



POWER VALVE SERVICE PARTS



125-500

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.



26-36

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



125-65

Single-Stage Power Valves (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

Two-Stage Power Valves* (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
125-217	10.0" Hg	4.0" Hg
125-218	11.0" Hg	5.5" Hg

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

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CARBURETORS



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**

Spark fitting Part

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

Throttle Lever & Cruise Control Studs Part

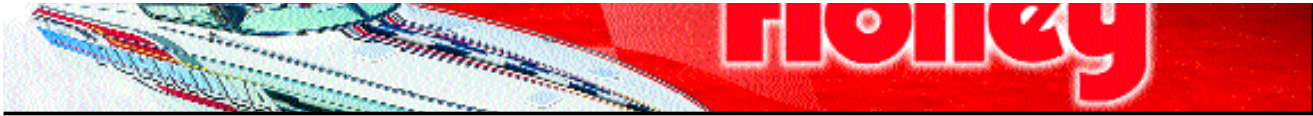
- I. Throttle and cruise control stud **20-36**
- J. Throttle stud; 7/32" dia. **20-37**
- K. Throttle stud; 7/32" dia. **20-38**
- L. Throttle stud; 1/4" dia. **20-39**
- M. Transmission kickdown stud **20-40**
- N. Throttle and cruise control stud **20-64**
- O. Throttle and cruise control stud **20-67**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

Throttle Cable Clip Part

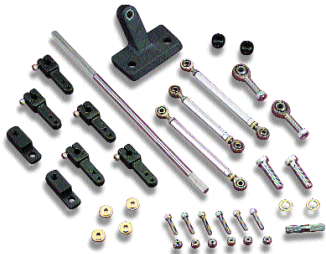
- Q. Cable clip **26-104-10**

Throttle Lever Stud Bushing Part

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



20-19



4021



26-94

26-93



26-128



20-3



20-48-1

Throttle Linkage Kits

- Chevy small block (2x4 tunnel ram/side-mounted carbs.)
- Chevy small block (2x4 tunnel ram/side-mounted carbs.)
- Chevy big block (2x4 tunnel ram/side-mounted carbs.)
- Chevy big block (2x4 tunnel ram/side-mounted 4150 carbs.)
- Chevy big block (2x4 tunnel ram/side-mounted DOMINATOR carbs.)
- Chrysler engines (2x4 tunnel ram/side-mounted carbs.)
- Ford 289/302 – 351C (2x4 tunnel ram/side-mounted carbs.)
- Ford 429 wedge – 460 (2x4 tunnel ram/side-mounted carbs.)
- Universal (2x4 tunnel ram/in-line-mounted carbs.)

Part #

- 20-19
- 4021
- 20-24
- 4022
- 4032
- 4023
- 4025
- 4027
- 4000

Throttle Plate Kits

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

- 1-7/16" plate diameter, .152" hole size
- 1-11/16" plate diameter, Ø hole size
- 1-11/16" plate diameter, .093" hole size
- 1-11/16" plate diameter, .150" hole size
- 1-3/4" plate diameter, Ø hole size
- 1-3/4" plate diameter, .100" hole size
- 1-3/4" plate diameter, .125" hole size
- 2" plate diameter, Ø hole size
- 2-1/8" plate diameter, Ø hole size

Part #

- 26-93
- 26-94
- 26-95
- 26-96
- 26-97
- 26-98
- 26-99
- 26-100
- 26-128

Throttle Shaft Conversion Kits

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

Part #

- 20-3

Throttle Shaft Service Kits

- With Ford A/T kickdown lever; R1850 carburetor
- With Ford A/T kickdown lever; R3310 carburetor
- With Ford A/Tkickdown lever; R4412 carburetor
- 4500 DOMINATOR

