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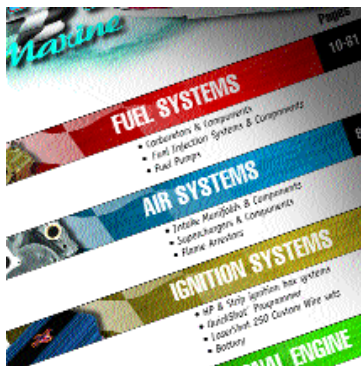
INTRODUCTION

HOW TO USE THIS CATALOG

AHOY THERE!

Welcome to the 2001 Holley marine catalog. This is an all-encompassing catalog, listing not only Holley but also other products from the Holley family that are suitable for marine usage. These include various Weiand, Lunati, Annihilator and Hooker products. This catalog is designed to help you to easily find parts.

First, as a quick reference, there's a Table of Contents listing in the front. Here is listed the major product subdivisions such as Fuel Systems, Air Systems, etc. Printed next to each are the page numbers that apply to this section.



Second, there is a "runner" going from the top to the bottom of the outside edge of each page. This runner contains a listing of all the specific product categories that compose this catalog. The product listing on the runner for those pages that contain the particular product section will be color-coded to denote that section. Simply by flipping catalog pages and watching the page runners, you can instantly see what section you're in.

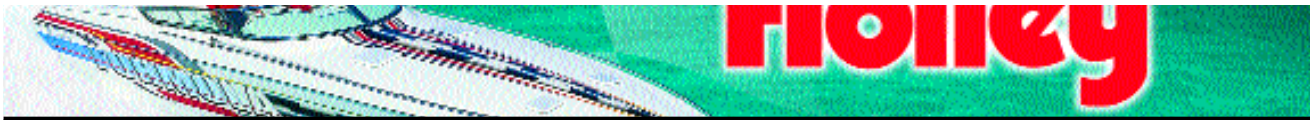
Third, there's a Part Number to Page Number Index in the back of the catalog. This is denoted simply by the word "Index" on the page runners. So, if you already know the part number of the product, you can refer to this handy index and get the page number where it's cataloged.

Your interest in Holley products is important to us. Your use of this, or any other Holley catalog, is also of interest to us. If you have any comments about these catalogs, we'd like to hear from you.

A SPECIAL THANK YOU! FORMULAboat photos on inside & outside covers are courtesy of Thunderbird Products in Decatur, Indiana. Off-shore boat courtesy of Teague Custom Marine, Inc. Valencia, California. Drag boat photos on catalog pages are courtesy of Firebird International Raceway in Chandler, Arizona.

A photograph of the Part Number Index table in the back of the catalog. The table has three columns: Part#, Page, and Page. It lists various part numbers and their corresponding page numbers. The table is color-coded to match the section it belongs to.

Part#	Page	Page
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THE HOLLEY HERITAGE

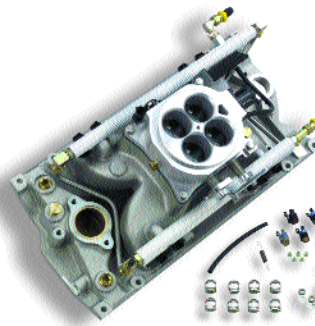


It was more than 100 years ago that brothers George and Earl Holley began building and racing motorcycles in rural Pennsylvania. By 1897, they had designed and built their first automobile, a three-wheeled, single-cylinder vehicle which reached an impressive speed of 30 miles per hour. Two years later, they formed the Holley Motor

Company. In 1903, at the urging of Henry Ford, the Holley brothers entered the carburetor business and became industry leaders in fuel system technology. And the rest, is history.

The story of Holley, however, does not end there. Over the years much has been accomplished and much has changed. Today, Holley Performance Products is the leading company in the performance aftermarket. From the entry of air into the air cleaner through its exit out the exhaust, Holley products ingest, control, compress, ignite and enhance the properties of fuel and air to the point where the result is impressive horsepower.

Starting with 1997, Holley began adding complementary performance products to bolster its extensive line of fuel system products. ANNIHILATOR ignition was introduced. Announcements about the buy-outs of Weiland and Lunati, followed in quick succession. The following year Hooker Headers and the supercharger line of B&M Performance were added. The trend continued, and late in 1999 FlowTech exhaust, NOS and Earl's plumbing were brought into the fold. With these additional product lines, Holley is THE premier performance company, offering the most significant and diversified product lines.



