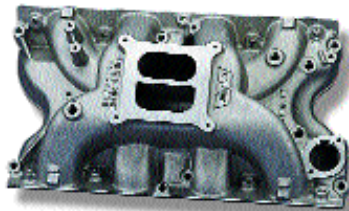




FORD MANIFOLDS

Part #



Ford

429 (wedge), 460 (CJ/SCJ) V8

8021

CARBURETOR RECOMMENDATIONS

0-9015 (750 CFM); 0-80443 (850 CFM); 0-80444 (850 CFM)

INSTALLATION

Port-matching manifold to heads is necessary for best performance results.

SPECIFICATIONS

Height - frt. 5.25", rr. 6.75". Shipping weight is 25 lbs.



Features

- High rise/dual plane design
- Idle-6800 RPM power band
- Square flange carburetor mounting

CARBURETORS

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Ford

429 Wedge, 460 V8
Cobra Jet & Super Cobra Jet heads

1993

CARBURETOR RECOMMENDATIONS

0-80557 (750CFM)

INSTALLATION

Port-match the manifold to the cylinder heads for best performance results.

SPECIFICATIONS

Height - frt. 9.93", rr. 10.31". Shipping weight is 33 lbs.



Features

- 2800-9000 RPM power band
- 2 x 4 carburetor setup
- Large plenum design w/ individual runners
- Square flange carburetor mounting
- Separate tops, runners and gaskets available



Ford

429 Wedge, 460 V8
Cobra Jet & Super Cobra Jet heads

2993

CARBURETOR RECOMMENDATION

0-75010-1 (1150 CFM)

INSTALLATION

Port-match the manifold to the cylinder heads for best performance results.

SPECIFICATIONS

Height - frt. 10.00", rr. 10.37". Shipping weight is 33 lbs.



Features

- 2800-9000 RPM power band
- 2 x 4 carburetor setup
- Large plenum design w/ individual runners
- 4500 DOMINATOR HPflange carburetor mounting
- Separate tops, runners and gaskets available

113

Tech Line: 270-781-9741



INTAKE MANIFOLD SERVICE PARTS

Part #



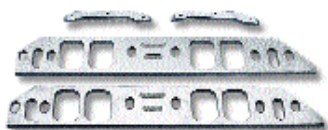
8206

Spacer Kits

Chevrolet standard big block manifold to Chevrolet tall deck (oval port) **8206**

This intake manifold spacer kit allows the use of any high performance big block Chevrolet manifold on late model Chevrolet "tall deck" truck engines. This spacer fits in the gap created by the taller deck height of the truck blocks. **NOTE:** Due to the increased manifold height, use of an aftermarket distributor is necessary. See Holley distributors listed in this catalog.

Spacer plate thickness: .375". Shipping weight is 4 lbs.



8204

Chevrolet standard big block manifold to Chevrolet tall deck (rectangular port) **8204**

This intake manifold spacer kit allows the use of any high performance big block Chevrolet manifold on late model Chevrolet "tall deck" truck engines. This spacer fits in the gap created by the taller deck height of the truck blocks. **NOTE:** Due to the increased manifold height, use of an aftermarket distributor is necessary. See Holley distributors listed in this catalog.

Spacer plate thickness: .375". Shipping weight is 4 lbs.

NOTE: Notches for manifold bolts between ports have been eliminated from these spacer plates.



8205

Ford 351C to 351M/400 **8205**

This intake manifold spacer kit allows the use of any WEIAND 351C intake manifold on a 351M/400 engine. The spacer fits in the gap between the cylinder heads and intake manifold caused by the increased deck height of the 351M/400 engine. **NOTE:** Can be used with 4V heads by enlarging the ports to match heads and manifold. Use of stock distributor and other aftermarket intake manifolds has not been verified.

Spacer plate thickness: .875". Shipping weight is 10 lbs.

Determining Manifold Height

The manifold height measurements "A" (front) and "B" (rear), shown in the illustration below, are determined in the following manner. Lay in a straight edge across the carburetor mounting pad. The measurements are taken from the manifold front and rear mounting surfaces to the bottom of the straight edge. To ensure adequate hood clearance, check the stock manifold height in the same manner and compare with the dimensions listed for the particular manifold of your choice.





INTAKE MANIFOLD SERVICE PARTS

2 x 4 Tunnel Ram Carburetor Linkage Kits

LINKAGE PART #	APPLICATION	MOUNTING STYLE	CARBURETOR MODEL
4000	Universal	in-line	square bore
4021	Chevrolet 262-400	side-by-side	square bore
4022	Chevrolet 396-454-502	side-by-side	square bore
4023	Chrysler all (exc. Hemi)	side-by-side	square bore
4025	Ford 289-302 (inc. BOSS) & 351C	side-by-side	square bore
4027	429 Wedge & 460	side-by-side	square bore
4032	Chevrolet 396-454-502	side-by-side	DOMINATOR
20-19	Chevrolet 262-400	side-by-side	square bore/DOMINATOR
20-24	Chevrolet 396-454-502	side-by-side	square bore/DOMINATOR

2 x 4 carburetor linkage kits utilize spherical rod bearings with stainless steel splined shafts. They are infinitely adjustable and easy to install. They all are designed to fit Holley double pump carburetors. Refer to page 196 for photo.

