universal kit provides a bulletproof method of adjusting secondaries on all double pumpers, HPs and Ultra HP carbs. Allows user to pick between 1:1 or progressive secondary linkage. Provides infinite adjustment of secondary throttle blades. **20-122**

SPARK FITTING Part

- H. Spark Fitting - Metering Block 180° style **26-59**

THROTTLE LEVER & CRUISE CONTROL STUDS Part

- I. Throttle and cruise control stud (GM) **20-36**
- J. Throttle stud; 7/32" dia. **20-37**
- K. Throttle stud; 1/4" dia. **20-38**
- L. Throttle stud; 1/4" dia. **20-39**
- M. Transmission kickdown stud **20-40**
- N. Throttle and cruise control stud **20-64**
- O. Throttle and cruise control stud (Chrysler) **20-67**
- P. Throttle ball assortment **20-2**

THROTTLE CABLE CLIP Part

- Q. Cable clip **26-104-10**

THROTTLE LEVER STUD BUSHING Part

- R. Stud bushing **26-103**

CARBURETOR SERVICE PARTS & ACCESSORIES



Holley

CARBURETOR THROTTLE LINKAGE SERVICE PARTS



4021

THROTTLE LINKAGE KITS

Part #

Chevy small block (2x4 tunnel ram/side-mounted carbs.)	4021
Chevy big block (2x4 tunnel ram/side-mounted 4150 carbs.)	4022
Chevy big block (2x4 tunnel ram/side-mounted DOMINATOR carbs.)	4032
Chrysler engines (2x4 tunnel ram/side-mounted carbs.)	4023
Ford 289/302 - 351C (2x4 tunnel ram/side-mounted carbs.)	4025
Ford 429 wedge - 460 (2x4 tunnel ram/side-mounted carbs.)	4027
Universal (2x4 tunnel ram/in-line-mounted carbs.)	4000



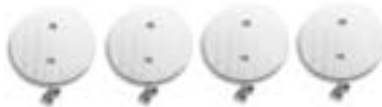
4000



26-93



26-94



26-128



20-3

THROTTLE PLATE KITS

Part #

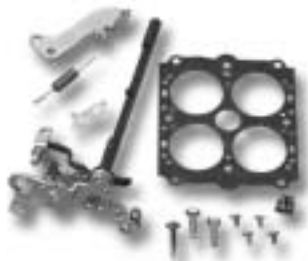
Each Kit contains four (4) plates and eight (8) screws.

1-7/16" plate diameter, .152" hole size	26-93
1-11/16" plate diameter, Ø hole size	26-94
1-11/16" plate diameter, .093" hole size	26-95
1-11/16" plate diameter, .150" hole size	26-96
1-3/4" plate diameter, Ø hole size	26-97
1-3/4" plate diameter, .100" hole size	26-98
1-3/4" plate diameter, .125" hole size	26-99
2" plate diameter, Ø hole size	26-100
2-1/8" plate diameter, Ø hole size	26-128

THROTTLE SHAFT CONVERSION KITS

Part #

1:1 linkage ratio, 1-11/16" throttle bore size	20-3
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20-48-1

THROTTLE SHAFT SERVICE KITS

Part #

With Ford A/T kickdown lever; R1850 carburetor	20-48-1
With Ford A/T kickdown lever; R3310 carburetor	20-49-1
With Ford A/T kickdown lever; R4412 carburetor	20-62
4500 DOMINATOR	20-104

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

93



CARBURETION

THROTTLE LINKAGE SERVICE PARTS & THROTTLE LINKAGE BRACKETRY

CARBURETOR THROTTLE SERVICE PARTS

Part #

20-88



THROTTLE CABLE BRACKET

Chrome throttle cable bracket and throttle return spring installation. Includes dual stainless steel throttle return springs (P/N 20-89). Works on Holley models 4150 and 4160 carburetors.

20-88
(GM only)

Throttle Return Springs (2)

20-89

20-32



THROTTLE CABLE BRACKET(S)

These throttle cable brackets are designed to be used with Holley spread bore model 4165/4175 carburetors. They mount off the back carburetor mounting ear and accept the Chevrolet throttle cable.

20-32

20-44

46-74



THROTTLE SOLENOID

Replacement for GM P/N 2060106. Can be used on many Holley aftermarket carburetors when used with the appropriate Holley solenoid bracket. Requires nut - P/N 26-57

46-74

NOTE: Used for 4150, 4160 & HPs without Ford kickdown



20-47

THROTTLE SOLENOID BRACKET

Can be used on many Holley aftermarket carburetors. Use with solenoid, P/N 46-74 and locknut, P/N 26-57.

20-9

THROTTLE SOLENOID BRACKET

Used on Holley model 4165/4175 carburetors. Used with solenoid P/N 46-74 and locknut P/N 26-57.

20-47



20-35

TRANSMISSION KICKDOWN THROTTLE LINKAGE

This part will bolt to the throttle lever of a Holley model 4165/4175 carburetor. It will provide an effective mounting point for the transmission kickdown carburetor hookup.

20-35



20-45

TH-350 TRANSMISSION KICKDOWN CABLE MANIFOLD BRACKET

This bracket is designed to bolt on to a small block Chevrolet V8 intake manifold. It acts as a convenient mounting point for the TH-350 kickdown cable.

20-45



20-95

700R-4 KICKDOWN THROTTLE ARM

Corrects geometry on throttle arm for proper shifts and kickdown action includes bolts and instructions

20-121

20-121

NEW!



TH-700R4 TRANSMISSION KICKDOWN CABLE CARBURETOR BRACKET

This bracket is designed to be used only on Holley model 4150 or 4160 carburetors. It bolts on the carburetor flange ear and provides an effective mounting point for the AOD transmission cable and throttle cable.

20-95

This bracket is designed to be used only on the Holley model 4011 carburetor. It bolts on the carburetor flange ear and provides an effective mounting point for the AOD transmission cable and throttle cable.

20-100



Holley

FORD BRACKETS

Part #



TRANSMISSION KICKDOWN LEVER EXTENSION

This handy part is used to extend the Ford O.E. transmission kickdown lever when converting from a 2 bbl to a 4 bbl carburetor.

20-41



TRANSMISSION KICKDOWN SPRING AND BRACKET

The bracket has one mounting hole and a locator pin. For carburetors with a 30cc accelerator pump.

20-60

TRANSMISSION KICKDOWN SPRING AND BRACKET

Bracket has two mounting holes. For carburetors with a 30cc accelerator pump.

20-91

CHRYSLER THROTTLE LEVER EXTENSIONS

Part #



THROTTLE LEVER EXTENSION

This part was originally released for use with Holley square flange carburetors, lists R7987 and R8006. It will relocate the throttle lever mounting point for the accelerator cable.

20-14



THROTTLE LEVER EXTENSION

This most popular Chrysler throttle lever extension will install on any Holley square flange carburetor with the universal throttle linkage. It readily accepts the Chrysler throttle lever stud for a simple and convenient throttle hookup.

20-7

UNIVERSAL BRACKETS

Part #



DASHPOT/SOLENOID BRACKET

This universal bracket is designed for use with all Holley carburetors that have the universal throttle lever and two threaded bracket mounting holes machined in the throttle body. Use dashpot P/N 11-4.

20-72



DASHPOT/SOLENOID BRACKET

This universal bracket is designed for Holley model 4160 carburetors with universal throttle lever and two threaded bracket mounting holes machined in throttle body. Use dashpot P/N 11-4.

20-58



DASHPOT/SOLENOID BRACKET

Universal bracket designed for Holley model 4160 carburetors with universal throttle lever. Bracket has one mounting hole and locating pin. Will fit on throttle body that has one machined bracket mounting hole and one "blank" hole. Use dashpot P/N 11-4.

20-17

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

95



CARBURETION

BRACKETS & SMALL PART KITS

UNIVERSAL BRACKETS- (CONT'D)



THROTTLE CABLE BRACKET - Billet Aluminum Part #

20-112

The perfect finishing touch for street rods, street machines and street/strip cars and trucks. Why go cheap on a throttle return bracket when you can get a good looking, quality piece made of billet aluminum? Let's face it, the throttle cable/return spring bracket is one of the first things your eyes focus on when you lift the hood of any car. You can't help but miss it because it's right out there in the open!

If you're going the route, go the whole way with something that looks good while providing a real measure of safety. This red anodized bracket is multi-adjustable to work on Holley models 4150 and 4160 carburetors. It includes a dual return spring combination that's perched on a uniquely effective mount. Hardware is all stainless steel to stand up to the rigors of time. The Holley name is boldly engraved and provides a very special touch to this outstanding product.

DETENT CABLE BRACKET

Part #



Fits Holley (P/N 20-112) billet cable bracket for 4150-4160 carbs.
Adjustable to work with TH350, 700R4 200R4

20-119

UNIVERSAL DASHPOT

Part #



Universal dashpot is designed to be used on manual-transmission-equipped vehicles. Its purpose is to prevent engine stalling on sudden deceleration. This dashpot can be used with Holley brackets P/Ns 20-72, 20-58 and 20-17.

11-4

UNIVERSAL THROTTLE SOLENOID

Part #



This universal solenoid can be used with Holley bracket 4150 & 4160 models P/Ns 20-9
4165 & 4175 models P/Ns 20-47.

46-74

UNIVERSAL SOLENOID AND DASHPOT BRACKET LOCKNUT

Part #



Hex Size: 1.25"
Thread Size: 7/8"-14

26-57



Holley

CARBURETOR SMALL PART KITS

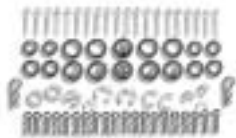
Part #

Hard-to-find parts are no longer "hard to find" with Holley parts kits. Available carburetor and electric fuel pump small parts kits now eliminate the problem of finding the correct components when rebuilding. The following kits are available:



UNIVERSAL CARBURETOR INSTALL KIT 20-124

The kit contains all the hardware necessary for most installations of a new 4 bbl carburetor including: mounting studs (including an extra long one for securing throttle cable / kickdown cable brackets), washers, nuts, air cleaner stud, vacuum caps, 3 different throttle cable balls, bushing adapter for large hole of throttle lever, air cleaner gasket and base gaskets for square and spread bore carbs.



CARBURETOR SMALL PARTS KIT 34-10

This kit consists of a selection of commonly used O-rings, E-rings, C-rings, check balls, washers, cotter pins and rod retainers.



CARBURETOR SMALL GASKET AND PLUG KIT 36-117

This kit consists of various small gaskets, plugs and seals for transfer tubes, power valves, vacuum secondary housing, needle and seat hardware and pump discharge nozzles.



CARBURETOR HARDWARE PARTS KIT 36-118

This kit consists of carburetor hardware components such as throttle shaft bushings, idle needles, check balls, rods, retainers, screws and plugs.



36-200

DOMINATOR CARBURETOR TUNING KITS

4500 DOMINATOR CARBURETORS 36-200^(B)

4500 DOMINATOR HP CARBURETORS 36-244^(B)

These kits contain an assortment of special tuning parts for either the old-style DOMINATOR or new-design DOMINATOR HP carburetors. Included are 1 EA. secondary linkage cams to allow conversion to 1:1, progressive or "soft" progressive ratios; 4 EA. standard and annular booster venturii (36-200 kit); 4 EA. standard and skirted annular booster venturi (36-244 kit); 2 EA. white and yellow pump cams; 12 EA. throttle plate screws; 8 EA. metering block and fuel bowl gaskets. These are all included in a handy and very durable plastic carrying case.

^(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

CARBURETOR SERVICE
PARTS & ACCESSORIES



CARBURETION

SMALL PART KITS
& CHOKE SERVICE PARTS

CARBURETOR SMALL PART KITS

Part #



TUNING/CALIBRATION KIT 36-182^(B)

Double pump carburetors

This tuning kit contains a selection of main jets, pump nozzles and power valves, in popular sizes, all contained in a handy and durable, compartmentalized plastic case. Ideal for track-side tuning, this kit provides a quick and easy way to accomplish your carburetor tuning with the correct parts. In addition, the parts case allows you to keep parts organized and readily at hand. A handy parts guide is affixed to the inside case cover. Numbers referenced on the parts guide will assist in reordering components when necessary. Gaskets are included to facilitate carburetor reassembly.

THE FOLLOWING PARTS ARE INCLUDED:

QUANTITY	DESCRIPTION
4 each of	Eight (8) metering jet sizes ranging from #70 to #84
2	#35 Pump Nozzle
2	#37 Pump Nozzle
1	#35 Power Valve
1	#45 Power Valve
1	#50 Power Valve
12	Metering Block Gaskets
12	Fuel Bowl Gaskets
—	Miscellaneous pump nozzle, power valve and fuel bowl screw gaskets



ACCELERATOR PUMP TUNING KIT 36-184^(B)

Holley 2-bbl and 4-bbl Performance Carburetors

This tuning kit is composed of a selection of accelerator pump hardware components including pump diaphragms, pump nozzles, pump cams and related parts. Contained in a convenient plastic parts case, this kit has all that is required to properly tune and calibrate the accelerator pump circuit(s) for your street, drag or circle track car or tow vehicle. A handy parts guide is affixed to the inside case cover to assist in reordering components when necessary.