As Holley heads into the millenium, the heart and Soul of Performance beats even stronger with a strengthened market focus and a awareness of its role in the performance industry. This ship brings on not the least of this dedication to provide performance products

that will enable them to stay ahead of the competition. Holley has fulfilled this role, and you can be assured that it will continue to do so in the future.

Holley®



INTRODUCTION

THE HOLLEY ENGINEERING CENTER



The 14,000 square foot Holley engineering center in Bowling Green, Kentucky is a state-of-the-art facility with the latest equipment and the largest staff of graduate engineers in the performance industry. Their sole job is to invent new products so that you can go faster.

The idea for many new products begins when someone at a race or show, or on a sales call, walks up to a Holley representative and questions why we don't make a certain product. We take these suggestions and work with our engineers to create the performance and race products of your dreams.

Other ideas for new products spring directly from the minds of our engineers who share the Holley passion for speed. They constantly study our current and competitors' products, looking for new ways to improve product quality and performance.



The Holley Engineering Department is organized into five teams: air management, engine management, fuel management, electronics and exhaust. We also have partnerships with independent experts like Keith Dorton, John Lingenfelter, Pat Musi and Sean Hyland to extend our new product development capabilities even further.

Within Holley Engineering is a Design and Development Department. In this department, Holley engineers use the latest ProE 3-D Computer Aided Design (CAD) technology. The Design Department has 12 advanced, ProE workstations, more than anyone else in the performance industry. The ProE 3-D system allows the engineer to build a three-dimensional model of a proposed part on his computer. The system considers mass properties as well as dimensions. Parts can be assembled in this virtual environment and manipulated to check clearances within the intended mounting area. When the design is completed, the ProE system provides a digital image from which a prototype part can be built in just a few days' time. Once built, new product prototypes can go directly to the Development Department, to be tested under simulated and actual-use conditions. They can be tested either on sophisticated test fixtures or bolted directly to engines or performance vehicles.



The Holley Development Department has four engine dynamometers that are fully programmable, including one that goes up to 2,000 horsepower, and three chassis dynamometers. Because of the scope of our rigorous product testing and development schedule, we had designed dedicated dynamometers that were built to our own unique specifications. Dynamometers permit precise measurement of component performance at specific engine RPM or wheel speeds. For example, our 1,000 horsepower chassis dynamometer has been upgraded to test steady state load systems, designed to hold at a fixed speed and throttle setting. Our chassis dynamometers can accept a wide variety of vehicles including motorcycles, ATVs and go-karts.

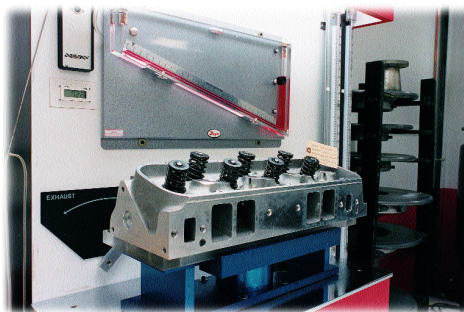


The Development Center also has complete emissions testing capability to perform full FTP 75, drive cycle testing, to strict OEM requirements. The Holley Development Department also has salt spray and high temperature test chambers, the largest wet-flow bench in the world and other state-of-the-art equipment for measuring airflow and fluid usage. Various electronics testing devices and durability test stands round out the specialized product testing capabilities that are available in this center.

You may have had occasion to hear about the show cars Holley has built for its centennial celebration. These cars are based at the Holley Engineering Center and are part of our active test fleet, which now includes over 20 high performance vehicles. For road tests we have our own small track on the premises as well as a contract with a nearby drag strip and oval track. At Holley, every new product is thoroughly tested before it is released for sale. Our new digital fuel injection system, for example, was tested for over 100,000 miles.

Our all-new exhaust system design and manufacturing facility in Aberdeen, MS gives us total capability to design headers, cat-back systems and full-length, free-flow exhaust systems for vehicles from muscle cars to motorcycles. This facility is fully integrated into Holley engineering's ProE 3-D CAD design system, and gives Holley a capability that is second to none in the industry.