Weiland Hi- Ram Intake Manifold Components

MANIFOLD ASSEMBLY	TOP ONLY	CENTER-TO-CENTER DIMENSION	RUNNER SECTION	GASKETS
1981	1913	9-11/16"	5981	8985
1984	1912	8-3/4"	5984	8984
1985	1913	9-11/16"	5985	8985
1987	1913	9-11/16"	5987	8985
1988	1912	8-3/4"	5988	8984
1993	1915	9-7/8"	5993	8990
1994	1916	8-3/4"	5994	8994
1995	1917	9"	5995	8990
2993	1922	9-7/8"	5993	8990
3981	1933	N/A	5981	8985
3984	1932	N/A	5984	8984
3985	1933	N/A	5985	8985
3987	1933	N/A	5987	8985
3988	1932	N/A	5988	8984

Weiland Hi-Ram Manifold Tops

2 x 4, 4150 flange top designed for manifold P/Ns 1984 Chevrolet small block and 1988 Ford small block tunnel ram manifolds

2 x 4, 4150 flange top designed for manifold P/Ns 1981 and 1985 Chevrolet big block and 1987 Chrysler big block tunnel ram manifolds

2 x 4, 4150 flange top designed for manifold P/N 1995 Chrysler small block tunnel ram manifold

1 x 4, 4150 flange top designed for manifold P/Ns 3984 Chevrolet small block and 3988 Ford small block tunnel ram manifolds

1 x 4, 4150 flange top designed for manifold P/Ns 3981 and 3985 Chevrolet big block and 3987 Chrysler big block tunnel ram manifolds

Part #

1912

1913

1917

1932

1933

115

Tech Line: 270-781-9741

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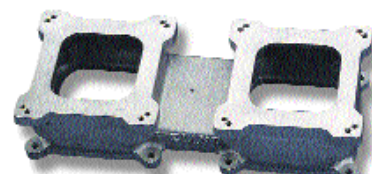
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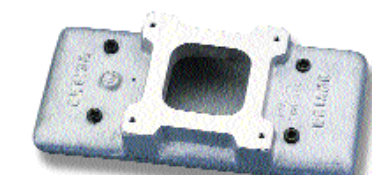
1912



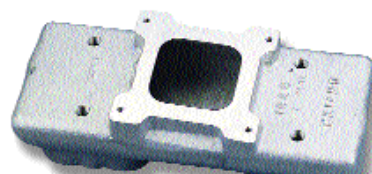
1913



1917



1932



1933

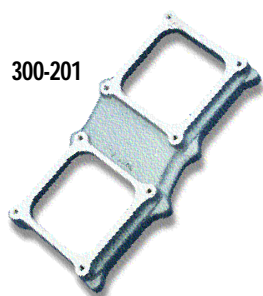


INTAKE MANIFOLD SERVICE PARTS

Holley Pro-Dominator Manifold Tops

Part #

300-201



Pro-Dominator Tunnel Ram 2x4 manifold top 4500 Dominator carburetor mounting flange. Fits small block Chevrolet manifold base P/N 300-44.

300-201

Pro-Dominator Tunnel Ram 2x4 manifold top Holley square carburetor mounting flange. Fits small block Chevrolet manifold base P/N 300-44.

300-202

Pro-Dominator Tunnel Ram 2x4 manifold top Holley square carburetor mounting flange. Fits big block Chevrolet manifold base P/N 300-45.

300-204

300-202



Pro-Dominator Tunnel Ram 2x4 manifold top 4500 Dominator carburetor mounting flange. Fits big block Chevrolet manifold base P/N 300-45.

300-206



ADDING HORSEPOWER TO HOLLEY AND WEILAND SUPERCHARGERS



The year 2000 has seen many new product changes and developments at Holley, not the least of these being a number of significant design and performance upgrades that affect the supercharger lines. As a result, the Holley and Weiland lines of superchargers now boast many new components that, acting in unison work to increase the overall performance, reliability and visual appeal of the supercharger assembly.

*Six (6) Holley and Weiland supercharger models have so far been brought through this upgrade process. These include the Holley 144, 174 and 250 **POWERCHARGERS** and Weiland 142, 177 and 256 Pro-Marine superchargers. These will all be available in their new configurations beginning sometime in early 2001. In the larger sizes, the popular Weiland 871 supercharger has also come in for some similar attention. The following run - down gives a brief review of these improvements.*

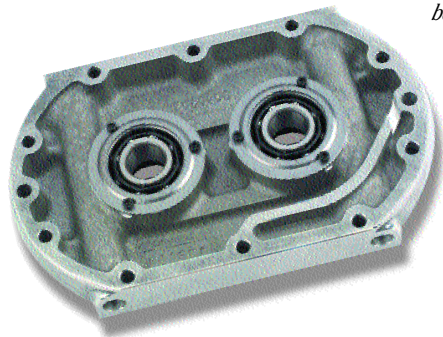
Holley and Weiland 140 and 170 series superchargers now share all new cast aluminum cases. These cases are cast at the Weiland foundry and finished by Holley in its Bowling Green, KY. state-of-the-art manufacturing facility. Here, workers take pride in their workmanship and quality control is maintained to the

highest standards possible. The new supercharger case includes an integral carburetor mounting pad as part of its design, with a 1/8" NPT vacuum port.