THE FOLLOWING PARTS ARE INCLUDED:

QUANTITY	DESCRIPTION
2 each of	Twelve (12) pump discharge nozzle sizes ranging from .025 to .052
2 each of	Ten (10) accelerator pump cam profiles (colors)
5	50cc GFLT pump diaphragm
5	30cc GFLT pump diaphragm
—	Miscellaneous screws, gaskets, check valves and weights



VACUUM CAP ASSORTMENT 26-105

A selection of different size vacuum tube caps.
An indispensable addition to any professional tool kit.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.



Holley

CHOKE CONTROL CABLE (MANUAL)

Part #



The perfect item to complete your purchase of the Holley manual choke conversion kit. Can also be used on all Holley manual choke carburetors (like the double pumpers) or any other manual choke carburetor. Cable length is 6 feet and the control knob has the Holley name prominently displayed.

45-228

CHOKE CONTROL CABLE (MANUAL) MOUNTING HARDWARE

Part #



Universal bracket mounts inside vehicle, under dashboard, to secure control cable.

45-229

Manual choke cable clamp kit for use only on Holley carburetor models 4010, 4150 and 4160. Mounts on vacuum secondary housing cover.

45-456

CHOKE CONVERSION KITS (ELECTRIC & HOT AIR)

Part #



These kits can be used to convert Holley carburetors which originally came equipped either with a hot air or manually-operated choke to full automatic/electric operation.

Carburetors designed with an "internal vacuum source" such as 0-1850, 0-3310, 0-6425 or 0-7448.

Standard finish **45-223**
Shiny finish **45-223S**

Carburetors designed with an "external vacuum source" such as 0-4412, 0-4776, 0-4777, 0-4778, 0-4779, 0-4780, 0-4781, 0-6299, 0-6708 and 0-6709.

Standard finish **45-224**
Shiny finish **45-224S**

NOTE: 4412 requires P/N 45-465 cam lever when using 45-224 electric choke

Carburetors designed originally with a integral hot air choke.

45-226

CHOKE CONVERSION KIT (MANUAL)

Part #



All the parts required for a fast, easy changeover to hand choke operation. For all carburetor models 2300, 4150 and 4160 carburetors with choke hardware mounting bosses on side of main body.

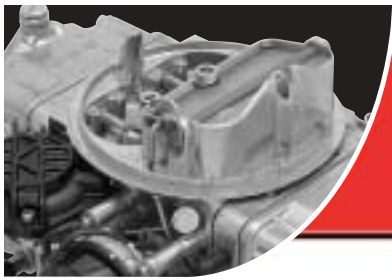
Standard finish **45-225**
Shiny finish **45-225S**

45-225

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

99



CARBURETION

MISC. SERVICE PARTS
& FUEL BOWLS

CHOKE THERMOSTAT CAP RETAINER KITS

Part #



Used on Holley carburetor models 2300, 4150 and 4160.

Standard finish

45-377

Shiny finish

45-377S

ELECTRO-DYN HEAT SENSOR

Part #



This sensor allows the choke to automatically speed up or slow down its operation by sensing intake manifold and engine block heat.

45-267

FAST IDLE CAM

Part #



Used on Holley carburetor models 4150 and 4160.

45-376

FAST IDLE CAM PLATE - CHROME

Part #



Used on Holley carburetor models 4010, 4011, 4150 and 4160.

34-506

MISCELLANEOUS CHOKE PARTS

Part #

Used on Holley carburetor models 4150 and 4160.



45-458



45-520



45-457

• .317 shaft diameter

Choke rod

45-520

Choke plate

45-458

Choke shaft - metal

45-457

REPLACEMENT ELECTRIC CHOKE CAPS

Part #



45-258

Carburetor models 4165, 4175 and 4360

45-230

Carburetor models 2300, 4150, 4160, 4010 and 4011.
Also for Holley choke conversion kits P/Ns 45-223, 45-224, 45-226, 45-449, 45-450 and 45-459.

45-258



Holley

FUEL BOWL CONVERSION KIT Part # 34-2

Fits model 4150/4160 single pump carburetors. Converts a carburetor equipped with single inlet, side-hung style fuel bowls, with transfer tube, to dual inlet center-hung fuel bowls. Dual inlet bowls can be plumbed from either side.



34-2



134-101



134-102S



134-104



134-108



134-110



134-112



134-281



134-281S



134-282



134-282S



34R-7960A

FUEL BOWL SCREWS

Long **26-124**
Short **26-125**

REPLACEMENT FUEL BOWL KITS Part

Replacement primary fuel bowl. Side-hung-float style with provision for transfer tube and accelerator pump. Used on model 4160 carburetors.

Standard **134-101**
Shiny **134-101S**

Replacement secondary fuel bowl. Side-hung-float style with transfer tube provision only.

Standard **134-105**
Shiny **134-105S**

Replacement primary fuel bowl. Center-hung-float style with provision for accelerator pump and fuel inlet. Used on 3310 and double pump carburetors.

Standard **134-103**
Classic **134-103C**
Shiny **134-103S**

Replacement secondary fuel bowl. Center-hung-float style with provision for accelerator pump and fuel inlet. Used on double pump carburetors.

Standard **134-104**
Classic **134-104C**
Shiny **134-104S**

Replacement secondary fuel bowl. Center-hung-float style with fuel inlet provision only.

Standard **134-102**
Shiny **134-102S**

Replacement primary fuel bowl. Center-hung-float style with provision for dual fuel inlets. Used on DOMINATOR carburetors.

Standard **134-108**

Replacement secondary fuel bowl. Center-hung-float style with provision for accelerator pump and dual fuel inlets. Used on DOMINATOR carburetors.

Standard **134-112**

Replacement primary fuel bowl for 0-1850 & 0-80457 with non-adjustable needle & seat

Standard **134-281**
Shiny **134-281S**

Replacement secondary fuel bowl for 0-1850 & 0-80457 with non-adjustable needle & seat

Standard **134-282**
Shiny **134-282S**

Replacement primary fuel bowl. Side-hung-float style with provision for side fuel inlet off the front face of the bowl. Does not have vent provision. Used on models 4165 and 4175 spread bore carburetors.

Standard **134-110**
Shiny **34R6662-3AMP**

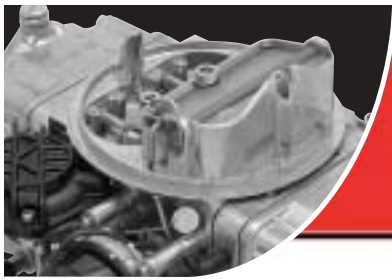
Replacement secondary fuel bowl. Models 4175 carburetors.

Standard **34R7960A**
Shiny **34R7960-3AMP**

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

101



CARBURETION

MARINE FUEL BOWLS & FUEL BOWL QUICK CHANGE JET KITS



34R10935AQ

MARINE FUEL BOWLS

Part #

Used on Holley model 2300 two-barrel carburetors. This is a side-hung float design that accepts only the non-adjustable-style needle and seat assembly. The fuel inlet fitting is located off the side wall of the bowl. (front inlet)

34R10935AQ



34R10918AQ

Used on some Holley model 4160 carburetors. This primary bowl is a side-hung float design, with transfer tube provision, that accepts only the non-adjustable-style needle and seat assembly. The fuel inlet fitting is located off the side wall of the bowl. (front inlet)

34R10918AQ



34R7800-3AMQ

Used on some Holley model 4160 carburetors. This primary bowl is a side-hung float design, with transfer tube provision, that accepts only the non-adjustable-style needle and seat assembly. The fuel inlet fitting is located off the side wall of the bowl. (side inlet)

34R7800-3AMQ



34R5972AQ

Used on Holley model 4160 carburetors. This secondary bowl is a side-hung float design, with transfer tube provision, that accepts only the non-adjustable-style needle and seat assembly.

34R5972AQ

Used on Holley model 4160 carburetors. This primary bowl is a side-hung float design, with transfer tube provision. It only accepts the adjustable-style needle and seat assembly. The fuel inlet is located off the side wall of the bowl. (side inlet)

Standard **134-101**

Polished **134-101S**

Replacement secondary fuel bowl. This is a center-hung float design with fuel inlet provision only. It only accepts the adjustable-style needle and seat assembly.

Standard **134-102**

Polished **134-102S**



134-101



134-102S

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley

FUEL BOWL — QUICK CHANGE JET KITS



34-509



34-27



26-68



26-85

Cool your jets! Getting hot under the collar when jet-changing can now be a thing of the past. Holley makes it easy with a "quick change jet kit". Designed for the center-hung-style "race" fuel bowl, the kit will allow you to change jets without having to remove the fuel bowl. Simply unscrew the jet "plugs" which thread into the bowl and use the Holley jet tool to remove the old jet. Screw in the new jets, replace the plugs, and you're ready to ride.

Holley quick change jet kits come complete, ready for installation. They include the quick change fuel bowls, gaskets, washers, seals, fuel bowl plugs and jet tool. Everything that you need for an easy conversion. "Quick Change". A new standard of convenience from Holley.

Features

- Allows jet changes without removing the fuel bowl
- For carburetors with center hung fuel bowls
- Complete kits including:
 - Fuel Bowl
 - Gaskets
 - Plugs
- Jet removal tool included with primary bowls
- Available in standard and chrome finishes
- Provides quick and easy jet changes
- Unique removal tool firmly holds jet

Kit Description

Model 4500 DOMINATOR carburetors. Primary and secondary dual inlet fuel bowls.

	Part #
Standard	34-24
Chrome	34-508

Model 4150/4160 carburetors. Primary fuel bowl with single fuel inlet

Standard	34-25
Chrome	34-509

Model 4150 carburetors. Secondary fuel bowl with single fuel inlet and accelerator pump

Standard	34-26
Chrome	34-510

Model 4150 carburetors. Secondary fuel bowl with single inlet and no accelerator pump

Standard	34-27
Chrome	34-511

Service Parts

Replacement jet removal tool

Part #
26-68

Fuel bowl plug gasket (10)

108-77

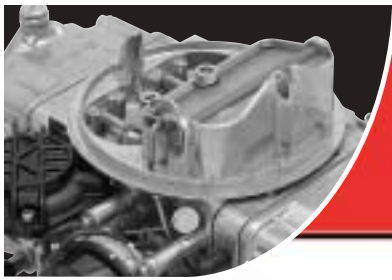
Fuel bowl plug (2)

26-85

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

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CARBURETION

FUEL BOWL SERVICE PARTS



Chrome Fuel Bowl Kits

Part #

Side hung float design, single pump, single inlet with transfer tube provision.	34-500
Center hung float design, single pump.	34-501
Center hung float design, double pump. Will not work on lists 0-6708, 0-6709, 0-7010	34-502



Fuel Bowl Sight Plug Window Kits

Holley's fuel bowl sight plug window kits will enable you to eyeball the carburetor's fuel level without ever having to remove another sight plug. No muss, no fuss, no mess. Fuel bowls come polished.

Single inlet fuel bowl. Contains primary and secondary bowls.	34-37
Dual inlet fuel bowl. Contains primary and secondary bowls.	34-38
Sight window service part	26-112

Fuel Bowl Screw Gasket Kits

Standard replacement paper gasket	108-2-20
Reusable nylon gasket.	108-98-10



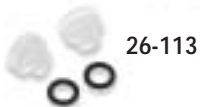
108-98-10



26-13

Fuel Bowl Sight Plug and Gasket Kits

Standard replacement	26-13
Replacement see-thru sight plug with O-ring seal	26-113



26-113

Fuel Bowl Vent Screen

Helps to prevent fuel from spilling out of the fuel bowl vent tubes.	26-39
--	--------------



26-39

Fuel Bowl Vent Baffle/Whistle

Designed to be used only with the center-hung style float bowl 1-7/16" length	26-89
They act to prevent fuel from splashing out the vent tube.	



26-40

Fuel Transfer Tubes

Carburetor models 4150 and 4175	26-114
Carburetor model 4160	26-115
Carburetor model 4165	26-116



108-97

Fuel Transfer Tube Seals

Works on old-style transfer tubes 2/pkg.	26-37
Replacement Viton seal for new-style transfer tube	108-97



26-37

Fuel Bowl Vent Tubes

Replacement vent tube with angle cut	26-107-10
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26-107-10

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley



26-73 26-75

Fuel Inlet Fitting

For Center Hung Fuel Bowl

SIZE	Description	Part #
7/8-20 to -6AN	aluminum red anodized	26-73
7/8-20 to -6AN	steel	26-74

For Side Hung Fuel Bowl

9/16-24 to -6AN	aluminum red anodized	26-75
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26-77

Adapter Fitting

Holley Adapter Fittings are used to help plumb your carburetor from your fuel pump, regulator, or fuel log.