Part #

- 20-48-1
- 20-49-1
- 20-62
- 20-104

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FUEL SYSTEMS



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

26-2

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

VACUUM PLUGS

26-14



Vacuum Plug, Tube: 3/16", Quantity: 5/pkg

26-14

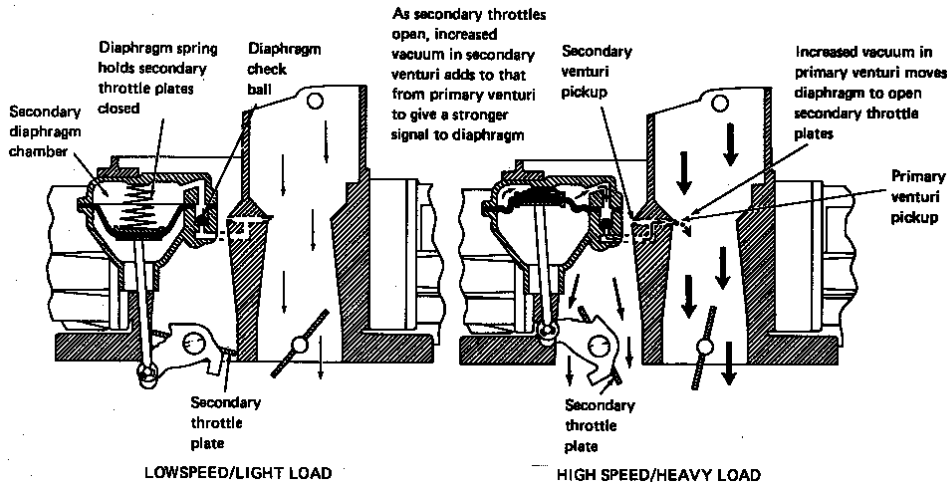
Vacuum Plug, Tube: 3/8", Quantity: 5/pkg

26-16

26-16



VACUUM SECONDARY OPERATION



Vacuum Secondary Diaphragms

Carburetor Diaphragm		Carburetor Diaphragm		Carburetor Diaphragm		Carburetor Diaphragm		Carburetor Diaphragm	
P/N	P/N	P/N	P/N	P/N	P/N	P/N	P/N	P/N	P/N
R4473	135-4	R50418	135-4	R80310	135-3	R80390	135-3	R84026	135-3
R4608	135-4	R50419	135-4	R80310-1	135-3	R80391	135-3	R84026-1	135-3
R6151	135-4	R50462	135-4	R80310-2	135-3	R80403	135-3	R84026-2	135-3
R6152	135-4	R50462-1	135-4	R80311	135-3	R80403-1	135-3	R84028	135-3
R6361	135-3	R50463	135-4	R80311-1	135-3	R80408	135-3	R84037	135-3
R6407	135-4	R50463-1	135-4	R80311-2	135-3	R80434	135-11	R84042	135-3
R6576	135-4	R50464	135-3	R80315	135-3	R80444	135-3	R84044	135-3
R6647	135-4	R50468	135-4	R80315-1	135-3	R80473	135-3	R84044-1	135-3
R7128	135-3	R50468-1	135-4	R80318-1	135-3	R80473-1	135-3	R84046	135-3
R7159	135-4	R50469	135-11	R80319-1	135-11	R80487	135-3	R84046-1	135-3
R7163	135-4	R50469-1	135-11	R80328	135-3	R80492	135-3		
R8132	135-4	R50470	135-3	R80328-1	135-3	R84018	135-4		
R8159	135-4	R50483	135-3	R80328-2	135-3	R84018-1	135-4		
R8572	135-3	R50483-1	135-3	R80330	135-3	R84018-2	135-4		
R9013	135-4	R80125	135-4	R80330-1	135-3	R84022	135-3		
R9015	135-4	R80159	135-3	R80341	135-2	R84022-1	135-3		
R9029	135-3	R80180	135-3	R80364	135-4	R84023	135-4		
R9392	135-4	R80262	135-3	R80378	135-3	R84023-1	135-4		
R9393	135-4	R80264	135-4	R80378-1	135-3	R84023-2	135-4		
R50399	135-3	R80265	135-4	R80383	135-11	R84024	135-3		
R50405	135-3	R80309	135-3	R80383-1	135-11	R84024-1	135-3		

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20-13

Secondary Diaphragm Spring Kit

Part # **20-13^(B)**

COLOR	RELATIVE LOAD	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



45-456



20-28

Clamp Kit – Choke Control Cable

Part #

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

45-456

Secondary Diaphragm Housing and Cover

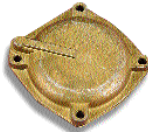
Part #

Replacement chrome housing and cover for vacuum secondary carburetors.