The rear bearing plate assembly has been redesigned. This assembly utilizes a specially designed heavy duty, deep-groove ball bearing that's permanently lubricated and sealed. Previously, a needle bearing was used that required its own oil bath to assure adequate lubrication. This ball bearing is maintenance free, reducing service requirements. The heavy-duty design results in strengthened support for the rotor shaft and assures a more reliable bearing operation.



The front bearing plate assembly houses yet another deep groove ball bearing that is sealed on the rotor shaft with a durable double-lip Nitrile oil seal. This bearing requires its own lubricating oil reservoir. To accommodate servicing, a unique "sight window" is conveniently located in the front cover casting wall. The window allows the oil level to be visually checked; an oil fill hole allows topping off the oil.



CARBURETORS

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REL PUMP'S
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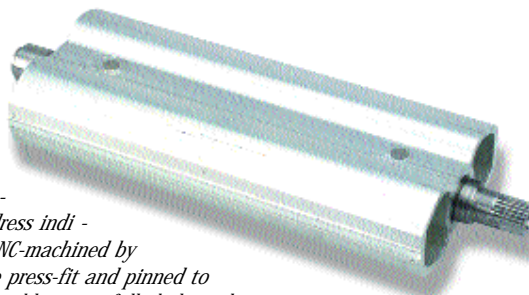
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ADDING HORSEPOWER TO HOLLEY AND WEIAND SUPERCHARGERS - (CONT'D)

An all-new Holley two-lobe rotor and shaft assembly is used within the supercharger case. Rotors in the Holley brand superchargers use Teflon® sealing strips; rotor edges on Weiand brand superchargers are precision-machined to achieve an effective seal. Both methods of manufacturing rotors have been used effectively over the years, with excellent results. Holley has chosen to use both methods to address individuals' preferences for one style or the other. Rotors are CNC-machined by Holley. The one-piece, 4340 hardened steel rotor shafts are press-fit and pinned to each rotor. As a final step, the finished rotor and shaft assembly is carefully balanced prior to installation. This assures perfect vibration-free operation.



Front gear sets are made of 8620 steel. They are hardened and ground to insure optimum clearances and timing capability. Gear sets are matched to achieve the best combination of performance characteristics and noise reduction. What's more, they're STRONG!

The Weiand 671 & 871 series superchargers now have an all-new aluminum case. These cases are cast at the Weiand foundry and machined by Holley in Bowling Green, KY, where the manufacturing quality control process is maintained to the highest standards. 1/8" NPT vacuum ports are provided for in the design of the carburetor adapters that are used in the larger sized superchargers.

The Weiand 671 series get a couple of the new Holley, two-lobe rotor assemblies. Rotors are CNC-machined by Holley to achieve an effective seal. The rotor shaft is a one-piece, hardened 4340 steel design. In a word, it's STRONG! The shaft is press-fit and pinned to the rotor. In the end, the finished assembly is carefully balanced to assure optimum boost, maximum performance and unequalled reliability.

Front gear sets are made of 8620 steel. They are hardened for strength and ground to insure optimum clearances and timing capability. Gear sets are matched to achieve the best combination of performance characteristics and noise reduction.

Rounding out the Weiand supercharger line are the mega-sized 1071 through 1471 series. Each of these models sport their own new polished aluminum case. These supercharger series, however, use two GM rotors of the three-lobe helical design. These rotors are specially reconditioned by Holley to insure a perfect fit, maximum boost and complete reliability. The front gear set is made of 8620 steel, the same as used in the 671 series. All in all, quite a lineup.

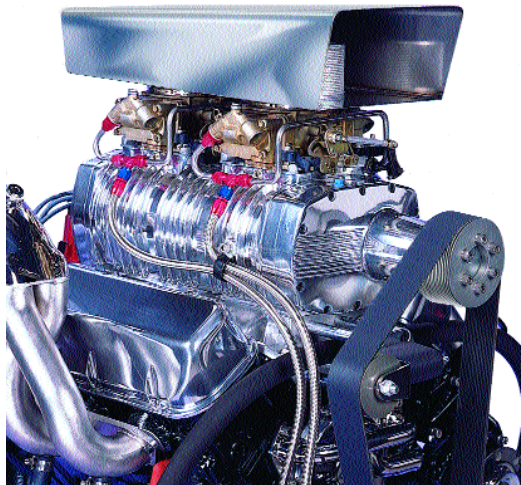
Holley quality control procedures and manufacturing processes insure that the Holley or Weiand supercharger you buy will provide years of service and will reliably perform to its designed maximum boost pressure. As further insurance and to verify proper operation and boost pressure output, ALL completed supercharger assemblies are run up to their designed RPM on special test fixtures in the factory. As a final quality check, the front oil cavity is fully pressure-tested to assure leak-free performance.

Superchargers are probably the single most cost-effective way to add horsepower to an engine. Plus they look great! Holley is the leader in supercharger technology and development and, from the foregoing it's plain to see that Holley intends to keep it that way. Look to Holley, The Heart and Soul of Performance, for the finest superchargers.