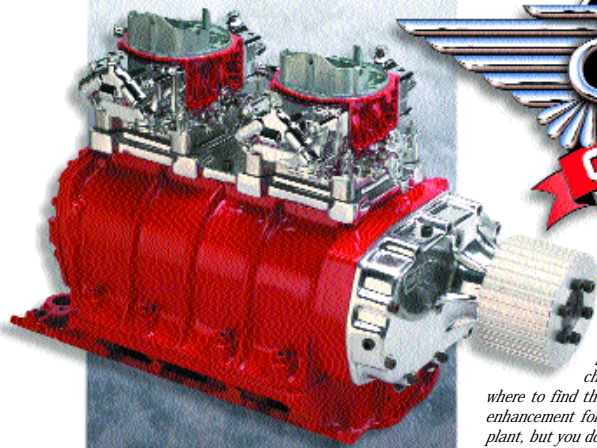
The Holley Engineering Center is located at the Holley corporate headquarters in Bowling Green, KY. Tours are available. For more information, call 270-782-2900.



INTRODUCTION

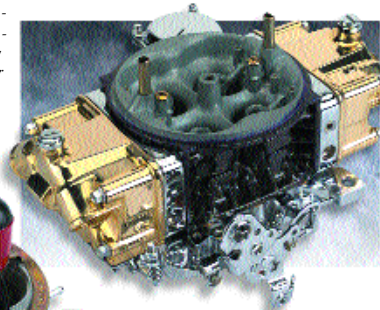
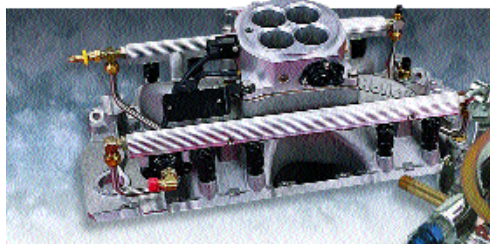
Introducing the

Holley®



What do you do when you're building the engine of your dreams and want to top it off with a customized super-charger or multi-point fuel injection system and no one builds the part you want? Or you're ready for that chrome-plated or hand-polished tunnel ram manifold and the matched chrome, gold or powder-coated carbs, but no one has a clue where to find them? What do you do when you can picture a unique custom enhancement for your AMC, Buick, Dodge, Ford, Oldsmobile or Pontiac power plant, but you don't have the tools, the know-how or the time to create it yourself? What do you do?

You call the experts at the Holley Custom Speed Shop. For nearly 100 years, Holley has been the leader in the automotive high performance industry. Holley has the know-how to customize what you need, how you want it, correctly the first time. The most admired cars in the country, your state or in your neighborhood have always been built by skilled craftsmen. Now you can have your own personal Craftsman through The Holley Custom Speed Shop.



No other single source can offer you more. If you have the imagination, we can help make it reality:

- Customized superchargers
- Custom restoration of O.E. carbs
- Custom engraving
- Customized fuel injection systems
- Customized plumbing (from your dimensions)
- Customized fuel and water pumps
- Custom polishing
- Supercharger renovation
- Custom plating (chrome, black chrome, 24K gold)
- Colorful and durable powder coating for any part



The knowledge of Holley's 1200 employees is at the heart of Holley's Custom Speed Shop. We're ready to help your engine run smoother, faster and look better than ever before. Call today to talk to one of our performance specialists and unleash the Heart and Soul of your engine's performance.

Holley
Custom Speed Shop
509 Industrial Drive
Springfield, TN 37172
1-888-Holley-6 (1-888-465-5395)



HOLLEY TECHNICAL SERVICE



Holley Technical Service offers the performance enthusiast an opportunity to talk to a factory-trained technician in the areas of:

- (1) Product Application & System Recommendation*
- (2) Specifications*
- (3) Troubleshooting*
- (4) Installation Tips*
- (5) Performance Tuning*

Visit

Holley's web site at: www.holley.com

Contact

Holley Technical Service at:

Telephone 1-270-781-9741
FAX 1-270-781-9772

Earl's Technical Service at:

Telephone 1-310-609-1602
FAX 1-310-762-6719

NOS Technical Service at:

Telephone 1-714-546-0592
FAX 1-714-545-8319

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nos@support.holley.com

carbs@support.holley.com

fuelinjection@support.holley.com

lunati@support.holley.com



Write

Holley Performance Products

Technical Service

P.O. Box 10360

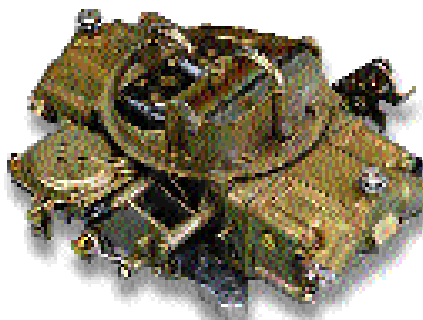
Bowling Green, KY 42102

Tech Line: 270-781-9741

INTRODUCTION

®

36' Marine HOLLEY



sed 23' Formula you
ight looks great lying
here in the boat well,
ently tugging at the
oring lines. It's got a
350 Chevy engine that
you think will be just
the ticket for fast runs
across the lake. The old
bolt main block has a
hours on it, but you
t a fresh rebuild over
months will bring it back

up to snuff. You'd like it to be able to hit 60
M.P.H. Obviously, some changes will be in order; a high-rise manifold
and a 750 CFM carburetor for starts. Probably a bit more radical
camshaft to make that transom exhaust sound real sweet. If Santa's
really good to you, maybe a supercharger kit. Now that'd be nice.
Problem is, where do you begin looking for the parts? Marine stuff is
special, so you've got to be careful what you buy. You've got the plan,
where and how do you start?

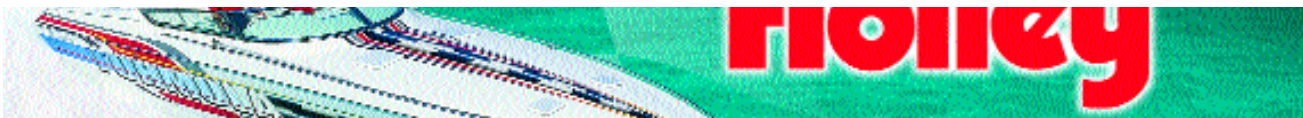
You've had some good times with your 36' convertible sedan.
The twin big blocks, however, are getting a little tired after 10 seasons of
great fishing and cruising. The two-week summer cruise you took up
North this year, though, took more fuel than usual. The after-cruise
check up revealed that cylinder compression is down in both engines.
Regular and routine maintenance has shown that oil consumption is up.
The starboard engine also needs a carburetor rebuild. It's been getting
hard to start when cold and doesn't seem to idle as well as it once did.
It also now has a tendency to stall at idle when warm. This sometimes
makes for some interesting dockside maneuvers. All in all, though, she's
been a good boat and the layout has been just great for the family.
She's like having a second home. The boating season is fast coming to
an end and soon you'll have to haul out for winter storage. This might
be a good time to start thinking of freshening up the engines. Sounds
like a good idea but where and how do you start?

How indeed do you start?

Start by looking at Holley's line of marine products. Holley products can
enhance the quality of your cruising life-style. Whether your time is
spent doing poker runs in an offshore racer or maybe just cruising up a
lazy river in a comfortable cruiser or houseboat, you want assurance that
the equipment used is safe, reliable and will perform flawlessly. You
want products that will give you and your family the confidence
to venture out on the waters in
and around your cruising
area.

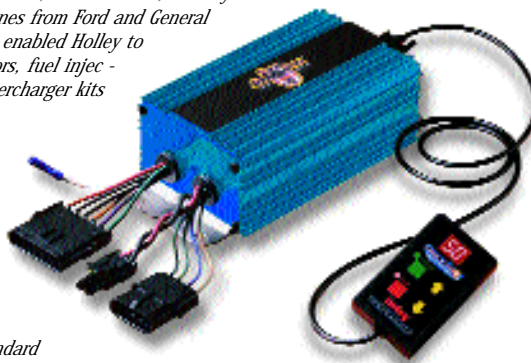


Holley has been manu -
facturing marine prod -
ucts for years and you'll
find them used on
engines that are marinized



by such noted companies as OMC, Volvo-Penta, Crusader, Pleasure Craft, Marine Power, Mercury and Indmar. These are in addition to original equipment marine engines from Ford and General Motors. This long-time original equipment marine experience has enabled Holley to build up an impressive array of marine products such as carburetors, fuel injection systems, intake manifolds, fuel pumps, ignition systems, supercharger kits and camshafts.