34-503



20-77



20-85

Cover – Diaphragm Housing

Part #

Use this kit when running twin engines. Run a rubber vacuum line between the balance tubes of each vacuum secondary carburetor. This will have the effect of equalizing the secondary throttle operation to achieve a more optimum RPM synchronization between engines.

20-28

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.



34-503



108-67-20

Gasket (cork)

Part #

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

108-67-20



20-59

Cover – Diaphragm Housing

Part #

1 x 4 applications. Replacement plastic cover

20-77

Cover – Diaphragm Housing (Quick Change)

Part #

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

20-59^(B)

Cover – Diaphragm Housing

Part #

1 x 4 applications. Replacement metal cover

Standard **20-85**

Shiny **20-85S**

Cover – Diaphragm Housing (Quick Change)

Part #

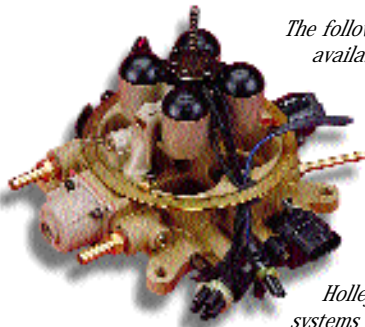
2 x 4 bbl. – with balance tube. Expedites changing of vacuum spring.

20-73^(B)



20-73

MARINE FUEL INJECTION SYSTEMS



The following catalog section deals with the various Holley fuel injection systems that are available for marine installations.

Holley offers both multi-point and throttle body fuel injection systems. Multi-point systems are called "Commander 950 Multi-Point". Throttle body systems can be either "Commander 950 4-Bbl", "Commander 950 2-Bbl" or "Pro-Jection 2-Bbl" systems. "Commander 950" or "Pro-Jection" refers to the electronic control units (ECUs) that are used to control the system functions.

Holley throttle body fuel injection systems are "stand-alone" systems and they do not work in combination with factory computers or ECUs. They're intended for carbureted motors. They're controlled by a stand-alone electronic control system that's the best of the art. Now, captains of older engines or those that are repowering to newer engines enjoy the benefits of a quality marine fuel injection system that's designed to give you safe, reliable service.



Commander 950 Multi-Point systems are available for small block and big block Chevrolet V8 engines. Commander 950 and Pro-Jection throttle body systems are "universal", meaning they can be installed on any 8 cylinder or even-fire V6 marine engine. The four-barrel throttle bodies have a standard square flange bolt pattern; the two-barrel throttle body shares the standard GM two-barrel bolt pattern.



The Holley Custom Speed Shop

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- Customized superchargers
- Supercharger renovation
- Customized fuel injection systems
- Custom polishing
- Custom plating
- Powder coating
- Custom restoration of O.E. carburetors
- Custom engraving
- Customized plumbing (from your dimensions)
- Customized fuel and water pumps

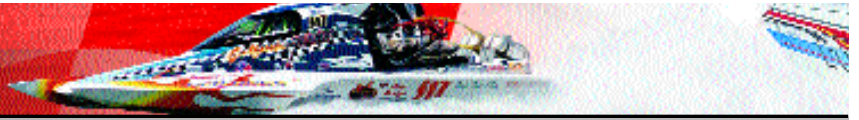
Call: 1-888 HOLLEY-5



The flexibility of these systems is outstanding, with the ability to adjust the fuel curve to match the fuel requirements of the engine. Commander 950 systems have the capability to actually customize a unique fuel curve. So, for example, if an engine is being rebuilt with performance components, or if a blower is being added, the fuel curve can be modified, accordingly. There's no need to purchase additional software, although a larger injector size may be required.