NOTE: Service parts and service for superchargers are available at the Holley supercharger service center, call 1-800 HOLLEY 5



HOLLEY SUPERCHARGERS - INTRODUCTION



Holley is the industry leader in marine superchargers and offers the finest Roots-type marine blowers under the Holley and Weiand brand names.

Holley knows that quality, reliability, performance and value are of utmost importance to the high performance boater. That's why extra steps are taken during the manufacturing and quality assurance processes to insure that only the best possible product will be produced. Holley brand superchargers are built by Holley at its own facility in Bowling Green, KY to assure that the highest quality and closest manufacturing tolerances are observed.

A Roots-type supercharger is commonly referred to as a positive displacement design. This design can move a much larger volume of air at lower RPM than can a centrifugal-type supercharger. For example, the Holley 420 MEGABLOWER™ moves 420 cubic inches of air per revolution.

One great thing about the Roots supercharger design is that it produces a very flat and wide torque curve and will begin to generate additional horsepower and torque as low as 1500 RPM. No turbocharger or centrifugal-style supercharger can produce this low RPM kick-in-the-pants feel! A great advantage of adding a supercharger is that you can build a mild and very smooth small block engine that will be capable of putting out 500+ horsepower. Big block motors can be built to easily produce 700+ horsepower.

A properly set up supercharger system is the most cost-effective way to increase your vessel's performance. No other type of horsepower enhancement can give you the four elements that all performance enthusiasts want: (1) user-friendly monster horsepower, (2) incredible torque at any RPM, (3) macho looks and (4) that delicious horsepower whine of a Roots supercharger! A Holley supercharger-equipped motor will provide many hours of trouble-free performance, requiring no more specialized maintenance than any other marine engine.

The Holley line offers superchargers in the 144, 174 and 250 POWERCHARGER™ series and also a 420 MEGABLOWER™. The 420 size is equivalent to a 671 blower. These are high line and premium products in every sense of the word. They offer Teflon® tipped rotors for extra-close tolerances; Gilmer and/or ribbed drives are available. They all can be ordered with a polished finish and some are available with a standard satin finish.

WARNING: Those Holley superchargers that utilize a toothed belt (Gilmer drive) incorporate a "pop-off" valve, allowing pressure to escape from the manifold in case of a backfire. This prevents stripping the teeth off the drive belt or twisting the input shaft on the blower. However, the pop-off valve can - not be used in an enclosed engine compartment due to fire or explosion hazard. **Do not use any Holley supercharger with a toothed drive belt or a pop-off valve in any enclosed marine engine compartment!** Holley and Weiand offer a complete line of blowers with 10-rib and 16-rib drive belts which do not require pop-off valves. These are designed for use in an enclosed engine compartment. In the event of backfire, this type of belt just slips on the pulley. Always use a marine-type Coast Guard approved flame arrestor on the carburetor of any marine installation.



NOTE: See Weiand superchargers beginning on p.131

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MIXTURE ADJUSTERS
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AIR SYSTEMS

144 PowerCharger™

Part#

Blower Kit with 10-Rib Drive Belt

MerCruiser small block 350 V8 - polished finish

155010-1

Dollar for dollar, there is no more horsepower available for a 350 small block V8 than can be gotten from the Holley 144 POWERCHARGER™ marine supercharger. This kit will add an easy 80 to 100 horsepower to this small block motor.

If you're like many small block V8 boat owners, you may have come to a point where you're no longer totally satisfied with the performance. You've added exhaust and an upgraded ignition, yet you're still not getting the power you want. Where do you go from here? The Holley 144 POWERCHARGER™ is the answer.

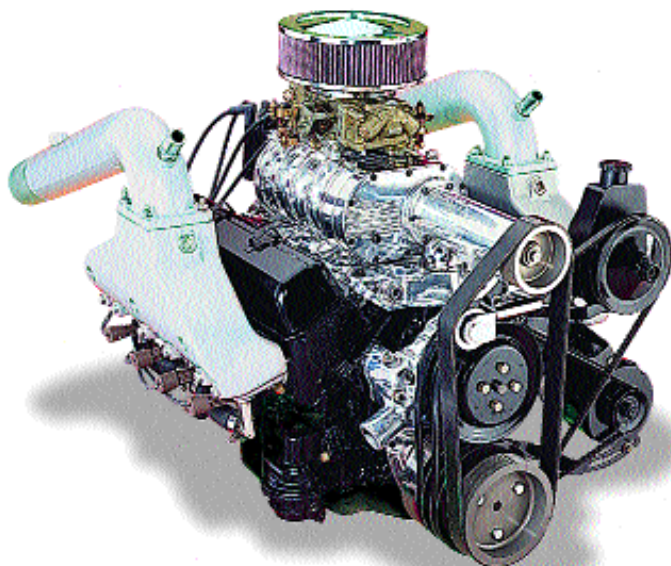
The 144 supercharger kit is the most complete marine small block supercharger system available. It includes Teflon® tipped rotors, an integral 1x4 carburetor mounting pad, intake manifold, heavy duty 10-rib serpentine drive pulleys, belts, all thermostat housings and hardware. The upper pulley is chosen separately, based on the amount of boost required.