Original equipment replacement, performance and race marine carburetors are all available through Holley. Whether it's replacing that old Rochester Quadra-Jet with a new Holley marine spread bore or installing dual 750s on a newly built supercharged engine with all the chrome and polished goodies, Holley has a marine carburetor for you. Holley is the only manufacturer to offer such a diverse marine carburetor line that can address the needs of drag boats using 4500 DOMINATORS to pleasure boats equipped with a standard two-barrel or four-barrel carburetor.



With the addition of Weiland, Lunati and Hooker to the Holley family, the marine product list is now more extensive than ever. For those who take their poker runs seriously, Holley has available a wide range of Weiland superchargers for the small block and big block Chevrolet V-8 engines. If you have a fresh-water-cooled engine or run in fresh water, there's a Weiland or Holley aluminum intake manifold just for you. Intake manifold designs are available for engines that make power in the low end, mid-range or high RPM. These products, coupled with available Lunati camshaft kits and Holley performance marine carburetors and fuel pumps, will enable you to hop waves and jump wakes with the best of them.



Marine electronic fuel injection systems are also available for those who want the latest in fuel delivery technology. Holley gives you the choice of three system designs, Pro-Jection 2-bbl TBI, Commander 950 4-bbl TBI or Commander 950 MPI. Pro-Jection is a line of universal throttle body systems that can be used on either stock, unmodified engines or on modified engines rated up to 275 horsepower. These systems can be used with a factory-stock two-barrel or four-barrel manifold or with an aftermarket manifold. They're complete systems and are designed to replace the original equipment carburetor.

A move up the fuel injection scale is the Holley Commander 950. Available either as universal 4-bbl TBI systems or as a true multi-port for Chevrolet V8 engines, Commander 950 is the most powerful engine controller available today. These are complete systems that are engineered to replace the original equipment carburetor, manifold and fuel pump. Included is a special intake manifold with injectors and all necessary fuel lines and hardware. This is top quality stuff with looks that will make your boat the envy of the marina.

Marine ignition systems receive a major assist from Holley ANNIHILATOR ignition. ANNIHILATOR ignitions are microprocessor-controlled, capacitive discharge systems with the added benefit of having a multiple spark feature. The basic "HP" system features a single rev limiter that is adjustable in 100 RPM increments from 1000 to 9000 RPM. The "STRIP" system features three rev limiters, two RPM switches, timing retard on start-up and crank trigger capability. It also includes the unique QUICKSHOT Programmer that allows you to remotely adjust all settings of the system. The ProStrip system has four rev limiters and RPM switches, the QUICKSHOT Programmer and a fully-programmable timing computer. It also features timing retard, boost retard and an emergency kill/alarm. This is just the ticket for a maxed-out offshore cruiser or lake blaster. They all meet Coast Guard requirements. ANNIHILATOR ignition modules are completely sealed (potted) from the environment so corrosion will not be a problem. All connectors are top quality. ANNIHILATOR ignition systems were originally designed for racers where vibration problems are EXTREME and performance and durability are an absolute MUST. They will stand up to the harshest marine environment while delivering reliable multiple spark combustion performance.

So, if your cruising seems to have lost its edge and the excitement of doing the fast runs across the lake is gone, it's time to inject some new life into your tired motor(s) with Holley marine performance products.





Marine Carburetor Descriptions

If it looks like a duck and quacks like a duck, it must be a duck. Right? Well, maybe. Carburetors are carburetors, but only marine carburetors should be used on boats. It's true that marine carburetors started life as regular automotive carburetors but then each took divergent paths.

Marine carburetors have certain modifications that make them uniquely adaptable and legal for marine usage. "Legal" meaning that it has the ability to pass the U.S. Coast Guard test for marine carburetors. Folks, I'm not talking about Paris Island here, either. The main qualification that a marine carburetor must meet (as set down by the U.S. Coast Guard) is that if the carburetor should "flood" only .5cc of fuel is allowed to escape in a period of 30 seconds. There's also a "backfire" test which confirms the ability of carburetor/flame arrestor combination to contain the backfire. For this reason a gasket is not used between the carburetor airhorn flange and the flame arrestor. It's possible that this gasket could become saturated with fuel (if the carburetor should flood) and become a potential fire source as a result.