The following pages present in detail these Holley marine fuel injection systems. There's a system for every type of boat here. Whether you fish, cruise, race or do any combination of these, Holley has got you covered with the most complete selection of marine fuel injection systems available.

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Commander 950™ ECU - (an overview)

The Holley Commander 950 ECU is the most advanced and powerful controller on the market and is capable of precisely managing up to 950 horsepower. Now, performance enthusiasts will be able to control fuel delivery, spark timing, boost compensation, fuel pump, cooling fan, true idle quality and complete control of wet or dry nitrous systems.

One of the Commander 950's greatest features is its ability to use the Windows-based Holley software and a lap top computer to tune the system "on the fly", with no need to stop the engine to make adjustments. Future system upgrades can be performed through the serial port with no need for disassembly or changing of chips.

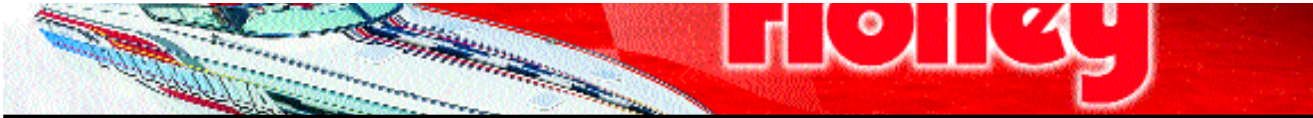
NEW



Features and Engine / Hardware Compatibility

- Works with 4, 6, or 8 cylinder engines
- Can operate as a speed density system
 - Uses engine vacuum to sense engine load
 - Best for marine
 - Achieves optimum response and driveability
- Can operate in Alpha-N mode
 - Uses throttle position as indication of engine load
 - Engines with wide fluctuations of manifold vacuum at idle due to radical cams
- Compatible with 1, 2 or 3 bar MAP sensors
 - Naturally aspirated engines
 - Forced induction engines
- Compatible with a GM/Chrysler-style IAC motor for best idle stabilization and control
- Compatible for use with knock sensor
- Will operate in either open or closed loop
 - A closed loop system uses an oxygen sensor to monitor and adjust the fuel/air ratio for optimum performance
- Works with port fuel injection systems
 - Controls up to 8 high impedance injectors
 - Controls up to four low impedance injectors
- Works with throttle body fuel injection systems
 - Controls up to four low impedance injectors
 - Throttle body with progressive linkage
 - Throttle body with 1:1 linkage
- Complete range of fuel control for:
 - Initial cold start and warm-up
 - Acceleration enrichment
 - Start-up enrichment
 - 16x16 fuel map
- Controls CD ignition timing
 - Holley ANNIHILATOR 800-150 or 800-250 ignition
 - Other aftermarket CD ignition systems
- Timing control capability can also be achieved through use of
 - GM HEI module
 - Ford TFI module
 - Magnetic crank trigger
 - Hall Effect crank trigger
 - Aftermarket distributor
- Complete control of wet or dry nitrous systems.
- Programmable RPM scale
- Programmable fuel pump and cooling fan control
- ECU size is 5.5" x 4.75" x 2.0"





COMMANDER 950™ SOFTWARE

The Holley software included with the Commander 950 is Windows-based (3.1, 95 or 98) and is much easier to use than software that is DOS based. This software enables the user to program system parameters in real time. Changes are instantly sent to the 950 Commander ECU for an immediate seat-of-the-pants evaluation. There is no need to record settings, make changes or to “burn” a new chip. This feature alone makes the system much more user friendly and easier to tune for the first-timer.

All sensor data is viewable from the fuel map screen. The spark and fuel maps can also be viewed in a graphical form, which helps to better visualize the data. Sample fuel maps are included to help you get started. Fine tuning however, is required in all installations for best operation.

A data acquisition feature is included for evaluating your on-the-water performance.