It's designed and engineered to interface with all small block MerCruiser Alpha and Bravo drive accessories and can be used with OMC and Volvo marinized engines.

Teflon® is a registered trademark of the DuPont corporation.

Dimensions and Pulley Selection Chart

APPLICATION	BLOWER KIT PART #	ENGINE SIZE	BOOST	PULLEY PART #	PULLEY DIA.	DIM. "A" (SEE PG. 130)	DIM. "B"
Powercharger 144 for MerCruiser 350 small block V-8 with a 10-rib drive. Polished finish.	155010-1 Polished Finish	350	4-5#	90543	3.23	7.35"	7.55"
			6-7#	90542	3.02		
			8-9#	90545	2.86		





174 PowerCharger™

Part#

Blower Kit with 10-Rib Drive Belt

MerCruiser standard deck 454 CID - polished finish

155020-1

MerCruiser standard deck 454 CID - satin finish

156021-1

NOTE: All Holley 174 POWERCHARGER™ kits for big block Chevrolet engines now come equipped only with a 10-rib idler. This part is heavy duty and it's built with a stiffer spring, bronze bushings and very tight clearances. Idler assembly, P/N 155258 is available for upgrading earlier 174 installations.

The 174 POWERCHARGER™ is the blower that started the marine supercharging craze. Its proven service record, great performance and low profile make it a natural for installation on boats with tight engine compartments. Up to 550 horsepower can be achieved with this system on engines from 454 CID to 500 CID.

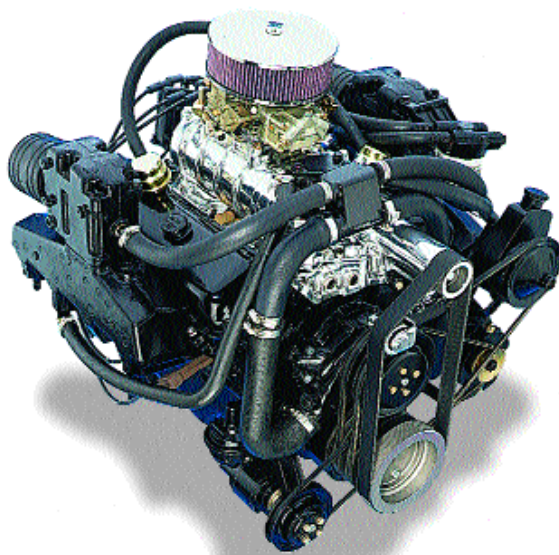
The 174 POWERCHARGER™ kit includes close-tolerance Teflon® tipped rotors, an integral 1x4 carburetor mounting pad, intake manifold, heavy duty 10-rib serpentine idler assembly, pulleys and belts, thermostat housing adapter and all hardware. The upper pulley is chosen separately, based on the engine size and amount of boost required.

It's designed to interface with all big block MerCruiser drive accessories. This same unit can also be used with OMC and Volvo marinized engines.

Teflon® is a registered trademark of the DuPont corporation.

Dimensions and Pulley Selection Chart

APPLICATION	BLOWER KIT PART #	ENGINE SIZE	BOOST	PULLEY PART #	PULLEY DIA.	DIM. "A" (SEE PG. 130)	DIM. "B"
Powercharger 174 for MerCruiser 454 big block V-8 with a 10-rib drive.	155020-1 Polished Finish 156021-1 Satin Finish	454	4-5#	90544	3.55	7.79"	7.95"
			6-7#	90543	3.28		
			8-9#	90542	3.02		



CARBURETORS

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Tech Line: 270-781-9741

AIR SYSTEMS



250 PowerCharger™

Part#

Supercharger Kit with 16-Rib Drive Belt (Requires OPTIONAL mounting plate for carburetor)

MerCruiser standard deck big block - polished finish

155050-1

MerCruiser standard deck big block - satin finish

156051-1

MerCruiser tall deck big block - polished finish

155055-1

NOTE: The above Holley 250 POWER CHARGER™ kits come equipped with a 16-rib drive, as noted. Earlier models had a 10-rib drive. A kit is now available to retrofit these early 250 models with the 16-rib drive. Order P/N 155257 and 16-rib belt P/N 155260 for this conversion.

Supercharger Kit with 2" Gilmer Drive Belt

Non-MerCruiser standard deck big block - polished finish

77-250CBBP-1

WARNING: Holley Supercharger P/N 77-250CBBP utilizes a Gilmer belt drive and incorporates a "pop-off" valve that allows pressure to escape from the manifold in case of backfire. This supercharger design should never be used in an enclosed engine compartment due to fire or explosion hazard.



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www.holley.com



The Holley marine 250 POWERCHARGER™ was developed exclusively for marine use when 500 CID engines became commonplace. There was a definite need for a low-profile, larger displacement supercharger that could feed a 500+ CID engine and still fit under most engine hatches.