SIZE	Part #
3/8NPT to -6AN Straight	26-77



26-76 26-18-2

Fuel Inlet Plug

Aluminized red anodized
Steel

SIZE	Part #
7/8-20	26-76
7/8-20	26-18-2



26-26

Inverted Flare Fittings

Description	Part #
Inverted Flare Fitting, Tube: 3/8", Thread: 7/8-20 (A) x 5/8-18 (B)	26-26
Inverted Flare Fitting, Tube: 5/16", Thread: 7/8-20 (A) x 1/2-20 (B)	26-27
Inverted Flare Fitting, Tube: 5/16", Thread: 9/16-24 (A) x 1/2-20 (B)	26-71
Inverted Flare Fitting, Tube: 5/16", Thread: 7/16-20 (A) x 1/2-20 (B)	26-86
Inverted Flare Fitting, Tube: 1/4", Thread: 7/8-20 (A) x 7/16-24 (B)	26-28



26-43 26-29

Standard Fittings

Description	Part #
Standard Fitting, Tube: 3/8", Thread: 9/16-24 (A) x 5/8-18 (B)	26-43
Standard Fitting, Hose: 3/8", Thread: 9/16-24 (A)	26-29
Standard Fitting, Hose: 5/16", Thread: 9/16-24 (A)	26-24
Swivel Fitting, Hose: 5/16", Thread: 9/16-24	26-25
Standard Fitting (90°), Hose: 5/16", Thread: 1/2-20	26-44



26-69

Fittings for Fuel Pressure Gauges

Fuel Pressure Gauge Fitting, 90° male elbow	26-69
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26-70

Fuel Line Fitting

Fuel Line Adapter, Connect a 3/8" fuel line to a 5/16" fuel line	26-70
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26-102

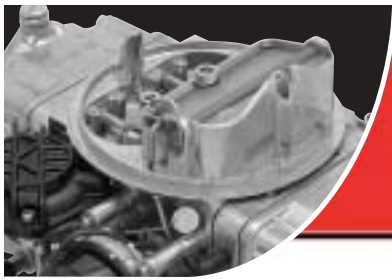
Fitting Gaskets

Description	Part #
Fuel Bowl Inlet Fitting Gasket, Size: 9/16"	108-1
Fuel Bowl Inlet Fitting Gasket, Size: 7/8"	108-8
Fuel Bowl Inlet Fitting Gasket, Size: 7/8" - Nylon	26-102

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

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CARBURETION

FUEL LINE SELECTION CHART

FUEL LINE SELECTION CHART



Application	Carburetor numbers	Description
4150/4150HP Models with 7/8-20 threads Center to Center = 9.25"	Fits popular list numbers such as 0-4776, 0-4777, 0-4778, 0-4779, 0-80575, 0-80529-1 and the Street Avenger series etc.	-8AN O-ring port inlet. Tapped for 1/8" NPT pressure gauge 3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge -6AN male inlet -6AN Male on both ends -8AN Male Inlet -8AN Male on both ends
4150/4150HP Models with 5/8-18 inverted flare fuel fittings Center to Center = 9.25"	Fits popular list numbers such as 0-4776, 0-4777, 0-4778, 0-4779, 0-80575, 0-80529-1 and the Street Avenger series etc.	5/8-18 NPT female inlet. Tapped for 1/8" NPT pressure gauge
4160 Models with 5/8-18 inverted flare fuel fittings Center to Center = 8.80"	Fits Popular list numbers such as 0-3310, 0-80508, etc	5/8-18 NPT female inlet. Tapped for 1/8" NPT pressure gauge
4500 Model Dominators with 7/8-20 threads Center to Center = 11.25"	Fits popular list numbers such as 0-8082-1, 0-8896-1, 0-80586, 0-9375-1, 0-9377-1 etc.	-8AN O-ring port inlet. Tapped for 1/8" NPT pressure gauge 3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge -6AN male inlet -6AN Male on both ends -8AN Male Inlet -8AN Male on both ends
4500 Models with 5/8-18 inverted flare fuel fittings Center to Center = 11.25"	Fits popular list numbers such as 0-8082-1, 0-8896-1, 0-80586, 0-9375-1, 0-9377-1 etc.	5/8-18 NPT female inlet. Tapped for 1/8" NPT pressure gauge
Universal Fits 4160,4150, and 4500 models with dual inlet bowls and 7/8-20 Threads		3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge
Universal Fits 4150, 4500 models with 7/8 -20 threads		-8 male inlet. 3/8" NPT outlet at rear of log.
Universal Fits 4160,4150, and 4500 models with 5/8-18 Threads		1/4" NPT female inlet. Tapped for 1/8" NPT pressure gauge
Universal Fits 4010, 4011 models		1/4" NPT female inlet. Tapped for 1/8" NPT pressure gauge

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley



Chrome	Bent Tube	Swivel Seal™	B-Nut Disassembly Swivel Seal™	Red Anodized Billet
-	103175ERL	-	-	-
-	103176ERL	-	-	-
-	-	101175ERL	101185ERL	-
-	-	101176ERL	101186ERL	-
-	-	101275ERL	101285ERL	-
-	-	101276ERL	101286ERL	-
34-150	-	-	-	-
34-160	-	-	-	-
-	104175ERL	-	-	-
-	104176ERL	-	-	-
-	-	102175ERL	102185ERL	-
-	-	102176ERL	102186ERL	-
-	-	102275ERL	102285ERL	-
-	-	102276ERL	102286ERL	-
34-550	-	-	-	-
-	105175ERL	-	-	-
-	-	-	-	34-39
34-1	-	-	-	-
34-16	-	-	-	-

CHROME FUEL LINES FOR HOLLEY 2010 & 2300



34-21

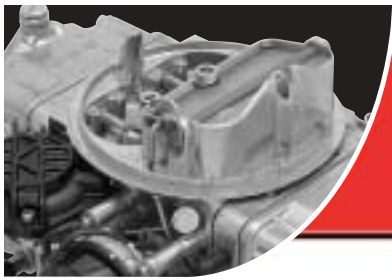
Universal 180°. Features 3/8" hose end and 5/8-18 inverted flare fitting



34-22

Universal 90°. Features 3/8" hose end and 5/8-18 inverted flare fitting

CARBURETOR SERVICE
PARTS & ACCESSORIES



CARBURETION

VOLUMAX® FUEL FILTERS
& ADAPTERS

FUEL FILTERS & ELEMENTS

Part #

UNIVERSAL REPLACEMENT ELEMENT (CANISTER-TYPE)

This universal fuel filter element is designed to fit many of the high capacity performance canister-type filters. Includes sealing gasket.

162-504

CARBURETOR FUEL INLET BRASS FILTER

Moraine fuel inlet filter is brass and fits Holley 4-bbl carburetors with center-hung-style float bowls. Also is a stock replacement for Rochester Quadra-Jet carburetors. 2 per package.

162-500



162-504

IN-LINE FILTERS

HOSE SIZE	FINISH	
3/8"	Clear/See-thru	162-506
3/8"	Chrome	162-523
5/16"	Chrome	162-524



162-500



162-523



162-506

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley

ADAPTERS

Part#



17-43

2300 flange to large Rochester 2GC

17-43

Cast aluminum
Open



7467

2300 flange to square bore flange

7467

Cast aluminum
This adapter has slotted holes to permit "fine tuning" carburetor position on manifold. This adapter necks down from 1-3/4" to 1-1/4" to facilitate use in certain "restrictor class" circle track competition. Adapter can be bored out to match carburetor throttle bore for other applications.



17-6

Spread bore to square bore

7461

Cast aluminum
5/8" thick (see picture on page 91)
This adapter will allow any spread bore carburetor to be mounted on manifolds designed originally for 4150 or 4160 carburetors. **WARNING:** Do not use on manifold with "angle-mounted" carburetor.



7539

Square flange to spread bore

17-6

Cast aluminum
This adapter will allow any 4150 or 4160 carburetor to be mounted on manifolds designed originally for Rochester Quadra-Jet or Carter Thermo-Quad carburetors. It can also be used in reverse.



17-9

Square flange to DOMINATOR

7539

Cast aluminum
2" height
This adapter will allow any 4150 or 4160 carburetor to be mounted on a manifold designed originally for a DOMINATOR carburetor.

DOMINATOR to square bore

Cast aluminum
2-1/4" height

17-9

2" height

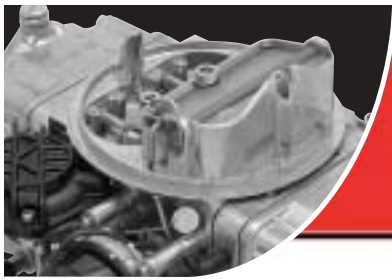
7466

These adapters allow a DOMINATOR carburetor to be mounted on a manifold designed originally for a 4150 or 4160 carburetor.

Tech Line: 270-781-9741

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CARBURETOR SERVICE
PARTS & ACCESSORIES



CARBURETION

SPACERS

SPACERS

Part#



108-37

SPREAD BORE

Phenolic
5/8" height

108-37

2300 FLANGE

Phenolic
1-11/16" bores
1" height

17-72



17-63

4150 FLANGE

Phenolic
1-9/16" bores
1/2" height

17-59

Phenolic
Open
1/2" height

17-62



17-66

17-76





Holley

SPACERS - (CONT'D)

Part#



17-79

4150/AFB FLANGE

Cast aluminum

Open
1" height **17-27**

4-hole
1" height **17-34**

1" height **7465**



17-27

DOMINATOR FLANGE

Cast aluminum shear plate
w/ 7° tapered bore **17-57**

Phenolic
Open
1" height **17-70**

PLEI



17-34



17-73



17-57

NOTE: Spacer mounts with taper side up & must trim 4-hole gasket to uncover grooves in plate

CARBURETOR SERVICE
PARTS & ACCESSORIES



CARBURETION

PLENUM DIVIDER KITS, SEALING PLATE,
TOOLS & GAUGES

PLENUM DIVIDER KITS

Part#



SPREAD BORE FLANGE

7461

Cast aluminum
5/8" height
Allows the use of a plenum divider on an open plenum manifold. Supplied with divider plate. **WARNING:** Do not use on manifold with "angle-mounted" carburetor.

SQUARE BORE FLANGE

7460

Cast aluminum
5/8" height
Allows the use of a plenum divider on an open plenum manifold. **WARNING:** Do not use on manifold with "angle-mounted" carburetor.

SEALING PLATE

Part #



SQUARE BORE TO SPREAD BORE FLANGE

9006

1/16" height
Allows a square bore carburetor to mount directly to a spread bore manifold with dual bolt pattern and seal properly.

TOOLS

Part #



26-2

HELI-COIL INSERTS

26-3

Use to repair stripped fuel bowl screw threads in a carburetor main body.



INSTALLATION TOOL KIT WITH INSERTS & TAP

26-2

NOTE: need 15/64" drill bit



MAIN JET REMOVAL TOOL

26-68

Used for jet removal.



26-68

MAIN JET TAP

26-1

Used for "cleaning up" main jet threads in the metering block.



26-1

RICH/LEAN INDICATOR WITH OXYGEN SENSOR

534-51

For carbureted, non-oxygen-sensor-equipped vehicles. Mounts on the dash and allows the monitoring of the air/fuel ratio of your engine while you drive. Enables more exact tuning.



534-51

RICH/LEAN INDICATOR W/O OXYGEN SENSOR

534-50

For fuel injected vehicles or those that already are equipped with an oxygen sensor. Enables more exact tuning.

CARBURETOR SERVICE
PARTS & ACCESSORIES



Holley

GAUGES

Part #



26-503

ELECTRIC FUEL PRESSURE GAUGE

Features

- Allows you to monitor fuel pressure while driving
- Dash mounting
- Includes sending unit
- Eliminates guesswork helps pinpoint fuel delivery problems
- Easily plumbs near carburetor fuel inlet

Electric Fuel Pressure Gauge Kit 0-15 psi
90° elbow to attach to Holley fuel lines

26-503
26-69



26-504

MECHANICAL FUEL PRESSURE GAUGE

Holley offers two (2) types of mechanical fuel pressure gauges: dry and liquid filled. The "dry" gauges are offered in 0-15 and 0-30 PSI increments and are budget priced but not short on quality. The "liquid filled" gauges are also offered in the 0-15 and 0-30 PSI ranges. They contain a liquid glycerin which dampens the needle movement and makes it more linear in operation. Liquid gauges are premium quality instruments which will give years of service.

Features

- 1 1/2" Diameter
- Chromed steel case
- 1/8" NPT brass fitting
- Includes elbow fitting (P/N 26-500 & 26-502 only)
- Fits Holley chromed fuel lines and fuel block

0-15 psi gauge (non-liquid filled)

0-30 psi gauge (non-liquid filled)

0-15 psi gauge (liquid filled)

0-30 psi gauge (liquid filled)

90° elbow to attach to Holley fuel line

26-500
26-502
26-504
26-505
26-69



90520

VACUUM BOOST GAUGE

Reads 0-30 inches of vacuum and 0-15 lbs. of boost. Fits standard 2-1/16" diameter gauge hole. Mounting hardware is included.