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The screenshot displays three windows from the Commander 950 software:

- Fuel Map:** A 3D surface plot showing fuel injection volume as a function of RPM and MAP. The plot shows a typical fuel curve that rises with RPM and then levels off at higher RPM.
- Acceleration Enrichment:** Contains two tables:
 - Asynchronous Acceleration Enrichment Tables:** A table with 15 columns (RPM) and 15 rows (MAP). Values range from 1.504 to 4.0.
 - Synchronous Acceleration Enrichment Tables:** A table with 15 columns (RPM) and 15 rows (MAP). Values range from 0 to 21.
- Startup Enrichment:** A table with 15 columns (RPM) and 5 rows (MAP). Values include Cranking Pulse Width (mSec), Afterstart Enrichment (%), Afterstart Holdoff (Rev.), Afterstart Decay Rate (1% /Revs.), and Auto Prime 7mSec Pulse Count.

NOTE: Base fuel maps are available off the Holley web site.

Tech Line: 270-781-9741

COMMANDER 950™ MULTI-POINT FUEL INJECTION SYSTEMS



If the legacy of Holley has been anything, it's been leadership in fuel systems. From the simplest carburetors built for the Model T Ford, to the sophisticated feedback carburetors built in the 1980s, Holley has been in the forefront of the development process.

Then, in the mid-1980s Holley introduced its first replacement stand-alone throttle body fuel injection system. Steady development progress has been made since that time, and it led to the introduction of a line of multi-point fuel injection systems, a few years back.

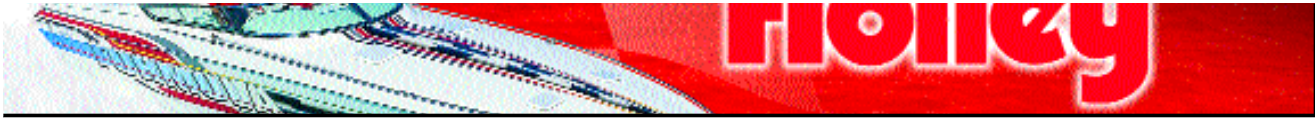
Now, Holley has taken this a step further, with the introduction of the most sophisticated and powerful electronic controller, called Commander 950. Commander electronics brings true sophistication with cutting-edge and user-friendly technology to the table and elevates the bar of competition in the aftermarket for multi-point marine fuel injection systems.

The Holley Commander ECU is a most advanced and powerful engine controller, and it's capable of precisely managing up to 950 horsepower. One of the Commander's best features, however, is its ability to use the Windows-based software and a laptop computer to tune the system while cruising. This will allow you to achieve the most precise fuel delivery and spark control imaginable for maximum efficiency and maximum power.

Commander 950 Multi-Point Fuel Injection is a Holley line of new marine fuel injection systems for carbureted, non-computerized Chevrolet small block and big block V8 engines. These are complete systems that are engineered to provide all the components and hardware needed for your custom installation. The intake manifold, billet throttle body, billet fuel rails, injectors and related miscellaneous parts are factory-assembled and tested prior to packaging. Holley takes this extra step in quality assurance to verify the performance, quality and integrity of the system.

With the addition of Commander 950 electronics, Holley multi-point fuel injection systems offer more in the way of features, more in the way of performance, more in the way of system capability, more in the way of outright good looks and more in the way of value. You can say that this is the wave of the future.

Whether your engine is stock or custom-built, a Holley Commander 950 Multi-Point Fuel Injection system can help maximize your vessel's performance characteristics and make your cruising time a lot more enjoyable.