Because of its outstanding design and proven reliability, the 250 POWERCHARGER™ has become the most widely used marine supercharger in the industry. It features a 2.24" wide, 16-rib serpentine drive belt that works with a heavy duty spring-loaded idler, for maximum belt contact. Rotors are Teflon® tipped for extra-tight tolerances. The Holley

250 POWERCHARGER™ can accept either 1x4 or a 2x4 carburetor set-ups. The end result is that maximum power and installation flexibility is achieved for a variety of engine combinations. Kits for tall deck Chevrolet big blocks are also available.

The Holley 250 POWERCHARGER™ supercharger system is designed and engineered to interface with all MerCruiser drive accessories. A separate kit is available for use with Volvo and OMC motors.

Teflon® is a registered trademark of the DuPont corporation.

CARBURETORS

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Dimensions and Pulley Selection Chart

APPLICATION	BLOWER KIT PART #	ENGINE SIZE	BOOST	UPPER PULLEY FOR 16-RIB DRIVE	PULLEY DIA.	DIM. "A" (SEE PG. 130)	DIM. "B"
MerCruiser 454/502 Powercharger 250 big block V-8 with a 16-rib drive. Requires optional carb-inlet plate.	155050-1 Polished	454	4-5#	155195	4.10	7.87	10.68
			6-7#	155194	3.65		
			8-9#	155193	3.34		
	156051-1 Satin	502	4-5#	155194	3.65		
			6-7#	155193	3.34		
			8-9#	155192	3.00		
		540	4-5#	155193	3.34		
			6-7#	155192	3.00		
			8-9#	155191	2.75		

GILMER BELT # OF TEETH						7.87	10.68
Non-MerCruiser 454/502 Powercharger 250 big block V-8 with 2" Gilmer drive – for jet, vee drive and other non MerCruiser outdrive applications.	77-250CBBP-1 Polished	454	4-5#	91000	48		
			6-7#	91001	45		
			8-9#	91002	42		
		502	4-5#	91001	45		
			6-7#	91002	42		
			8-9#	91003	39		
		540	4-5#	91002	42		
			6-7#	91003	39		
			8-9#	91004	36		

AIR SYSTEMS

250 PowerCharger™

STOCK 1993-1998 Mercury Marine 454/502 MPI engines

Part#

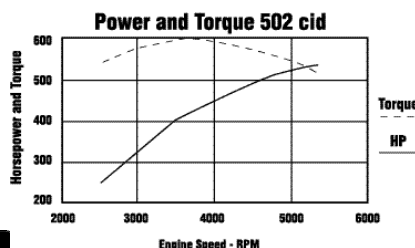
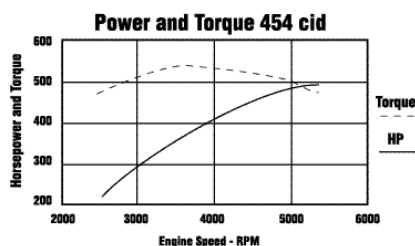
155052-1
Polished Finish

156052-1
Satin Finish

Designed **only for completely stock 1993-1998 Mercury Marine 454/502 MPI engines**, you can realize a cool 100+ horsepower increase with this blower set up. The engine must be completely stock (including exhaust) since there is **no adjustability** built into the ECU; there is only one fuel map.

The ECU is the latest GM computer designed for super-charged operation. This Holley EFI system precisely controls all engine functions including fuel. The spark and knock sensor allows for detonation-free operation with 89 octane fuel. This Holley 250 POWERCHARGER™ blower kit retains all stock Mercury accessory brackets and hoses, making it the closest thing you'll find to OEM fit and finish anywhere. What this all boils down to is an honest 8 – 15 MPH gain on top end, along with instantaneous throttle response and power.

This Holley 250 POWERCHARGER™ package adapts to the Mercury Marine manifold and fuel injection system. The computer is specially modified to control the fuel system and the ignition timing so that you could realize 485 HP and 570 lb./ft. torque from a stock 454 CID engine or 515 HP and 600 lb./ft. torque from a stock 502 CID motor. Furthermore, all diagnostic operations are retained and your engine can still be serviced by any technician with Mercury scan tools.



VST (WITH FUEL VAPOR SEPARATOR)		
REQUIRED COMPONENTS	454 CID	502 CID
ECU	155276	155276
3-groove V-belt pulley	155250	155250
16-rib lower pulley	155251	155251
16-rib upper pulley	155195	155194
Spacer	155213	155213

MECHANICAL ASSIST (MECHANICAL FUEL PUMP) OR STAND-ALONE (ELECTRIC FUEL PUMP ONLY) 3-GROOVE V-BELT PULLEY		
REQUIRED COMPONENTS	454 CID	502 CID
ECU	155295	155295
3-groove V-belt pulley	155250	155250
16-rib lower pulley	155251	155251
16-rib upper pulley	155195	155194
Spacer	155213	155213

STAND-ALONE (ELECTRIC FUEL PUMP ONLY) SERPENTINE ACCESSORY DRIVE BELT		
REQUIRED COMPONENTS	454 CID	502 CID
ECU	155296	155296
16-rib drive pulley ('98-later engines)	155294	155294
16-rib upper pulley	155195	155194
Spacer	155212	155212



420 MegaBlower™

Part #

Supercharger Kit with 3" Gilmer Drive Belt

MerCruiser standard deck big block – polished finish

155120

MerCruiser tall deck big block – polished finish

155125

Supercharger Kit with 3" Gilmer Drive Belt (1 accessory V-belt)

Non-MerCruiser standard deck big block – polished finish

77-420CBBP

Supercharger Kit with 3" 16-Rib Drive Belt

MerCruiser standard deck big block – polished finish

155130

MerCruiser tall deck big block – polished finish

155135

NOTE: A complete system requires a blower kit and one upper and one lower pulley.