90520



26-501

VACUUM GAUGE

Features

- 2" Diameter
- 0-30 in. HG
- Chromed steel case
- 1/8" NPT brass fitting
- Hose fitting included

26-501

CARBURETOR SERVICE
PARTS & ACCESSORIES

Tech Line: 270-781-9741

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CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R1848-1	4160	465	37-119	37-933	6-506	122-57	N/S	N/S	34R9716-3	125-85	0.025
R1849	4160	550	37-119	37-933	6-506	122-62	N/S	N/S	N/S	125-85	0.025
R1850-2	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
R1850-3	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
R1850-4	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.031
R1850-5	4160	600	37-119	37-933	6-506	122-66	134-9	134-128S	134-9	125-65	0.031
R1850-6	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.031
R2818-1	4150	600	37-1537	37-933	6-506	122-65	122-76	34R4094AS	N/S	125-65	0.025
R3124	4150	750	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R3247	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.021
R3259-1	4150	725	N/A	N/A	N/S	122-68	122-78	N/S	N/S	125-85	0.025
R3310-1	4150	780	37-1539	37-933	6-504	122-72	122-76	134-131	N/S	(12,13)	0.025
R3310-2	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R3310-3	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R3310-4	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-5	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-6	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-7	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3367	4160	585	37-119	37-933	N/S	122-65	34R9716-22	N/S	N/R	125-65	0.025
R3370	4160	585	37-119	37-933	6-504	122-65	N/S	N/S	N/R	125-65	0.025
R3418-1	4150	855	37-1539	37-933	6-504	78C/82T	82C/80T	N/S	N/S	(15,21)	0.028
R3613	4150	770	37-1539	37-933	6-504	122-71	122-76	N/S	N/S	125-85 (12)	0.021
R3659	2300	466	37-1537	37-933	6-504	N/R	N/S	N/R	N/S	N/R	N/R
R3660	2300	350	37-1537	37-933	6-504	122-64	N/R	N/S	N/R	125-65	0.021
R3807	4150	595	37-1537	37-933	N/S	122-67	122-72	N/S	N/S	125-65	0.025
R3810	4160	585	37-1537	37-933	N/S	122-65	34R9716-22	N/S	N/R	125-65	0.025
R3811	4160	585	37-1537	37-933	N/S	122-65	N/S	N/S	N/R	125-65	0.025
R3910	4150	780	37-1539	37-933	6-504	122-71	122-76	N/S	N/S	125-65 (12)	0.021
R4053	4150	780	37-1539	37-933	6-504	122-68	122-76	N/S	N/S	125-65 (12)	0.025
R4055-1	2300	350	37-1537	37-933	6-504	122-63	N/R	N/S	N/R	125-65	0.021
R4056-1	2300	350	37-1537	37-933	6-504	122-61	N/R	N/S	N/R	125-65	0.025
R4118	4150	725	37-1539	37-933	6-504	122-68	122-78	N/S	N/S	125-85	0.025
R4144-1	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
R4224	4160	660	37-1537	37-933	6-508	122-76	34R9716-12	34R5913AS	34R9716-12	N/R	0.025
R4235	4160	770	37-485	37-933	6-504	(29)	N/S	N/S	N/R	125-65	0.035
R4236	4160	770	37-485	37-933	6-504	122-80	N/S	N/S	N/R	125-65	0.035
R4295	4150	585	37-485	37-933	6-504	122-69	122-71	N/S	N/S	125-65	0.025
R4296	4150	850	37-485	37-933	6-504	78C/82T	82C/80T	N/S	N/S	125-65 (15)	0.035
R4346	4150	780	37-1539	37-933	6-504	122-68	122-76	N/S	N/S	125-85 (12)	0.025
R4365-1	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
R4412	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-1	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-2	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-3	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-4	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-5	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4452-1	4160	600	37-119	37-933	6-506	122-63	134-39	N/S	N/S	125-85	0.031
R4490	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025

CARBURETOR
NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Green	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	34R2456A	134-105	N/S	1-3/32	1-3/32	1-1/2	1-1/2
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	34R2456A	134-105	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-101	34R5987AQ	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-5/16	1-3/8	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	12R11311AP	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	12R11311AP	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	12R11311A	1-3/8	1-7/16	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Brown	N/R	N/R	108-90-2	108-90-2	108-27-2	N/R	N/S	N/S	1-3/8	N/A	1-3/4	N/A
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	N/S	1-5/16	1-3/8	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
0.025	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	34R5987AQ	12R4280-3AM	1-1/4	1-5/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	34R5987AQ	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	34R5987AQ	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	N/R	N/R	108-90-2	108-90-2	108-13-2	N/S	N/R	N/S	1-9/16	N/A	1-3/4	N/A
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103S	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	34R2456AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16

CARBURETOR
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See pages 134 & 135 for numerical listing specific footnotes.

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CARBURETION

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Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R4514-1	4150	700	37-1537	37-933	6-504	122-66	122-79	N/S	N/S	125-65	0.029
R4548	4160	450	37-119	37-933	6-506	122-57	N/S	N/S	N/S	N/S	0.031
R4555	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R4575	4500	1050	37-1539	37-933	6-504	122-84	122-84	N/S	N/S	125-65 (15)	0.035
R4609	4150	730	37-1537	37-933	6-504	122-66	122-79	N/S	N/S	125-65	0.029
R4628	4150	780	37-1537	37-933	6-504	122-70	122-83	N/S	N/S	125-85	0.026
R4647	4150	735	37-1537	37-933	6-504	122-64	122-82	N/S	N/S	125-85	0.031
R4653	4150	780	37-1537	37-933	6-504	122-71	122-82	N/S	N/S	125-65	0.026
R4670	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
R4672	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
R4691-2	2110	300	N/A	N/A	N/S	122-63	N/R	N/R	N/R	N/R	0.021
R4742	4150	600	37-1539	37-933	6-504	122-63	122-72	N/S	N/S	N/S	0.031
R4776	4150	600	37-485	37-933	6-504	122-69	122-71	N/S	34R6502-3AM	125-65	0.025
R4776-1	4150	600	37-485	37-933	6-504	122-66	122-76	N/S	34R6502-3AM	125-65	0.028
R4776-2	4150	600	37-485	37-933	6-504	122-66	122-76	34R8519AS	34R6502-3AM	125-65	0.028
R4776-3	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519AS	34R6502-3AM	125-65	0.028
R4776-4	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519AS	34R6502-3AM	125-65	0.028
R4776-5	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519AP	34R6502-3AMP	125-65	0.028
R4776-6	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519A	34R6502-3AM	125-65	0.028
R4776-7	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519A	34R6502-3AM	125-65	0.028
R4777	4150	650	37-485	37-933	6-504	122-71	122-76	N/S	34R6497AS	125-65	0.025
R4777-1	4150	650	37-485	37-933	6-504	122-67	122-76	N/S	34R6497AS	125-65	0.028
R4777-2	4150	650	37-485	37-933	6-504	122-67	122-76	134-150	34R6497AS	125-65	0.028
R4777-3	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	34R6497AS	125-65	0.028
R4777-4	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	34R6497AS	125-65	0.028
R4777-5	4150	650	37-485	37-933	6-504	122-67	122-73	34R8539-5AMP	34R6497-3AMP	125-65	0.028
R4777-6	4150	650	37-485	37-933	6-504	122-67	122-73	34R8539-5AMD	34R6497-3AMD	125-65	0.028
R4777-7	4150	650	37-485	37-933	6-504	122-67	122-73	34R8539-5AM	34R6497-3AM	125-65	0.028
R4778	4150	700	37-485	37-933	6-504	122-66	122-71	N/S	N/S	125-65	0.025
R4778-1	4150	700	37-485	37-933	6-504	122-66	122-76	N/S	N/S	125-65	0.028
R4778-2	4150	700	37-485	37-933	6-504	122-66	122-76	N/S	N/S	125-65	0.028
R4778-3	4150	700	37-485	37-933	6-504	122-69	122-78	N/S	N/S	125-65	0.028
R4778-4	4150	700	37-485	37-933	6-504	122-69	122-78	N/S	N/S	125-65	0.028
R4778-5	4150	700	37-485	37-933	6-504	122-69	122-78	34R11174AP	34R11176AP	125-65	0.028
R4778-6	4150	700	37-485	37-933	6-504	122-69	122-78	34R11174A	34R11176A	125-65	0.028
R4778-7	4150	700	37-485	37-933	6-504	122-69	122-78	34R11174A	34R11176A	125-65	0.028
R4779	4150	750	37-485	37-933	6-504	122-75	122-76	N/S	N/S	125-85	0.025
R4779-1	4150	750	37-485	37-933	6-504	122-70	122-80	N/S	N/S	125-85	0.028
R4779-2	4150	750	37-485	37-933	6-504	122-70	122-80	134-155	N/S	125-65	0.028
R4779-3	4150	750	37-485	37-933	6-504	122-70	122-73	34R11179AQ	N/S	125-65	0.028
R4779-4	4150	750	37-485	37-933	6-504	122-70	122-80	34R11179AQ	N/S	125-65	0.028
R4779-5	4150	750	37-485	37-933	6-504	122-70	122-80	34R11179AQ	N/S	125-65	0.028
R4779-6	4150	750	37-485	37-933	6-504	122-71	122-80	34R11179AQ	34R11041AQ	125-65	0.028
R4779-7	4150	750	37-485	37-933	6-504	122-71	122-80	34R11179APQ	34R11041APQ	125-65	0.028
R4779-8	4150	750	37-485	37-933	6-504	122-71	122-80	34R11179ADQ	34R11041ADQ	125-65	0.028
R4779-9	4150	750	37-485	37-933	6-504	122-71	122-80	34R11179A	34R11041A	125-65	0.028
R4780	4150	800	37-485	37-933	6-504	122-72	122-76	N/S	N/S	(12,21)	0.031
R4780-1	4150	800	37-485	37-933	6-504	122-70	122-76	N/S	N/S	(12,21)	0.031

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Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Brown	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	34R2456AQ	134-105	N/S	1-3/32	1-3/32	1-1/2	1-1/2
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
Yellow	N/R	N/R	108-90-2	108-90-2	108-13-2	N/R	N/S	N/S	1-9/16	N/A	1-3/4	N/A
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-5/32	N/R	1-7/16	N/R
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11086A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11086A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11085AP	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11085A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11085A	1-1/4	1-5/16	1-9/16	1-9/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11085AP	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11085A	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11085A	1-1/4	1-5/16	1-11/16	1-11/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11092A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11092A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11092A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11092AP	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11092A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11092A	1-5/16	1-3/8	1-11/16	1-11/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11147AP	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11147AP	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11147A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11147A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-7/16	1-11/16	1-11/16

CARBURETOR
NUMERICAL LISTING

See pages 134 & 135 for numerical listing specific footnotes.