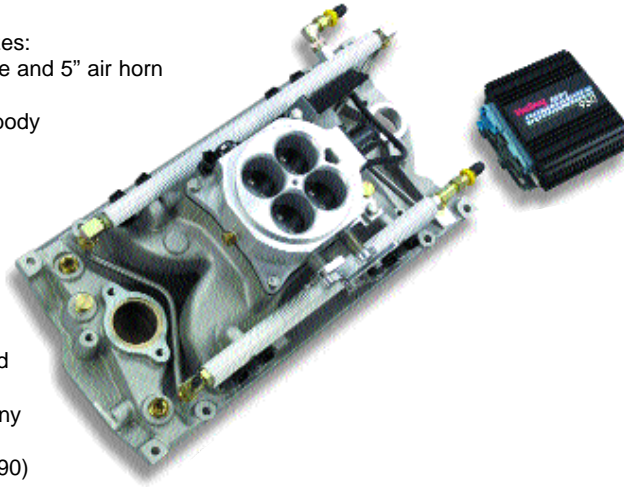
COMMANDER 950™ MULTI-POINT FUEL INJECTION SYSTEMS

Chevrolet Applications - (listed on page 60)

- Small block V8 w/ 23° standard port cylinder heads (early and late)
- Small block V8 w/ Vortec/Gen 1 cylinder heads
- Big block V8 with oval port cylinder heads
- Big block V8 with rectangular port cylinder heads

Features

- Systems are pre-assembled by Holley. Systems include all components necessary for installation, including a detailed installation guide.
- Commander 950 ECU is fully potted for superior resistance to corrosion and protection from vibration
- Intake manifold features a brass water jacket for salt water corrosion resistance
- Throttle bodies available in the following sizes:
1000 CFM billet w/ 4-bbl square bore flange and 5" air horn
2000 CFM billet w/ DOMINATOR flange
- Idle air control motor included with throttle body
- Sensors include
Throttle position
MAP
Engine temperature
Air temperature
Exhaust oxygen
- Wiring harness is designed for "plug-in" installation
- Wiring harness is temperature-insulated and weather-sealed
- Adjustable timing feature is available with any of the following distributors:
GM marine 7-pin coil-in-cap (1980 1/2 - 1990)
GM marine external coil (1984 - 1996)
Ford marine 7-wire TFI (1984 - later)
Any marine distributor with a "locked" mechanical advance and a magnetic pick up
Any marine distributor that is set up to work with a crank trigger (either magnetic or Hall Effect)
- The Commander 950™ ECU's adjustable timing feature will also work with any CD ignition that does not have timing control, such as marine HP ANNIHILATOR, P/N 800-150, if used with one of the recommended distributors
- Base fuel maps are available off the Holley web site.



Benefits

- Vastly improved fuel distribution and cylinder filling.
- Excellent response from the helm's throttle control(s).
- Improved cruising economy.
- Impressive power gains over standard carburetor installation.
- Superior idle and warm up characteristics.