WARNING: Those supercharger kits that use a Gilmer belt drive also utilize a "pop-off" valve that allows pressure to escape from the manifold in case of backfire. These kits should never be used in an enclosed engine compartment due to fire or explosion hazard.

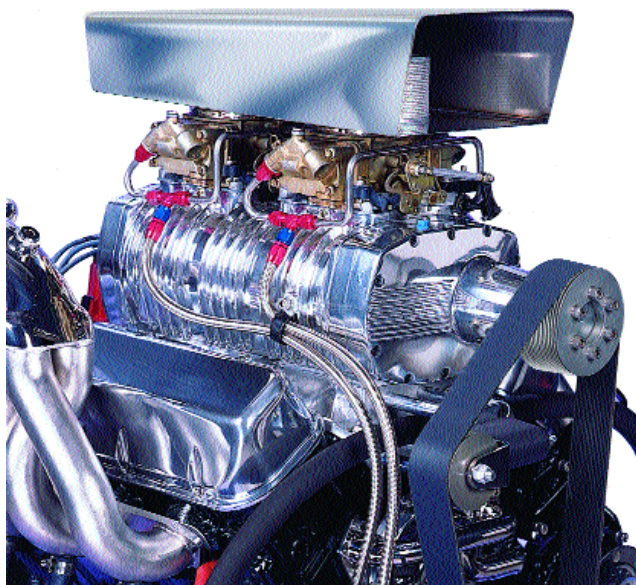
The Holley marine 420 MEGABLOWER is for the person who's looking to get some serious horsepower out of his Chevrolet big block engine. This supercharger is similar to OEM superchargers supplied to Mercury High Performance for the 600SC and 800SC engines. With its ultra-efficient Teflon® tipped 2-lobe rotor design, it can supply enough air to provide substantial horsepower gains for engines up to 580 CID.

Built with new, premium components the 420 MEGABLOWER gives you two options: (1) 16-rib serpentine drive system (which

Teflon® is a registered trademark of the DuPont corporation.

does not require a pop-off) for enclosed engine compartments or (2) 3" Gilmer standard drive system.

These Holley 420 MEGABLOWER kits are designed and engineered to interface with MerCruiser drive accessories. Kits come with integral 2 x 4 carburetor mounting plate, intake manifold with O-ring seal, heavy duty idler and gaskets and hardware. Upper and lower pulleys must be purchased separately and are chosen based upon engine size, compression ratio and desired boost.



Dimensions

420 MEGABLOWER KIT P/N	DIMENSION "A"	DIMENSION "B"
155120	8.83"	12.18"
155125	8.83"	12.53"
155130	7.90"	12.18"
155135	7.90"	12.53"
77-420CBBP	8.83"	12.18"

See page 130 for dimension information.

CARBURETORS

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420 MegaBlower™ Pulley Selection Chart

Upper and lower Gilmer pulleys must be chosen separately for 420 MEGABLOWER installations. Gilmer pulleys are interchangeable. The charts below show how to determine the correct Gilmer pulley size for the desired boost pressure.

Upper and lower 16-rib pulleys must be chosen separately for 420 MEGABLOWER installations. 16-rib pulleys are interchangeable. The charts below show how to determine the correct 16-rib pulley size for the desired boost pressure.

UPPER / LOWER GILMER PULLEYS PART # TEETH DIAMETER			16-RIB PULLEYS PART # DIAMETER	
93102	48	4.8"	155215	5.00"
93106	52	5.2"	155216	5.40"
93110	56	5.6"	155217	5.80"
93114	60	6.0"	155218	6.30"
93118	64	6.4"	155219	6.75"
93122	68	6.8"		
93126	72	7.2"		

Key to pulley charts:

Upper **93106**
8% OD
93110 Lower
Gilmer

Upper **155219**
27% UD
155216 Lower
16-rib

Notes:

- Bold #'s indicate Part #'s.
- "OD" indicates Over Driven.
- "UD" indicates Under Driven.