Tech Line: 270-781-9741



CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R4780-2	4150	800	37-485	37-933	6-504	122-70	122-85	N/S	N/S	125-65	0.031
R4780-3	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196AQ	N/S	125-65	0.031
R4780-4	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196AQ	N/S	125-65	0.031
R4780-5	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196APQ	34R11198APQ	125-65	0.031
R4780-6	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196ADQ	34R11198ADQ	125-65	0.031
R4780-7	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196ADQ	34R11198ADQ	125-65	0.031
R4781	4150	850	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (15)	0.035
R4781-1	4150	850	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (15)	0.031
R4781-2	4150	850	37-485	37-933	6-504	122-80	122-80	34R8558AS	N/S	125-65 (15)	0.031
R4781-3	4150	850	37-485	37-933	6-504	122-80	122-78	N/S	N/S	125-65 (15)	0.031
R4781-4	4150	850	37-485	37-933	6-504	122-80	122-78	N/S	N/S	125-65 (15)	0.031
R4781-5	4150	850	37-485	37-933	6-504	122-80	122-78	34R11799AQ	N/S	125-65 (15)	0.031
R4781-6	4150	850	37-485	37-933	6-504	122-80	122-78	34R11799APQ	34R9109-3AMPQ	125-65 (15)	0.031
R4781-7	4150	850	37-485	37-933	6-504	122-80	122-78	34R11799ADQ	34R9109-3AMDQ	125-65 (15)	0.031
R4781-8	4150	850	37-485	37-933	6-504	122-80	122-78	34R11799AQ	34R9109-3AMQ	125-65 (15)	0.031
R4782	2300	355	37-1537	37-933	6-504	122-64	N/R	N/S	N/R	125-65	0.031
R4783	2300	500	37-1537	37-933	6-504	122-82	N/R	N/R	N/S	N/R	0.028
R4788	4150	830	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (B)	0.031
R4788-1	4150	830	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (B)	0.031
R4790	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
R4791	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
R4792	2300	350	37-1537	37-933	6-504	122-61	N/R	N/S	N/R	125-65	0.031
R4800-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R4801-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	128-85 (12)	0.025
R4802-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R4803-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R6109	4150	750	37-485	37-933	6-504	122-75	122-76	N/S	N/S	125-85	0.025
R6129	4150	780	37-1537	37-933	6-504	122-70	122-82	N/S	N/S	125-65	0.026
R6210-1	4165	650	37-605	37-933	(16,17)	122-602	122-632	N/S	N/S	(14,15)	0.025
R6210-2	4165	650	37-605	37-933	(16,17)	122-602	122-83	N/S	N/S	125-85	0.025
R6210-3	4165	650	37-605	37-933	(16,17)	122-602	122-83	N/S	N/S	125-85	0.025
R6211	4165	800	37-605	37-933	(16,17)	122-62	122-85	N/S	N/S	(14,15)	0.025
R6211-1	4165	800	37-605	37-933	(16,17)	122-602	122-85	N/S	N/S	(14,15)	0.025
R6212	4165	800	37-1537	37-933	6-504	122-63	122-86	N/S	N/S	(14,15)	0.025
R6213	4165	800	37-1537	37-933	6-504	122-62	122-85	N/S	N/S	(14,15)	0.025
R6214	4500	1150	N/A	N/A	6-504	122-95	122-95	N/S	N/S	N/R	0.026
R6238-1	4150	780	37-1539	37-933	6-504	122-68	122-73	N/S	N/S	125-65 (12)	0.025
R6239-1	4150	780	37-1539	37-933	6-504	122-68	122-73	N/S	N/S	125-65 (12)	0.025
R6244-1	2110	200	N/A	N/A	6-509	122-47	N/R	N/R	N/R	N/R	0.021
R6262	4165	800	37-605	37-933	(16,17)	122-62	122-85	N/S	N/S	(14,15)	0.025
R6270-1	4160	600	37-1536	37-933	N/S	122-64	N/S	N/S	N/S	125-85	0.032
R6291	4160	600	37-119	37-933	6-506	122-62	134-39	N/S	N/S	125-85	0.031
R6299-1	4160	390	37-1539	37-933	6-506	122-50	34R9716-34	N/S	N/S	N/A	0.025
R6425	2300	650	N/A	N/A	6-504	122-82	N/R	N/S	N/S	125-65	0.031
R6464	4500	1050	37-1539	37-933	6-504	122-88	122-88	N/S	N/R	N/R	0.035
R6468-1	4165	650	37-605	37-933	(16,17)	122-60	122-83	N/S	N/S	125-85	0.025
R6468-2	4165	650	37-605	37-933	(16,17)	122-602	122-83	N/S	N/A	125-85	0.025
R6497	4165	650	37-605	37-933	(16,17)	122-582	122-602	N/S	N/S	(14,15)	0.025

CARBURETOR
NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11090AP	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11090A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11090A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11090AP	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11090A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11090A	1-3/8	1-7/16	1-11/16	1-11/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11153AP	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11153AP	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11153A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11153A	1-9/16	1-9/16	1-3/4	1-3/4
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-9/16	N/R	1-3/4	N/R
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
Yellow	N/R	N/R	108-90-2	108-90-2	108-13-2	N/R	N/S	N/S	1-9/16	N/R	1-3/4	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	12R7222-4AM	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-23/32	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
0.026	108-83-2	108-36-2	108-83-2	108-36-2	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-5/16	N/R	1-7/16	N/R
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-13/16	1-23/32	1-3/8	2
Orange	108-83-2	108-34-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-5/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-28-2	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
N/R	108-92-2	108-35-2	N/R	N/R	N/R	N/S	N/S	N/S	1-7/16	N/R	1-3/4	N/R
0.035	108-83-2	108-36-2	108-83-2	108-36-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2

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CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R6498	4165	650	37-605	37-933	(16,17)	122-592	122-602	N/S	N/S	(14,15)	0.025
R6499	4165	650	37-1537	N/A	6-504	122-60	122-63	N/S	N/S	(14,15)	0.025
R6512	4165	650	37-605	37-933	(16,17)	122-60	122-60	N/S	N/S	(14,15)	0.025
R6520	4160	600	37-119	37-933	6-506	122-62	134-39	N/S	N/S	125-85	0.031
R6528	4165	650	37-605	37-933	(16,17)	122-61	122-60	N/S	N/S	(14,15)	0.025
R6619-1	4160	600	37-720	37-933	6-506	122-642	134-39	N/S	134-39	125-65	0.031
R6647	4150	600	3-655	N/A	6-504	122-68	122-70	N/S	N/S	125-85 (12)	0.025
R6708	4150	650	37-1539	37-933	6-504	122-552	122-752	N/S	134-39	(21,22)	0.025
R6708-1	4150	650	37-1539	37-933	6-504	122-542	122-85	N/S	N/S	125-65	0.025
R6709	4150	750	37-1539	37-933	6-504	122-652	122-76	N/S	N/S	(21,22)	0.025
R6710	4165	800	37-1537	37-933	6-504	122-63	122-86	N/S	N/S	(21,22)	0.025
R6711	4165	650	37-605	37-933	(16,17)	122-602	122-632	N/S	N/S	(21,22)	0.025
R6772	4165	650	37-605	37-933	(16,17)	122-592	122-602	N/S	N/S	(14,15)	0.025
R6773	4165	650	37-605	37-933	(16,17)	122-592	122-602	N/S	N/S	(14,15)	0.025
R6774	4165	650	37-605	37-933	(16,17)	122-572	122-602	N/S	N/S	(14,15)	0.025
R6853	4165	650	37-605	37-933	(16,17)	122-60	122-62	N/S	N/S	(14,15)	0.025
R6895	4150	390	37-1536	37-933	6-504	122-50	122-62	N/S	N/S	125-85	0.025
R6909	4160	600	37-119	37-933	6-506	122-622	134-39	N/S	134-39	125-65	0.031
R6910	4165	800	37-1537	37-933	6-504	122-612	122-86	N/S	N/S	(14,15)	0.025
R6919	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	134-39	125-206	0.031
R6946-1	4160	600	3-1012	N/A	6-504	122-612	N/S	N/S	N/S	125-211	0.025
R6947	4160	600	3-1012	N/A	6-504	122-612	N/S	N/S	N/S	125-206	0.025
R6979	4160	600	N/A	37-933	6-506	122-642	134-39	N/S	134-39	125-85	0.031
R6979-1	4160	600	N/A	37-933	6-506	122-642	134-39	N/S	134-39	125-208	0.031
R6989	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	134-39	125-206	0.031
R7001	4165	650	N/A	37-933	(16,17)	122-582	122-602	N/S	N/S	(15,24)	0.025
R7002-1	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	134-21	125-85	0.025
R7004-1	4175	650	37-1537	37-933	(16,17)	122-562	34R9716-45	N/S	34R9716-45	125-212	0.025
R7004-2	4175	650	37-1537	37-933	(16,17)	122-542	N/S	N/S	N/S	125-211	0.025
R7005-1	4175	650	37-1537	37-933	(16,17)	122-562	34R9716-45	N/S	34R9716-45	125-212	0.025
R7005-2	4175	650	37-1537	37-933	(16,17)	122-542	N/S	N/S	N/S	125-212	0.025
R7006-1	4175	650	37-1537	37-933	(16,17)	122-562	34R9716-45	N/S	34R9716-45	125-212	0.025
R7006-2	4175	650	37-1537	37-933	(16,17)	122-542	N/S	N/S	N/S	125-211	0.025
R7009-1	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	134-39	125-206	0.031
R7010	4160	780	37-1537	37-933	6-506	122-662	N/S	N/S	N/S	125-65	0.025
R7053-1	4160	600	37-119	37-933	6-506	122-632	134-39	N/S	N/S	125-85	0.031
R7054	4165	650	37-605	37-933	(16,17)	122-592	122-602	N/S	N/S	(14,15)	0.025
R7154	4160	600	37-119	37-933	6-506	122-62	N/S	N/S	N/S	125-85	0.031
R7320	4500	1150	37-1539	37-933	6-504	122-95	122-95	N/S	N/S	N/A	0.031
R7320-1	4500	1150	37-1539	37-933	6-518-2	122-95	122-95	N/S	N/S	N/R	0.031
R7320-2	4500	1150	37-1539	37-933	6-518-2	122-95	122-95	N/S	N/S	N/R	0.031
R7343	5200	230	N/A	N/A	N/S	N/S	N/S	N/S	N/S	N/S	0.02
R7344	5210	255	N/A	N/A	N/S	N/S	N/S	N/S	N/S	N/S	0.021
R7351	4175	650	37-1537	37-933	(16,17)	122-592	N/S	N/S	134-21	125-206	0.037
R7397	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	134-21	125-206	0.037
R7410	4150	340	37-1536	37-933	6-504	122-50	122-62	N/S	N/S	125-85	0.025
R7411	4150	370	37-1536	37-933	6-504	122-50	122-62	N/S	N/S	125-85	0.025
R7413	4160	600	37-119	37-933	6-506	122-632	134-39	N/S	N/S	125-85	0.031

CARBURETOR
NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-3/32	1-9/16	1-1/2	1-3/4
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-3/32	1-9/16	1-1/2	1-3/4
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-1/4	1-9/16	1-1/2	1-3/4
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
0.028	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.04	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.04	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/16	1-1/16	1-7/16	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-5/32	1-3/8	1-3/8	2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-102	N/S	1-1/4	1-9/16	1-1/2	1-3/4
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-83-2	108-91-2	N/R	134-110	34R7201A	N/S	1-5/32	1-3/8	1-3/8	2
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/33	1-1/16	1-1/4	1-7/25
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16

CARBURETOR
NUMERICAL LISTING

See pages 134 & 135 for numerical listing specific footnotes.

Tech Line: 270-781-9741

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CARBURETION

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Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R7448	2300	350	37-1536	37-933	6-504	122-61	N/A	134-203	N/R	125-85	0.031
R7454	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R7455	4360	450	37-1540	N/A	N/S	124-215	124-537	N/R	N/R	N/S	0.028
R7456	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R7555	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R7556	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R7850	4160	600	N/A	N/A	6-506	122-622	134-39	N/S	N/S	125-85	0.031
R7855	4175	650	37-1537	37-933	(16,17)	122-562	34R9716-45	N/S	34R9716-45	125-212	0.028
R7955	4360	450	37-1540	N/A	N/S	124-219	124-550	N/R	N/R	N/S	0.028
R7956	4360	450	37-1540	N/A	N/S	124-239	124-550	N/R	N/R	N/S	0.028
R7957	4360	450	37-1540	N/A	N/S	124-219	124-550	N/R	N/R	N/S	0.028
R7958	4360	450	37-1540	N/A	N/S	124-219	124-550	N/R	N/R	N/S	0.028
R7985	4160	600	37-1536	37-933	6-506	122-632	134-39	N/S	134-39	125-208	0.031
R7986	4160	600	37-1536	37-933	6-506	125-652	134-39	N/S	134-39	125-208	0.031
R7987	4160	600	37-1536	37-933	6-506	122-612	134-39	N/S	134-39	125-208	0.031
R8001	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R8002	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R8003	4360	450	37-1540	N/A	N/S	124-235	124-550	N/R	N/R	N/S	0.028
R8004	4160	600	37-1536	37-933	6-506	122-632	134-39	N/S	134-39	125-208	0.031
R8005	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	134-39	125-208	0.031
R8006	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	134-39	125-208	0.031
R8007	4160	390	37-720	37-933	6-506	122-51	34R9716-59	34R8909AS	34R9716-59	125-65	0.025
R8059	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	134-21	125-206	0.037
R8059-1	4175	650	37-1537	37-933	(16,17)	122-582	N/S	N/S	N/S	125-211	0.025
R8060	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	134-21	125-206	0.037
R8060-1	4175	650	37-1537	37-933	(16,17)	122-582	N/S	N/S	N/S	N/S	0.025
R8082	4500	1050	37-1539	37-933	6-504	122-84	122-84	N/S	N/S	125-65	0.035
R8082-1	4500	1050	37-1539	37-933	6-504	122-88	122-88	N/S	N/S	125-65 (15)	0.035
R8082-2	4500	1050	37-1539	37-933	6-518-2	122-84	122-84	34R12013A	34R12013A	125-65 (15)	0.035
R8082-3	4500	1050	37-1539	37-933	6-518-2	122-84	122-84	34R12013A	34R12013A	125-65 (15)	0.035
R8149	4360	450	37-1540	N/A	N/S	124-231	124-550	N/R	N/R	N/S	0.028
R8149-1	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R8156	4150	750	37-485	37-933	6-504	122-70	122-83	134-155	N/S	125-65	0.028
R8158	4360	450	37-1540	N/A	N/S	124-219	124-550	N/R	N/R	N/S	0.028
R8162	4150	850	37-485	37-933	6-504	122-80	122-80	34R8558AS	N/S	125-65	0.031
R8181	4160	600	37-1536	37-933	6-504	122-80	122-80	N/S	134-39	125-65 (15)	0.031
R8203	4360	450	37-1540	N/A	N/S	124-211	124-550	N/R	N/R	N/S	0.028
R8204	4360	450	37-1540	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R8206	4360	450	37-1540	N/A	N/S	124-203	124-550	N/R	N/R	N/S	0.028
R8207	4160	600	N/A	N/A	6-506	122-622	134-39	N/S	N/S	125-85	0.031
R8276	4175	650	37-1537	37-933	(16,17)	122-572	134-21	N/S	N/S	125-85	0.025
R8302	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	N/S	125-85	0.025
R8479	4360	450	37-1540	N/A	N/S	124-219	124-589	N/R	N/R	N/S	0.028
R8516	4360	450	37-1540	N/A	N/S	124-167	124-423	N/R	N/R	N/S	0.028
R8517	4360	450	37-1540	N/A	N/S	124-203	124-524	N/R	N/R	N/S	0.028
R8546	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	134-21	125-85	0.025
R8642	4360	450	37-1540	N/A	N/S	124-215	124-500	N/R	N/R	N/S	0.028
R8677	4360	450	37-1540	N/A	N/S	124-219	124-524	N/R	N/R	N/S	0.028

CARBURETOR
NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	12R11070A	1-3/16	N/R	1-1/2	N/R
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-13/32	1-13/64	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AC	134-105	12R7800-3AM	1-1/16	1-1/16	1-7/16	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R8039-3AM	1-3/8	1-3/8	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R8053-3AM	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	34R8242AC	134-105	N/S	1-9/16	1-9/16	1-3/4	1-3/4
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16

CARBURETOR
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See pages 134 & 135 for numerical listing specific footnotes.