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FUEL SYSTEMS



COMMANDER 950 MULTI-POINT FUEL INJECTION SYSTEMS

HP RANGE	CFM	TBI FLANGE	INJECTOR SIZE	SYSTEM PART #
APPLICATION Chevrolet small block; early/late cylinder head - naturally aspirated				
150 - 200	1000	4bb/ Square Flange	14 lbs./hr.	71001101
200 - 275	1000	4bb/ Square Flange	19 lbs./hr.	71002101
275 - 350	1000	4bb/ Square Flange	24 lbs./hr.	71003101
350 - 425	1000	4bb/ Square Flange	30 lbs./hr.	71004101
425 - 525	1000	4bb/ Square Flange	36 lbs./hr.	71005201
525 - 600	1000	4bb/ Square Flange	42 lbs./hr.	71006201
600 - 750	1000	4bb/ Square Flange	50 lbs./hr.	71007201
Chevrolet small block; Vortec/Gen 1 cylinder head - naturally aspirated				
150 - 200	1000	4bb/ Square Flange	14 lbs./hr.	71101101
200 - 275	1000	4bb/ Square Flange	19 lbs./hr.	71102101
275 - 350	1000	4bb/ Square Flange	24 lbs./hr.	71103101
350 - 425	1000	4bb/ Square Flange	30 lbs./hr.	71104101
425 - 525	1000	4bb/ Square Flange	36 lbs./hr.	71105201
525 - 600	1000	4bb/ Square Flange	42 lbs./hr.	71106201
600 - 750	1000	4bb/ Square Flange	50 lbs./hr.	71107201
Chevrolet big block V8; Std. Deck; Oval Port cylinder heads - naturally aspirated				
275 - 350	1000	4bb/ Square Flange	24 lbs./hr.	72003101
350 - 425	1000	4bb/ Square Flange	30 lbs./hr.	72004101
425 - 525	1000	4bb/ Square Flange	36 lbs./hr.	72005201
525 - 600	1000	4bb/ Square Flange	42 lbs./hr.	72006201
600 - 750	1000	4bb/ Square Flange	50 lbs./hr.	72007201
Chevrolet big block V8; Std. Deck; Rectangular Port cylinder heads - naturally aspirated				
275 - 350	1000	4bb/ Square Flange	24 lbs./hr.	72103101
350 - 425	1000	4bb/ Square Flange	30 lbs./hr.	72104101
425 - 525	1000	4bb/ Square Flange	36 lbs./hr.	72105201
525 - 600	1000	4bb/ Square Flange	42 lbs./hr.	72106201
600 - 750	1000	4bb/ Square Flange	50 lbs./hr.	72107201
Chevrolet big block V8; Std. Deck; Rectangular Port cylinder heads - naturally aspirated				
525 - 600	2000	DOMINATOR	42lbs./hr.	72306201
600 - 750	2000	DOMINATOR	50lbs./hr.	72307201
Chevrolet big block V8; Tall Deck; Rectangular Port cylinder heads - naturally aspirated				
275 - 350	1000	4bb/ Square Flange	24 lbs./hr.	72203101
350 - 425	1000	4bb/ Square Flange	30 lbs./hr.	72204101
425 - 525	1000	4bb/ Square Flange	36 lbs./hr.	72205201
525 - 600	1000	4bb/ Square Flange	42 lbs./hr.	72206201
600 - 750	1000	4bb/ Square Flange	50 lbs./hr.	72207201
Chevrolet big block V8; Tall Deck; Rectangular Port cylinder heads - naturally aspirated				
525 - 600	2000	DOMINATOR	42 lbs./hr.	72406201
600 - 750	2000	DOMINATOR	50 lbs./hr.	72407201



COMMANDER 950™ MPI SERVICE PARTS

Part #

COMBUSTION

FUEL INJECTION

FUEL PUMPS & REGULATORS

ENGINE MOUNTINGS

SUPERCHARGERS

FLAME ARRESTORS & THROTTLE BODIES

IGNITION SYSTEMS & COMPONENTS

CRANKSHAFTS

HEADERS

VALVE COMPONENTS

VALVE COVERS

TECHNICAL INFORMATION

INDEX



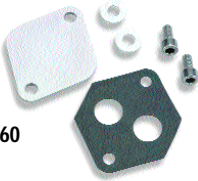
508-17

Base Plate & Gasket Sealing Kit

- 1000 CFM throttle body
- 2000 CFM throttle body

508-17

508-18



112-560

Block-off Plate, IAC

112-560

Brackets

- Fuel pump mounting
- MAP sensor
- Power harness
- Morse throttle cable

9902-110

9902-104

9902-106

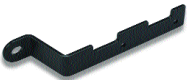
9902-108



9902-110



9902-104



9902-106



9902-108

Bungs, fuel injector

- Package of one (1)
- Package of four (4)
- Package of six (6)
- Package of eight (8)

534-82

534-83

534-84

534-85

Cable, Commander 950

- Communication (ECU to laptop)

534-140

ECU- Commander 950

The most advanced fuel management / engine controller available today. See page 56 for a complete description of features and capabilities of this remarkable unit.