Chevy Big Block (Std. deck) – Gilmer Drive

BOOST	4-5 PSI	6-7 PSI	8-9 PSI
ENGINE SIZE			
454	93114 25%UD	93114 15%UD	93110 8%UD
	93102	93106	93106
502	93114 15%UD	93110 8%UD	93110 1:1
	93106	93106	93110
540	93110 1:1	93106 8%OD	93106 15%OD
	93110	93110	93114
570	93106 8%OD	93106 15%OD	93102 25%OD
	93110	93114	93114

Chevy Big Block (Std. deck) – 16-rib Drive

BOOST	4-5 PSI	6-7 PSI	8-9 PSI
ENGINE SIZE			
454	155219 27%UD	155218 17%UD	155218 9%UD
	155216	155216	155217
502	155218 17%UD	155218 9%UD	155217 1:1
	155216	155217	155217
540	155217 1:1	155217 9%OD	155216 17%OD
	155217	155218	155218
570	155217 9%OD	155216 17%OD	155216 27%OD
	155218	155218	155219

Chevy Big Block (Tall deck) – Gilmer Drive

BOOST	4-5 PSI	6-7 PSI	8-9 PSI
ENGINE SIZE			
454	NA	93110 16%UD	93106 8%UD
		93102	93102
502	93110 16%UD	93110 8%UD	93106 1:1
	93102	93102	93106
540	93106 1:1	93102 8%OD	93102 16%OD
	93106	93106	93110
570	93102 8%OD	93102 16%OD	93102 25%OD
	93106	93110	93114

Chevy Big Block (Tall deck) – 16-rib Drive

BOOST	4-5 PSI	6-7 PSI	8-9 PSI
ENGINE SIZE			
454	155218 26%UD	155217 16%UD	155217 7%UD
	155215	155215	155216
502	155217 16%UD	155217 7%UD	155216 1:1
	155215	155216	155216
540	155216 1:1	155216 7%OD	155215 16%OD
	155216	155217	155217
570	155216 7%OD	155215 16%OD	155215 26%OD
	155217	155217	155218



HOLLEY SUPERCHARGER COMPONENTS

90520



Boost Gauge

Part #

90520

Could be used on turbocharged or supercharged engines. Reads 0-30 inches of vacuum and 0-15 lbs. of boost. Fits Standard 2-1/16" diameter gauge hole. Includes fittings and 25 feet of tubing and ferrules.

Carburetor Fuel Line Kits

Part #

93171

2x4 Holley carburetors with mechanical secondaries

93172

2x4 Holley carburetors with vacuum secondaries

93178

1x4 Holley carburetor with mechanical secondary

93179

1x4 Holley carburetor with vacuum secondary

The fuel lines are made from stainless steel to resist corrosion. The kits include all necessary hardware, fittings and O-rings for easy installation. Aircraft-quality, high-flow fittings are specified as well as Viton® O-rings, a CNC-machined fuel distribution block and a fuel pressure gauge port.

Carburetor Linkage

Part #

93167

Side-by-side for 250 POWERCHARGER™

93168

Side-by-side for 420 MEGABLOWER™

These carburetor linkage kits feature stainless steel shafts to reduce flexing and resist corrosion. This heavy duty linkage features infinite adjustability. Designed to fit Holley mechanical secondary carburetors.

Carburetor Mounting Plates

Part #

93150

1x4, polished finish

93151

2x4, polished finish

93153

1x4, offset, polished finish

Drive Belts

Part #

90827

10-rib, 50.5" length

90899

10-rib, big block Chevrolet (174 POWERCHARGER™), 49.5"

90825

10-rib, small block Chevrolet

155260

16-rib, 250 POWERCHARGER™

155261

16-rib, 420 MEGABLOWER™

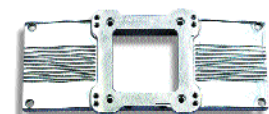
93266

8mm, 2" width

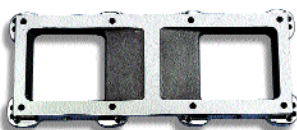
93265

8mm, 3" width

93150



93151



90827



CARBURETORS

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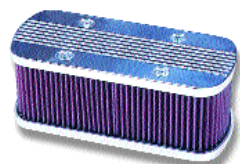
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HOLLEY SUPERCHARGER COMPONENTS



155282

Drive Conversion Kit

Part #

Convert early 10-rib drive 250 POWERCHARGER™ set ups to 16-rib drive system.

155257



90524



90565

Flame Arrestor

Part #

Flame arrestor

155282

Flame arrestor element

155283

Gaskets and O-rings

Part #

144 blower housing to manifold gasket

90524

174 blower housing to manifold gasket

90565

Carburetor adapter to 250 blower housing gasket

91185

Blower to manifold O-ring

93330

Pop-off valve gasket, side mount

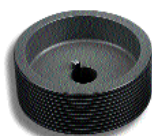
93333

Nose seal – 144, 174, 250 POWERCHARGER™

91192



90542



90740

Pulleys

Part #

144 and 174 POWERCHARGER™

10-rib, 2.66" diameter

90541

10-rib, 2.86" diameter

90545

10-rib, 3.02" diameter

90542

10-rib, 3.23" diameter

90543

10-rib, 3.55" diameter

90544

10-rib, 3.80" diameter

90639

10-rib, 4.10" diameter

90740

250 POWERCHARGER™

16-rib, 2.75" diameter

155191

16-rib, 3.00" diameter

155192

16-rib, 3.34" diameter

155193

16-rib, 3.65" diameter

155194

16-rib, 4.10" diameter

155195



91004



91000

36-tooth, 8mm Gilmer-style

91004

39-tooth, 8mm Gilmer-style

91003

42-tooth, 8mm Gilmer-style

91002

45-tooth, 8mm Gilmer-style

91001

48-tooth, 8mm Gilmer-style

91000