Tech Line: 270-781-9741

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CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R8679	4175	650	37-1537	37-933	(16,17)	122-592	34R9716-27	N/S	34R9716-27	125-85	0.025
R8700	4175	650	37-1537	37-933	(16,17)	122-582	134-21	N/S	134-21	125-85	0.025
R8771	4360	450	37-1540	N/A	N/S	124-207	124-537	N/R	N/R	N/S	0.028
R8804	4150	830	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (B)	0.028
R8874	4360	450	37-1540	N/A	N/S	124-219	124-589	N/R	N/R	N/S	0.028
R8875	4360	450	3-1160	N/A	N/S	124-231	124-576	N/R	N/R	N/S	0.028
R8876	4360	450	N/A	N/A	N/S	124-231	124-550	N/R	N/R	N/S	0.028
R8877	4360	450	3-1160	N/A	N/S	124-231	124-550	N/R	N/R	N/S	0.028
R8879	4175	650	37-1537	37-933	(16,17)	122-592	134-21	N/S	134-21	125-65	0.025
R8896	4500	1050	37-1539	37-933	6-504	122-88	122-88	34R9565AS	34R9565AS	N/R	0.035
R8896-1	4500	1050	37-1539	37-933	6-518-2	122-88	122-88	34R11972-1A	34R11972-1A	125-55	0.035
R8914	4360	450	37-1540	N/A	N/S	124-207	124-537	N/R	N/R	N/S	0.028
R8958	4360	450	37-1540	N/A	N/S	124-195	124-550	N/R	N/R	N/S	0.028
R9002	4160	600	37-1536	37-933	6-506	122-632	134-37	N/S	134-37	125-208	0.031
R9015-1	4160	750	3-720	N/A	6-504	122-76	34R9716-27	N/S	N/R	125-105	0.025
R9022	4150	800	3-485	N/A	6-504	122-72	122-87	N/S	N/S	125-65	0.031
R9040	4160	600	37-119	37-933	N/S	122-661	N/S	N/S	N/S	125-211	0.031
R9088	4360	450	N/A	N/A	N/S	124-215	124-550	N/R	N/R	N/S	0.028
R9105	4360	450	3-1160	N/A	N/S	124-195	124-550	N/R	N/R	N/S	0.028
R9112	4360	450	37-1540	N/A	N/S	124-211	124-563	N/R	N/R	N/S	0.028
R9162	4360	450	37-1540	N/A	N/S	124-203	124-537	N/R	N/R	N/S	0.028
R9185	4360	450	37-1540	N/A	N/S	124-191	124-550	N/R	N/R	N/S	0.028
R9188	4150	780	37-1539	37-933	6-504	122-72	122-76	N/S	N/S	(12,21)	0.025
R9192	4360	450	37-1540	N/A	N/S	124-231	124-550	N/R	N/R	N/S	0.028
R9193	4360	450	37-1540	N/A	N/S	124-211	124-589	N/R	N/R	N/S	0.028
R9210	4160	600	37-1536	37-933	6-506	122-612	134-39	N/S	N/S	125-208	0.031
R9219	4160	600	37-1536	37-933	6-506	122-632	134-39	N/S	134-39	125-208	0.031
R9228	5200	280	N/A	N/A	N/S	124-163	124-231	N/R	N/R	N/S	0.023
R9254	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	N/S	125-211	0.031
R9375	4500	1050	37-1539	37-933	6-504	122-92	122-92	34R9565AS	34R9565AS	N/R	0.035
R9375-1	4500	1050	37-1539	37-933	6-518-2	122-86	122-86	34R11972-2A	34R11972-2A	N/R	0.035
R9377	4500	1150	37-1539	37-933	6-504	122-94	122-94	N/S	N/S	N/R	0.035
R9377-1	4500	1150	37-1539	37-933	6-518-2	122-92	122-92	34R11972-3A	34R11972-3A	N/R	0.035
R9377-2	4500	1150	37-1539	37-933	6-518-2	122-92	122-92	34R11972-3A	34R11972-3A	N/R	0.035
R9379	4150	750	37-485	37-933	6-504	122-68	122-81	134-155	34R11041AQ	125-65	0.028
R9380	4150	850	37-485	37-933	6-504	122-78	122-78	34R8558AS	N/S	125-65 (15)	0.031
R9381	4150	830	37-485	37-933	6-504	122-78	122-78	34R8558AS	N/S	125-65 (15)	0.028
R9429	5200	280	N/A	N/A	N/S	124-183	124-231	N/R	N/R	N/S	0.023
R9441	5200	280	N/A	N/A	N/S	124-163	124-231	N/R	N/R	N/S	0.023
R9444	5200	280	N/A	N/A	N/S	124-163	124-231	N/R	N/R	N/S	0.023
R9446	5200	280	N/A	N/A	N/S	124-163	124-231	N/R	N/R	N/S	0.023
R9545	5200	280	N/A	N/A	N/S	124-183	124-231	N/R	N/R	N/S	0.023
R9626	4160	600	3-1415	N/A	6-506	122-612	134-39	N/S	N/S	125-206	0.031
R9644	6520	280	N/A	N/A	N/A	124-179	124-283	N/R	N/R	N/A	0.02
R9645	4150	750	37-1539	37-933	6-515-2	122-80	122-80	34R9934A	34R9936A	125-165 (15)	0.045
R9646	4150	850	37-1539	37-933	6-515-2	122-92	122-92	34R9929A	34R9942A	125-165 (15)	0.045
R9647	2300	500	37-1536	37-933	6-515-2	122-81	N/R	34R9925A	N/R	125-145	0.04
R9655	6520	280	N/A	N/A	N/A	124-195	124-299	N/R	N/R	N/A	0.02

CARBURETOR
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Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R8434-3AM	1-9/16	1-9/16	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
0.035	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
.031	N/A	N/A	N/A	N/A	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R8039-3AM	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R8053-3AM	1-9/16	1-9/16	1-3/4	1-3/4
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R8434-3AM	1-9/16	1-9/16	1-11/16	1-11/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R9182A	1-3/8	1-3/8	1-11/16	1-11/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/S	112-2	1-3/8	N/R	1-11/16	N/R
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16

CARBURETOR
NUMERICAL LISTING

See pages 134 & 135 for numerical listing specific footnotes.

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CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R9659	6520	280	N/A	N/A	N/A	124-131	124-267	N/R	N/R	N/A	0.02
R9678	4360	450	3-1160	N/A	N/S	124-211	124-550	N/R	N/R	N/S	0.028
R9681	5200	280	N/A	N/A	N/S	124-171	124-215	N/R	N/R	N/S	0.023
R9682	6520	280	N/A	N/A	N/A	124-219	124-283	N/R	N/R	N/A	0.02
R9688	5200	280	N/A	N/A	N/S	124-163	124-251	N/R	N/R	N/S	0.023
R9689	5200	280	N/A	N/A	N/S	124-159	124-251	N/R	N/R	N/S	0.023
R9694	4360	450	37-1540	N/A	N/S	124-171	124-485	N/R	N/R	N/S	0.028
R9767	5200	280	N/A	N/A	N/S	124-179	124-259	N/R	N/R	N/S	0.023
R9776	4160	450	37-1536	37-933	6-506	122-582	34R9716-6	N/S	34R9716-6	125-85	0.031
R9777	4360	450	37-1540	N/A	N/S	124-255	124-550	N/R	N/R	N/S	0.028
R9781	5200	280	N/A	N/A	N/S	124-159	124-251	N/R	N/R	N/S	0.023
R9810	6520	280	N/A	N/A	N/A	124-195	124-299	N/R	N/R	N/A	0.02
R9811	6520	280	N/A	N/A	N/A	124-155	124-271	N/R	N/R	N/A	0.02
R9834	4160	600	37-720	37-933	6-506	122-642	134-39	N/S	134-39	125-65	0.031
R9834-1	4160	600	37-720	37-933	6-506	122-661	134-39	N/S	134-39	125-65	0.031
R9834-2	4160	600	37-720	37-933	6-506	122-68	134-39	N/S	134-39	125-65	0.031
R9834-3	4160	600	37-720	37-933	6-506	122-68	134-39	N/S	134-39	125-65	0.031
R9864	5200	280	N/A	N/A	N/S	124-159	124-219	N/R	N/R	N/S	0.023
R9875	4360	450	N/A	N/A	N/S	124-199	124-576	N/R	N/R	N/S	0.028
R9895	4175	650	37-1537	37-933	(16,17)	122-592	134-21	N/S	134-21	125-206	0.037
R9896	6510	280	N/A	N/A	N/A	124-104	124-271	N/R	N/R	N/A	0.02
R9899	5200	280	N/A	N/A	N/S	124-147	124-231	N/R	N/R	N/S	0.023
R9923	4175	650	37-1537	37-933	(16,17)	122-542	N/S	N/S	N/S	125-211	0.025
R9925	5200	280	N/A	N/A	N/S	124-147	124-251	N/R	N/R	N/S	0.023
R9931	4360	450	37-1540	N/A	N/S	124-239	124-550	N/R	N/R	N/S	0.028
R9932	5200	280	N/A	N/A	N/S	124-159	124-219	N/R	N/R	N/S	0.023
R9935	4360	450	37-1540	N/A	N/S	124-207	124-589	N/R	N/R	N/S	0.028
R9948	4175	650	37-1537	37-933	(16,17)	122-563	N/S	N/S	N/S	125-211	0.025
R9973	4360	450	37-1540	N/A	N/S	124-171	124-330	N/R	N/R	N/S	0.028
R9976	4175	650	37-1537	37-933	(16,17)	122-582	N/S	N/S	N/S	125-211	0.025
R50399	4160	650	703-28	N/A	6-511	122-73	N/S	N/S	N/R	125-65	0.04
R50399-1	4160	650	703-28	N/A	N/S	122-73	N/S	N/S	N/R	125-65	0.04
R80054	5200	280	N/A	N/A	N/S	124-231	124-247	N/R	N/R	N/S	0.023
R80055	5200	280	N/A	N/A	N/S	124-231	124-247	N/R	N/R	N/S	0.023
R80056	5200	280	N/A	N/A	N/S	124-231	124-247	N/R	N/R	N/S	0.023
R80057	5200	280	N/A	N/A	N/S	124-132	124-135	N/R	N/R	N/S	0.023
R80073	4175	650	N/A	N/A	(16,17)	122-642	N/S	N/S	N/S	125-213	0.037
R80086	4360	450	N/A	N/A	N/S	124-199	124-550	N/R	N/R	N/S	0.028
R80095	2305	500	37-1536	37-933	6-504	122-55	122-73	N/S	N/R	125-85	0.035
R80098	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	125-215	0.028
R80099	4180	600	37-1536	37-933	6-517	122-622	N/S	N/S	N/S	125-218	0.028
R80111	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	125-216	0.028
R80112	4180	600	37-1536	37-933	6-517	122-622	N/S	N/S	N/S	125-217	0.028
R80120	2305	350	37-1536	37-933	6-504	122-52	122-65	N/S	N/R	125-85	0.035
R80128	4175	650	37-1537	37-933	6-510	122-582	N/S	N/S	N/S	125-211	0.031
R80133	4180	600	37-1536	37-933	6-517	122-611	N/S	N/S	N/S	125-216	0.028
R80134	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028
R80135	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028

CARBURETOR
NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	134-105	12R9384A	1-3/32	1-3/32	1-1/2	1-1/2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	34R7960A	12R9482A	1-13/64	1-13/32	1-3/8	2
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-13/64	1-13/32	1-3/8	2
White	108-83-2	108-91-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
White	108-83-2	108-91-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	34-202	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
0.028	108-83-2	108-89-2	N/R	N/R	N/R	N/R	N/R	N/R	1-3/8	1-3/8	1-11/16	1-11/16
Purple	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Orange	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Orange	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.028	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/S	N/S	1-3/16	1-3/16	1-11/16	1-11/16
White	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Orange	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16

CARBURETOR
NUMERICAL LISTING

See pages 134 & 135 for numerical listing specific footnotes.