534-163



534-83

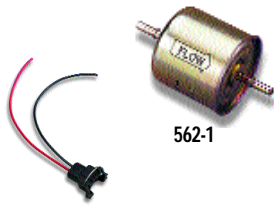


534-163



COMMANDER 950™ MPI SERVICE PARTS

Part #



562-1

Electrical connector, fuel pump

9900-160

9900-160

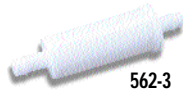
Fuel filter

Large (metal) - Primary Fuel Pump

562-1

Small (plastic) - Secondary Fuel Pump

562-3



562-3

Fuel filter assembly

9905-102



9905-102



9900-163

Fittings

Fitting, 90° & Schrader Valve (has 1/8" NPT Tap)

9900-163

Fitting, Regulator

9906-127

Fitting, Swivel #6 to 3/8" Hose Barb

9906-143

Fitting, Swivel 90° Male to SAE 37° #6

9906-118

Fitting, Tee 180° Male to 2x SAE 37° #6

9906-126

Fitting, Bulkhead (#6 AN) with nut

9906-128

Fitting, Connector (#6 AN to 3/8" NPT)

9906-138

Fitting Kit, Fuel pump

9900-162



9906-127



9906-143



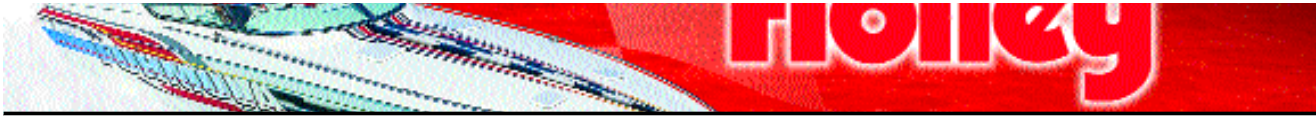
9906-126

Fuel Injectors

For complete listing, see p.65



9906-138



COMMANDER 950™ MPI SERVICE PARTS

Part #

CARBURETORS
FUEL INJECTION
FUEL PUMPS & REGULATORS
INTAKE MANIFOLDS
SUPERCHARGERS
FLAME ARRESTORS & THROTTLE BODIES
IGNITION SYSTEMS & COMPONENTS
CAMSHAFTS
HEADERS
VALVE TRAIN COMPONENTS
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Fuel Injector Connectors and Terminals, Holley top feed injectors

4/Pkg.	534-109
6/Pkg.	534-111
8/Pkg.	534-112

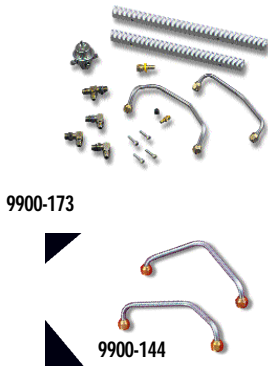


Fuel Injector O-Ring and Retainers

534-104	Fuel Injector O-Ring (Used with Delphi/Holley Injectors) 16/Pkg.	534-104
	Fuel Injector Retainer (Used with Bosch Injectors) 8/Pkg.	534-102
534-102	Fuel Injector Retainer (Used with Delphi/Holley Injectors) 8/Pkg.	534-103



Fuel Lines & rails



Fuel Line, Fuel Rail Crossover – Small Block Chevrolet V-8 Fits all Holley MPI Manifolds	9900-144
Fuel Line, Fuel Rail Crossover – Big Block Chevrolet V-8 Fits all Holley MPI Manifolds	9900-145
Fuel Rails – Small Block Chevrolet V-8 Fits all Holley MPI Manifolds	9900-147
Fuel Rails – Big Block Chevrolet V-8 Fits all Holley MPI Manifolds	9900-149
Fuel Rail Kit – Small Block Chevrolet V-8 Fits all Holley MPI Manifolds	9900-172
Fuel Rail Kit – Big Block Chevrolet V-8 Fits all Holley MPI Manifolds	9900-173

Fuel Pump, electric



45GPH @ 40 PSI	512-105
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COMMANDER 950™ MPI SERVICE PARTS

Part #

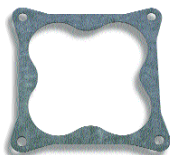


9910-101

Gasket, throttle body base

1000 CFM throttle body
2000 CFM throttle body

9910-101
9910-102



9910-102

Gasket, throttle body base plate

1000 CFM throttle body
2000 CFM throttle body

108-109
108-110

IAC motors

new style
old style

9920-102
9920-101



9920-102



9920-101