The primary areas of a carburetor that require some sort of modification to meet these requirements include the fuel bowl vent tubes and throttle shafts. The vent tubes of a marine carburetor are bent inwards so that the tube looks like an inverted "J". These tubes oftentimes are referred to as "J" tubes, as a result. The reason for bending the tubes inward is that if flooding should occur, the fuel that would normally come out of the fuel bowl vent tube is rerouted back into the carburetor.

Throttle shafts also get special machining attention. Shafts are "grooved" and "slabbed" to prevent fuel from exiting out the throttle shaft if flooding should occur. When a carburetor floods fuel will end up "puddling" on the throttle plates. A non-marine carburetor will allow this fuel to seep out of the throttle shaft ends and onto the manifold. This is not allowed on a marine carburetor because normally the engine is situated in an enclosed bilge where potentially deadly gasoline fuel fumes can accumulate. Throttle shafts that are "grooved" and "slabbed" channel the flooded fuel safely down into the intake manifold. With no raw fuel allowed to puddle on the manifold outside the carburetor, there is no chance of deadly fuel fumes to accumulate in the bilge and no chance of explosion or fire.

For these reasons an automotive carburetor should NEVER be used in a marine application.

Performance Carburetors Square Flange 4 Barrel

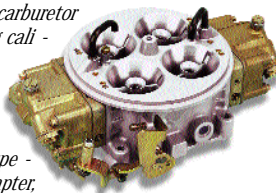


Holley marine Performance four barrel carburetors are available in both the model 4150 and 4160 styles. Sporting universal marine calibrations, these carburetors are available in CFMs ranging from 600 to 850. Depending on carburetor there's a choice of mechanical and vacuum secondaries,

manual and electric chokes and single or dual feed fuel bowls. Holley marine carburetors use standard Holley parts and special marine carburetor rebuild kits are available. These carburetors could be used to replace existing Carter AFB/AVS and Holley original equipment carburetors. They're also a good choice for upgrading, say when changing over from a two barrel to a four barrel fuel system.

4500 DOMINATOR

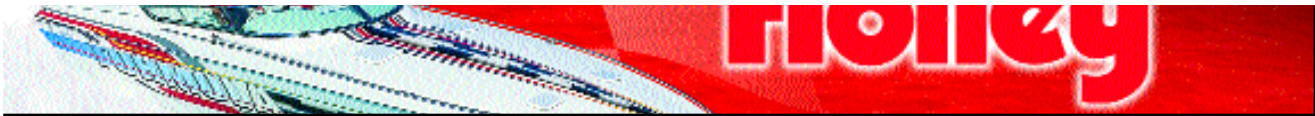
The 4500 DOMINATOR marine carburetor is available only with a racing calibration. IT'S RECOMMENDED ONLY FOR ALL-OUT RACING TYPE ENGINES. The 4500 DOMINATOR uses a special flange that requires either a special manifold or use of an adapter, like Holley P/N 17-9. The 7" airhorn flange also requires use of a special flame arrestor to accommodate this extra large size. This carburetor is unique in other ways since it does not incorporate a choke nor does it have provision for one. The bottom line is that this is not your ordinary replacement carburetor for your family ski boat!



Replacement Carburetors 2300 Flange and Square Flange

Holley marine replacement carburetors are designed as exact replacements for Holley carburetors that were original equipment on various late model Ford, OMC and Volvo marine engines. These carburetors are literally bolt-on replacements for the applications listed. Throttle, choke and fuel connections should hook right up without any problem. Holley makes it easy to regain original equipment response and power with new marine replacement carburetors.