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CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R80136	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028
R80137	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028
R80139	4175	650	37-1537	37-933	6-510	122-592	134-21	N/S	N/S	N/S	0.037
R80140	4175	650	N/A	N/A	6-510	122-642	N/S	N/S	N/S	125-213	0.037
R80145	4150	600	37-1539	37-933	6-504	122-68	122-70	N/S	N/S	125-65	0.031
R80155	4175	650	37-1537	37-933	6-510	122-632	134-21	N/S	N/S	N/S	0.037
R80163	4180	600	37-1536	37-933	6-517	122-622	N/S	N/S	N/S	N/S	0.028
R80164	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028
R80165	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028
R80166	4180	600	37-1536	37-933	6-517	122-612	N/S	N/S	N/S	N/S	0.028
R80169	4175	650	37-1537	37-933	6-510	122-543	34R5113-3	N/S	N/S	125-211	0.025
R80186	4500	750	37-1539	37-933	6-504	122-70	122-70	N/S	N/S	125-65 (15)	0.028
R80186-1	4500	750	37-1539	37-933	6-518-2	122-70	122-70	N/S	N/S	125-65 (15)	0.028
R80186-2	4500	750	37-1539	37-933	6-518-2	122-70	122-70	N/S	N/S	125-65 (15)	0.028
R80318-1	4160	600	703-33	N/A	N/S	122-74	N/S	N/S	N/S	125-65	0.040
R80319-1	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	0.025
R80320-1	2300	350	703-30	N/A	N/S	122-61	N/R	N/S	N/R	125-50	0.028
R80340-1	4500	1050	37-1539	37-933	6-504	122-84	122-84	N/S	N/S	125-65 (15)	0.035
R80364	4150	450	703-28	N/A	6-511	122-59	N/S	N/S	N/S	125-85	0.021
R80402-1	2300	500	703-36	N/A	6-511	122-75	N/R	N/S	N/R	125-45	0.028
R80431	4160	550	37-119	37-933	6-506	122-60	134-9	N/S	N/S	125-65	0.025
R80432	4160	550	37-119	37-933	6-506	122-60	134-9	N/S	N/S	125-65	0.025
R80436	4150	850	37-1539	37-933	6-504	122-80	122-80	N/S	34R11698AQ	125-65 (22)	0.04
R80443	4150	850	703-58	N/A	6-504	122-88	122-96	N/S	N/S	125-65 (15)	0.031
R80450	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	N/S	125-208	0.031
R80451	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	N/S	125-208	0.031
R80452	4160	600	37-1536	37-933	6-506	122-652	134-39	N/S	N/S	125-208	0.031
R80453	4160	600	37-1536	37-933	6-506	122-632	134-39	N/S	N/S	125-208	0.031
R80454	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	N/S	125-208	0.031
R80457	4160	600	37-119	37-933	6-506	122-69	134-39	134-128	134-39	125-65	0.031
R80457-1	4160	600	37-119	37-933	6-506	122-64	134-39	134-128	134-39	125-65	0.031
R80457-2	4160	600	37-119	37-933	6-506	122-64	134-39	134-128S	134-39	125-65	0.031
R80460	4160	600	37-1536	37-933	6-506	122-622	134-39	N/S	N/S	125-208	0.031
R80491	4175	650	37-1537	37-933	6-511	122-632	134-21	N/S	134-21	N/S	0.037
R80492	4160	600	703-29	N/A	6-511	122-68	N/S	N/S	N/S	125-45	0.037
R80496	4150	950	37-1539	37-933	6-518-2	122-79	122-79	34R11845AQ	34R11845A	125-165 (both)	0.031
R80496-1	4150	950	37-1539	37-933	6-518-2	122-79	122-79	34R11845AQ	34R11845A	125-165 (both)	0.031
R80497	4150	950	37-1539	37-933	6-518-2	122-78	122-78	34R11845AQ	34R11845A	125-165 (both)	0.031
R80497-1	4150	950	37-1539	37-933	6-518-2	122-78	122-78	34R11845AQ	34R11845A	125-165 (both)	0.031
R80498	4150	950	37-1539	37-933	6-519-2	122-144	122-144	34R11861A	34R11861A	125-155 (both)	0.055
R80498-1	4150	950	37-1539	37-933	6-519-2	122-144	122-144	34R11861A	34R11861A	125-155 (both)	0.055
R80507	4150	390	37-1539	37-933	6-504	122-65	122-65	34R11885A	34R11885A	125-35 (22)	0.025
R80507-1	4150	390	37-1539	37-933	6-504	122-65	122-65	34R11885A	34R11885A	125-35 (22)	0.025
R80507-2	4150	390	37-1539	37-933	6-504	122-65	122-65	34R11885A	34R11885A	125-35 (22)	0.025
R80508	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R80508-1	4160	750	37-754	37-933	6-504	122-72	134-21	134-131S	134-21	125-65	0.025
R80509	4150	830	37-1539	37-933	6-504	122-86	122-86	34R11895A	34R11895A	125-65 (15)	0.028
R80509-1	4150	830	37-1539	37-933	6-504	122-86	122-86	34R11895A	34R11895A	125-65 (15)	0.028

CARBURETOR
NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Black	34-202	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Plain	108-83-2	108-91-2	108-83-2	108-89-2	N/R	N/S	34R11442	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Purple	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Pink	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Pink	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-35-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
Pink	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/A	N/A	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
.035	N/A	N/A	N/A	N/A	N/R	134-108	134-112	N/R	1-11/16	1-11/16	2	2
Plain	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
N/R	N/A	N/A	N/R	N/R	N/R	N/S	N/R	N/S	1-9/16	N/R	1-3/4	N/R
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Pink	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	12R11052A	1-9/16	1-9/16	1-3/4	1-3/4
.031	N/A	N/A	N/A	N/A	N/R	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	12R11240A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	12R11240A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	34R7960A	N/S	1-13/32	1-13/64	1-3/8	2
Red	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.031	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11194AS	1-3/8	1-3/8	1-3/4	1-3/4
0.031	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11194AS	1-3/8	1-3/8	1-3/4	1-3/4
Brown	108-105	108-106	108-105	108-106	N/R	134-108	34R11442	12R11199AS	1-3/8	1-3/8	1-3/4	1-3/4
Brown	108-105	108-106	108-105	108-106	N/R	134-108	34R11442	12R11199AS	1-3/8	1-3/8	1-3/4	1-3/4
0.055	108-105	108-106	108-105	108-106	N/R	34R11859	34R11857	12R11203A	1-3/8	1-3/8	1-3/4	1-3/4
0.055	108-105	108-106	108-105	108-106	N/R	34R11859	34R11857	12R11203A	1-3/8	1-3/8	1-3/4	1-3/4
0.025	108-105	108-106	108-105	108-106	N/R	134-103	134-104	12R11212AS	1-1/16	1-1/16	1-7/16	1-7/16
0.025	108-105	108-106	108-105	108-106	N/R	134-103	134-104	12R11212AS	1-1/16	1-1/16	1-7/16	1-7/16
0.025	108-105	108-106	108-105	108-106	N/R	134-103	134-104	12R11212AS	1-1/16	1-1/16	1-7/16	1-7/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	12R11209AP	1-3/8	1-7/16	1-11/16	1-11/16
0.029	108-105	108-106	108-105	108-106	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-105	108-106	108-105	108-106	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16

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See pages 134 & 135 for numerical listing specific footnotes.

Tech Line: 270-781-9741

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CARBURETION

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Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R80511	4150	830	37-1539	37-933	6-518-2	122-84	122-84	34R11899A	34R11899A	125-65 (15)	0.028
R80511-1	4150	830	37-1539	37-933	6-518-2	122-84	122-84	34R11899A	34R11899A	125-65 (15)	0.028
R80512	4150	1000	37-1539	37-933	6-518-2	122-84	122-84	34R11910A	34R11910A	125-65 (15)	0.031
R80513	4150	1000	37-1539	37-933	6-518-2	122-84	122-84	34R11910A	34R11910A	125-65 (15)	0.031
R80513-1	4150	1000	37-1539	37-933	6-518-2	122-84	122-84	34R11910A	34R11910A	125-65 (15)	0.031
R80514	4150	1000	37-1539	37-933	6-518-2	122-84	122-88	34R11920A	34R11920A	125-65 (15)	0.031
R80514-1	4150	1000	37-1539	37-933	6-518-2	122-84	122-88	34R11920A	34R11920A	125-65 (15)	0.031
R80519	4150	1000	37-1539	37-933	6-518-2	122-84	122-88	34R11920A	34R11920A	125-65 (15)	0.031
R80528	4150	750	37-1539	37-933	6-504	122-72	122-84	134-261	134-261	125-65	0.031
R80528-1	4150	750	37-1539	37-933	6-504	122-73	122-73	134-261	134-261	125-65 (15)	0.031
R80529	4150	750	37-1539	37-933	6-504	122-72	122-84	134-261	134-261	125-65	0.031
R80529-1	4150	750	37-1539	37-933	6-504	122-72	122-84	134-261	134-261	N/R	0.031
R80531	4150	850	37-1539	37-933	6-504	122-78	122-82	34R11702A	34R11699A	125-45 (22)	0.04
R80532	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	34R11972-4A	34R11972-4A	N/R	0.035
R80532-1	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	34R11972-4A	34R11972-4A	N/R	0.035
R80533	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	34R11972-5A	34R11972-5A	N/R	0.035
R80533-1	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	34R11972-5A	34R11972-5A	N/R	0.035
R80535	4150	750	37-1539	37-933	6-519-2	122-132	122-132	34R12003A	34R12003A	125-55	0.045
R80535-1	4150	750	37-1539	37-933	6-519-2	122-144	122-144	34R12003A	34R12003A	125-55	0.045
R80537	4150	750	3-485	N/A	6-504	122-73	122-81	N/S	34R11041A	125-65	0.028
R80540	4150	600	37-1539	37-933	6-518-2	122-70	122-70	34R11997A	34R11997A	125-65	0.028
R80540-1	4150	600	37-1539	37-933	6-518-2	122-70	122-70	34R11997A	34R11997A	125-65	0.028
R80541	4150	650	37-1539	37-933	6-518-2	122-70	122-70	34R11997A	34R11997A	125-65	0.028
R80541-1	4150	650	37-1539	37-933	6-518-2	122-70	122-70	34R11997A	34R11997A	125-65	0.028
R80542	4150	650	37-1539	37-933	6-519-2	122-90	122-90	34R12000A	34R12000A	125-65	0.055
R80542-1	4150	650	37-1539	37-933	6-519-2	122-90	122-90	34R12000A	34R12000A	125-65	0.055
R80551	4160	600	703-1	N/A	6-511	122-63	34R9716-60	34R11955A	34R9716-60	125-25	0.037
R80552	4175	650	703-34	N/A	6-511	122-61	34R9716-26	34R11257A	34R9716-26	125-50	0.04
R80555	4175	650	37-1537	37-933	6-510	122-62	34R9716-54	34R11941AP	34R9716-54	125-65	0.04
R80555-1	4175	650	37-1537	37-933	6-510	122-62	34R9716-54	34R11941AP	34R9716-54	125-65	0.04
R80556	4500	1150	37-1539	37-933	6-518-2	122-90	122-90	34R119727A	34R119727A	125-55	0.035
R80556-1	4500	1150	37-1539	37-933	6-518-2	122-90	122-90	34R119727A	34R119727A	125-55	0.035
R80559	4150	600	N/A	N/A	6-504	122-67	122-74	34R12057A	34R6502-3AM	125-65	0.028
R80570	4160	570	N/A	N/A	6-506	122-54	122-65	N/S	N/S	125-85	0.031
R80572	4150	700	N/A	37-933	6-504	122-72	122-82	34R12090AP	34R12089AP	125-105	0.028
R80573	4150	750	N/A	37-933	6-504	122-74	122-84	34R12103AP	34R12102AP	125-105	0.028
R80574	4150	800	N/A	N/A	6-504	122-74	122-82	34R12096AP	34R12097AP	125-105	0.031
R80575	4150	600	N/A	37-933	6-518-2	122-73	122-73	34R12095A	34R12095A	125-105	0.028
R80576	4150	750	N/A	37-933	6-504	122-76	122-87	34R12100A	34R12101A	125-105	0.031
R80577	4150	850	N/A	37-933	6-518-2	122-80	122-86	34R12107A	34R12108A	125-10	0.031
R80578	4500	1150	N/A	37-933	6-518-2	122-99	122-99	34R11972-10A	34R11972-10A	N/R	0.035
R80583-1	2300	500	N/A	N/A	6-520	122-73	N/A	N/S	N/A	125-35	0.028
R80670	4160	670	N/A	N/A	6-506	122-65	122-68	N/S	N/S	125-65	0.031
R80672	4500	1050	37-1539	37-933	6-518-2	122-88	122-88	34R12405A	34R12405A	125-55 (both)	0.035
R80673	4500	1150	37-1539	37-933	6-518-2	122-90	122-90	34R12405A	34R12405A	125-55 (both)	0.035
R80674	4150	650	37-1539	37-933	6-518-2	122-70	122-70	34R12408A	34R12408A	125-65 (both)	0.028
R80675	4150	750	37-1539	37-933	6-504	122-73	122-73	34R12410A	34R12410A	125-65 (both)	0.031
R80676	4150	950	37-1539	37-933	6-518-2	122-78	122-78	34R12412A	34R12412A	125-65 (both)	0.031

CARBURETOR NUMERICAL LISTING



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.029	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-105	108-106	108-105	108-106	N/R	134-108	134-112	N/S	1-9/16	1-9/16	1-11/16	1-11/16
Brown	108-105	108-106	108-105	108-106	N/R	134-108	34R11442	12R11199AS	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11227A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11227A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11227A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11227A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11227A	1-9/16	1-9/16	1-3/4	1-3/4
Brown	108-105	108-106	108-105	108-106	N/R	134-108	34R11442	12R11229A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11234AS	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11234AS	1-3/8	1-3/8	1-11/16	1-11/16
Brown	108-105	108-106	108-105	108-106	N/R	134-108	34R12040	112-107	1-3/8	1-3/8	1-11/16	1-11/16
Brown	108-105	108-106	108-105	108-106	N/R	134-108	34R12040	112-107	1-3/8	1-3/8	1-11/16	1-11/16
Pink	108-83-2	108-89-2	108-90-2	108-89-2	N/R	34R8493A	34R11945A	12R11051AQ	1-3/8	1-3/8	1-11/16	1-11/16
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1.880"	1.880"	2-1/8	2-1/8
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1.880"	1.880"	2-1/8	2-1/8
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1.880"	1.880"	2-1/8	2-1/8
0.037	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/S	1.880"	1.880"	2-1/8	2-1/8
0.045	108-105	108-106	108-105	108-106	N/R	34R12043	34R12042	12R11299A	1-3/8	1-3/8	1-11/16	1-11/16
0.045	108-105	108-106	108-105	108-106	N/R	34R12043	34R12042	12R11299A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	N/A	N/A	N/A	N/A	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.029	108-105	108-106	108-105	108-106	N/R	34R11843A	34R11842A	12R11297A	1-1/4	1-1/4	1-9/16	1-9/16
0.029	108-105	108-106	108-105	108-106	N/R	34R11843A	34R11842A	12R11297A	1-1/4	1-1/4	1-9/16	1-9/16
0.029	108-105	108-106	108-105	108-106	N/R	34R11843A	34R11842A	12R11290-2A	1-1/4	1-1/4	1-11/16	1-11/16
0.029	108-105	108-106	108-105	108-106	N/R	34R11843A	34R11842A	12R11290-2A	1-1/4	1-1/4	1-11/16	1-11/16
0.055	108-105	108-106	108-105	108-106	N/R	34R11858A	34R11847A	12R11290-3A	1-1/4	1-1/4	1-11/16	1-11/16
0.055	108-105	108-106	108-105	108-106	N/R	34R11858A	34R11847A	12R11290-3A	1-1/4	1-1/4	1-11/16	1-11/16
Red	N/A	N/A	N/A	N/A	N/A	34R11327A	34R10930A	12R11256A	1-3/8	1-7/16	1-9/16	1-9/16
Red	N/A	N/A	N/A	N/A	N/A	34R11265A	34R10930A	12R11309A	1-13/64	1-13/32	1-3/8	2
Yellow	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	34R6662-3AMP	34R7960-3AMP	12R11307A	1-13/64	1-13/32	1-3/8	2
Yellow	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	34R6662-3AMP	34R7960-3AMP	12R11307A	1-13/64	1-13/32	1-3/8	2
0.035	108-107	108-108	108-107	108-108	N/R	34R6063-1A	34R11417-1A	N/S	2	2	1.830	1.830
0.035	108-107	108-108	108-107	108-108	N/R	34R6063-1A	34R11417-1A	N/S	2	2	1.830	1.830
.032	N/A	N/A	N/A	N/A	N/R	34R11341-1	34R11335	12R11335A	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11344AP	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11363AP	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	12R11367AP	1-3/8	1-7/16	1-11/16	1-11/16
0.029	108-105	108-106	108-105	108-106	N/R	34R11843A	34R11842A	12R11352A	1-1/4	1-1/4	1-9/16	1-9/16
0.031	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11358A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-105	108-106	108-105	108-106	N/R	134-108	134-112	12R11371A	1-3/8	1-3/8	1-3/4	1-3/4
0.035	108-107	108-108	108-107	108-108	N/R	134-108	134-112	N/R	1-13/16	1-13/16	2	2
N/A	108-105	108-106	N/A	N/A	N/A	N/S	N/A	N/S	1-3/8	N/R	1-11/16	N/R
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-107	108-108	108-107	108-108	N/R	34R12419A	34R12420A	N/S	1-11/16	1-11/16	2	2
0.035	108-107	108-108	108-107	108-108	N/R	34R12419A	34R12420A	N/S	2	2	1.830	1.830
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	34R12415A	34R12416A	12R11545A	1-1/4	1-1/4	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	34R12415A	34R12416A	12R11547A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	34R12415A	34R12416A	12R11549A	1-3/8	1-3/8	1-3/4	1-3/4

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See pages 134 & 135 for numerical listing specific footnotes.

Tech Line: 270-781-9741

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CARBURETION

NUMERICAL LISTING

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R80681	4150	670	37-936	N/A	6-513	122-68	122-89	34R12315AP	34R12318AP	125-25	0.028
R80770	4160	770	N/A	N/A	6-506	122-72	122-75	N/S	N/S	125-65	0.025
R80776	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519AS	34R6502-3AM	125-65	0.028
R80777	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	34R6497AS	125-65	0.028
R80778	4150	700	37-485	37-933	6-504	122-69	122-78	34R11174AQ	34R11176A	125-65	0.028
R80779	4150	750	37-485	37-933	6-504	122-70	122-80	34R11179AQ	34R11041AQ	125-65	0.028
R80780	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196AQ	34R11198AQ	125-65	0.031
R80781	4150	850	37-485	37-933	6-504	122-80	122-78	34R11799AQ	34R9109AS	125-65 (15)	0.031
R80783	4150	650	N/A	N/A	6-504	122-67	122-73	34-150	34R6497AS	125-65	0.028
R80783-1	4150	650	N/A	N/A	6-504	122-67	122-73	34-150	34R6497AS	125-65	0.028
R80787-1	2300	350	N/A	N/A	6-520	122-77	N/A	134-276	N/A	125-45	0.021
R80870	4160	870	N/A	N/A	6-506	122-78	122-82	N/S	N/S	125-45	0.040
R81570	4150	570	37-934	37-933	6-506	122-54	122-65	34R12279AMP	34R12278AP	125-85	0.031
R81670	4150	670	37-935	37-933	6-506	122-65	122-68	34R12321AP	34R12273AP	125-65	0.031
R81770	4150	770	37-935	37-933	6-506	122-72	122-75	34R10942AP	34R12277AP	125-65	0.025
R81870	4150	870	37-934	37-933	6-504	122-78	122-82	34R11702AP	34R11699AP	125-45 (22)	0.040
R81850	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
R82010	2010	350	37-1541	N/A	6-504	122-58	N/A	N/R	N/R	125-65	0.035
R82011	2010	500	37-1541	N/A	6-504	122-80	N/A	N/R	N/R	125-65	0.035
R82012	2010	560	37-1541	N/A	6-504	122-80	N/A	N/R	N/R	125-65	0.035
R82750	4150	750	37-1539	37-933	6-504	122-75	122-76	34R12414AP	34R12422AP	125-45	0.031
R82751	4150	750	37-1539	37-933	6-504	122-75	122-80	34R12414AP	34R11776AP	125-45	0.031
R83310	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R83310-1	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R83311	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R83312	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R84010	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.026
R84010-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84010-2	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84010-3	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
R84011	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.026
R84011-1	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.035
R84011-2	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65	0.035
R84011-3	4010	750	37-1541	N/A	6-504	122-73	122-75	N/R	N/R	125-65	0.031
R84012	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.026
R84012-1	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.035
R84012-2	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.035
R84012-3	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.031
R84013	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.026
R84013-1	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.035
R84013-2	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.035
R84013-3	4010	750	37-1541	N/A	6-504	122-75	122-79	N/R	N/R	125-65	0.031
R84014	4011	650	37-1541	N/A	6-504	122-60	122-66	N/R	N/R	125-65 (15)	0.026
R84014-1	4011	650	37-1541	N/A	6-504	122-60	122-66	N/R	N/R	125-65 (15)	0.026
R84014-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84014-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84015	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84015-1	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026

CARBURETOR
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Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seal	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R84015-2	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84015-3	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84016	4011	650	37-1541	N/A	6-504	122-64	122-64	N/R	N/R	125-65 (15)	0.026
R84016-1	4011	650	37-1541	N/A	6-504	122-64	122-64	N/R	N/R	125-65 (15)	0.026
R84016-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84016-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84017	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84017-1	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84017-2	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84017-3	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84020	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.026
R84020-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84020-2	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84020-3	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
R84021	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84021-1	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84021-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84021-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84035	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84035-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84035-2	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
R84047	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.035
R84047-1	4010	750	37-1541	N/A	6-504	122-73	122-75	N/R	N/R	125-65 (15)	0.031
R84412	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R84776	4150	600	37-485	37-933	6-504	122-66	122-73	34R8519AS	34R6502-3AM	125-65	0.028
R84777	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	34R6497AS	125-65	0.028
R84778	4150	700	37-485	37-933	6-504	122-69	122-78	N/S	N/S	125-65	0.028
R84779	4150	750	37-485	37-933	6-504	122-70	122-73	34R11179AQ	N/S	125-65	0.028
R84780	4150	800	37-485	37-933	6-504	122-71	122-85	34R11196A	N/S	125-65	0.031
R84781	4150	850	37-485	37-933	6-504	122-80	122-78	N/S	N/S	125-65	0.031
R87448	2300	350	37-1536	37-933	6-504	122-61	N/A	134-203	N/R	125-85	0.031
R89834	4160	600	37-720	37-933	6-506	122-68	134-39	N/S	134-39	125-65	0.031
R90470	4150	470	37-936	N/A	6-513	122-57	122-57	34R12575APD	34R12576APD	125-25	0.035
R90670	4150	670	N/A	N/A	6-513 (2)	122-68	122-89	N/S	N/S	125-65	0.028
R90770	4150	770	37-936	N/A	6-513	125-74	122-99	34R12369APD	34R12371APD	125-25	0.035

(1) 122-80 Choke Side; 122-90 Throttle Side

(2) Model 2010 Airhorn Gasket is Available Under Part Number 108-75

(3) Model 4010 Airhorn Gasket is Available Under Part Number 108-63

(4) Model 4011 Airhorn Gasket is Available Under Part Number 108-64

(5) Main Body Gasket

(12) 125-85 Secondary

(13) 125-105 Primary

(14) 125-85 Primary

(15) 125-65 Secondary

(16) 6-511 Primary



Holley

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket ¹	Primary Metering Block Gasket ¹	Secondary Bowl Gasket ¹	Secondary Metering Block Gasket ¹	Secondary Metering Plate Gasket ¹	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturi Diameter Primary	Venturi Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Yellow	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Black	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11086A	1-1/4	1-5/16	1-9/16	1-9/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11092A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	12R11090A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	12R11070A	1-3/16	N/R	1-1/2	N/R
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	34R8242AQ	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	34R12311APD	34R12312APD	12R11476A	1-3/32	1-3/32	1-1/2	1-1/2
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	34R12311APD	34R12312APD	12R11517A	1-3/8	1-7/16	1-11/16	1-11/16

CARBURETOR
NUMERICAL LISTING

- (17) 6-510 Secondary
- (21) 125-65 Primary
- (22) 125-35 Secondary
- (24) 25R-475A-13 Early versions must use 108-29 to seal pump passage.
- (29) 122-75 Diaphragm side; 122-80 Throttle Lever side
- (30) 125-25 Secondary

N/A Not Available
 N/S Not Serviced
 N/R Not Required
¹NOTE: Gasket Part Numbers now have a (-2) suffix to denote 2 gaskets per package. For example: 108-38-2.

Tech Line: 270-781-9741

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