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

CARBURETORS

FUEL
INJECTION

FUEL PUMPS
REGULATORS

INTAKE
MANIFOLDS

SUPERCARGERS

FLAME ARRESTORS
THROTTLE BODIES

IGNITION SYSTEMS
& COMPONENTS

CRANKSHAFTS

HEADERS

WATER
COMPONENTS

VALVE COVERS

TECHNICAL
INFORMATION

INDEX



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



500 CFM Two Barrel

Part # 0-80402-1

Features

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

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-30	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

How to calculate CFM:

Engine size (CID) x maximum RPM / 3456 = CFM
CFM @ 100% volumetric efficiency

11

Tech Line: 270-781-9741



600 CFM Four Barrel

Part # **0-80318-1**

Application

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

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-33	Renew Kit

Features

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



600 CFM Four Barrel

Part # **0-80492**

Application

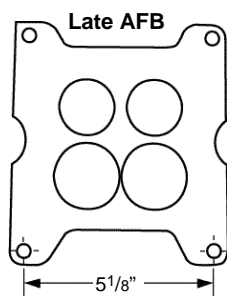
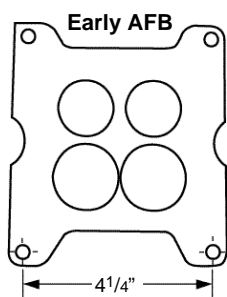
- OMC & Volvo Marine
4.3 Liter V-6

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-29	Renew Kit

Features

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



IDENTIFYING CARTER AFB CARBURETOR BOLT PATTERNS

The Carter AFB carburetor was used on many marine installations over the years. The bolt pattern of the "early" AFBs differ from the later models. When replacing an AFB carburetor with a new Holley marine replacement carburetor it's important to know what you've got. The illustrations, at left, will clarify the two different bolt patterns used on the Carter AFB carburetor.

Early Carter AFB Bolt Pattern

When replacing with a Holley model square flange carburetor the following is required:

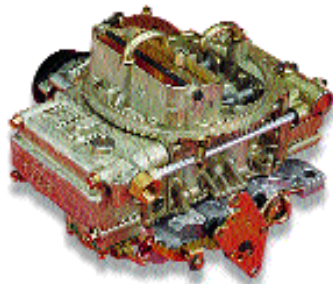
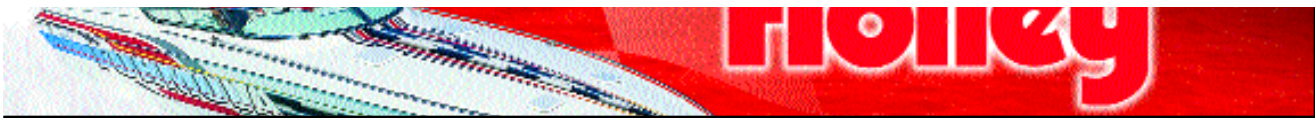
- P/N 17-7 adapter
- P/N 717-5 throttle cable bracket (or P/N 17-23 spacer) placed between the carburetor and adapter to prevent vacuum leaks.

Late AFB Bolt Pattern

This pattern is exactly the same as the Holley models 4150 or 4160, square bore carburetor. No special adapter is required for this installation.

How to calculate CFM:

$$\text{Engine size (CID)} \times \text{maximum RPM} / 3456 = \text{CFM}$$
CFM @ 100% volumetric efficiency



600 CFM Four Barrel

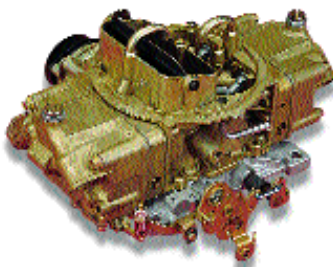
Part # **0-80551**

Features

- Model 4160
- Universal marine calibration
- Vacuum secondaries
- "J" style vent tubes
- 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
- "J" style vent tubes
- Dual fuel inlets
- 30cc accelerator pumps

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
734-4	Chrome fuel line



650 CFM Four Barrel

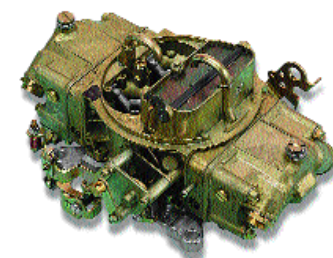
Part # **0-80552**

Features

- Model 4175
- Quadra-Jet replacement
- Vacuum secondaries
- "J" style vent tubes
- 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
- "J" style vent tubes
- 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

How to calculate CFM:

Engine size (CID) x maximum RPM / 3456 = CFM
CFM @ 100% volumetric efficiency

CARBURETORS

FUEL INJECTION

FUEL PUMPS
REGULATORS

INTAKE
MANIFOLDS

SUPERCHARGERS

FLAME ARRESTERS
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IGNITION SYSTEMS
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FUEL SYSTEMS



750 CFM Four Barrel

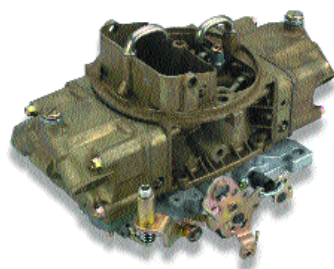
Part # **0-9015**

Features

- Model 4160
- Universal marine calibration
- Vacuum secondaries
- Manual choke
- "J" style vent tubes
- Dual fuel inlets
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-720	Renew Kit
734-5	Chrome fuel line
745-223	Electric choke conversion kit
20-13	Secondary spring assortment
20-59	Secondary quick change spring kit



750 CFM Four Barrel

Part # **0-80557**

Features

- Model 4150 (non-HP)
- Designed for use on Holley and Weiland marine superchargers
- Four-corner idle system
- Power valve is not referenced to intake manifold vacuum
- Power valve blow-out protection
- Mechanical secondary linkage
- 50cc primary pump
- 30cc secondary pump
- No choke

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
734-4	Chrome fuel line



800 CFM Four Barrel

Part # **0-9022**

Features

- Model 4150
- Universal marine calibration
- Mechanical secondaries
- Manual choke
- "J" style vent tubes
- 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

How to calculate CFM:
Engine size (CID) x maximum RPM / 3456 = CFM
CFM @ 100% volumetric efficiency



830 CFM Four Barrel

Part # **0-80558**

Features

- Model 4150 HP
- Race calibration
- Mechanical secondaries
- Roller cam linkage
- Screw-in air bleeds
- Four corner idle system
- No choke system
- Annular-style boosters
- 30cc accelerator pumps
- 5" airhorn

OPTIONAL PARTS & KITS

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



850 CFM Four Barrel

Part # **0-80443**

Features

- Model 4150
- Universal marine calibration
- Mechanical secondaries
- Automatic electric choke
- "J" style vent tubes
- 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



850 CFM Four Barrel

Part # **0-80444**

Features

- Model 4150
- Universal marine calibration
- Vacuum secondaries
- Automatic electric choke
- "J" style vent tubes
- Dual fuel inlets
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-35	Renew Kit
734-4	Chrome fuel line
20-13	Secondary spring assortment
20-59	Secondary quick change spring kit

How to calculate CFM:

Engine size (CID) x maximum RPM / 3456 = CFM

CFM @ 100% volumetric efficiency

Tech Line: 270-781-9741

CARBURETORS

FUEL
INJECTION

FUEL PUMPS
REGULATORS

ENGINE
MANIFOLDS

SUPEROCHARGERS

FLAME ARRESTORS
THROTTLE BODIES

IGNITION SYSTEMS
& COMPONENTS

CAVALIERS

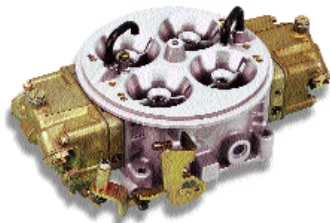
HEADERS

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1050 CFM Four Barrel

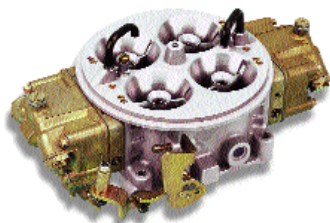
Part # **0-80340-1**

Features

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

OPTIONAL PARTS & KITS

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



1150 CFM Four Barrel

Part # **0-75010-1**

1250 CFM Four Barrel

Part # **0-75011-1**

Features

- Model 4500 DOMINATOR HP
- Dual feed float bowls
- Soft progressive linkage (0-75010)
- Progressive linkage (0-75011)
- Dual 50cc accelerator pumps
- Four corner idle system
- 3-circuit metering
- "J" style vent tubes
- Replaceable air bleeds
- Brass floats

OPTIONAL PARTS & KITS

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

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