

INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

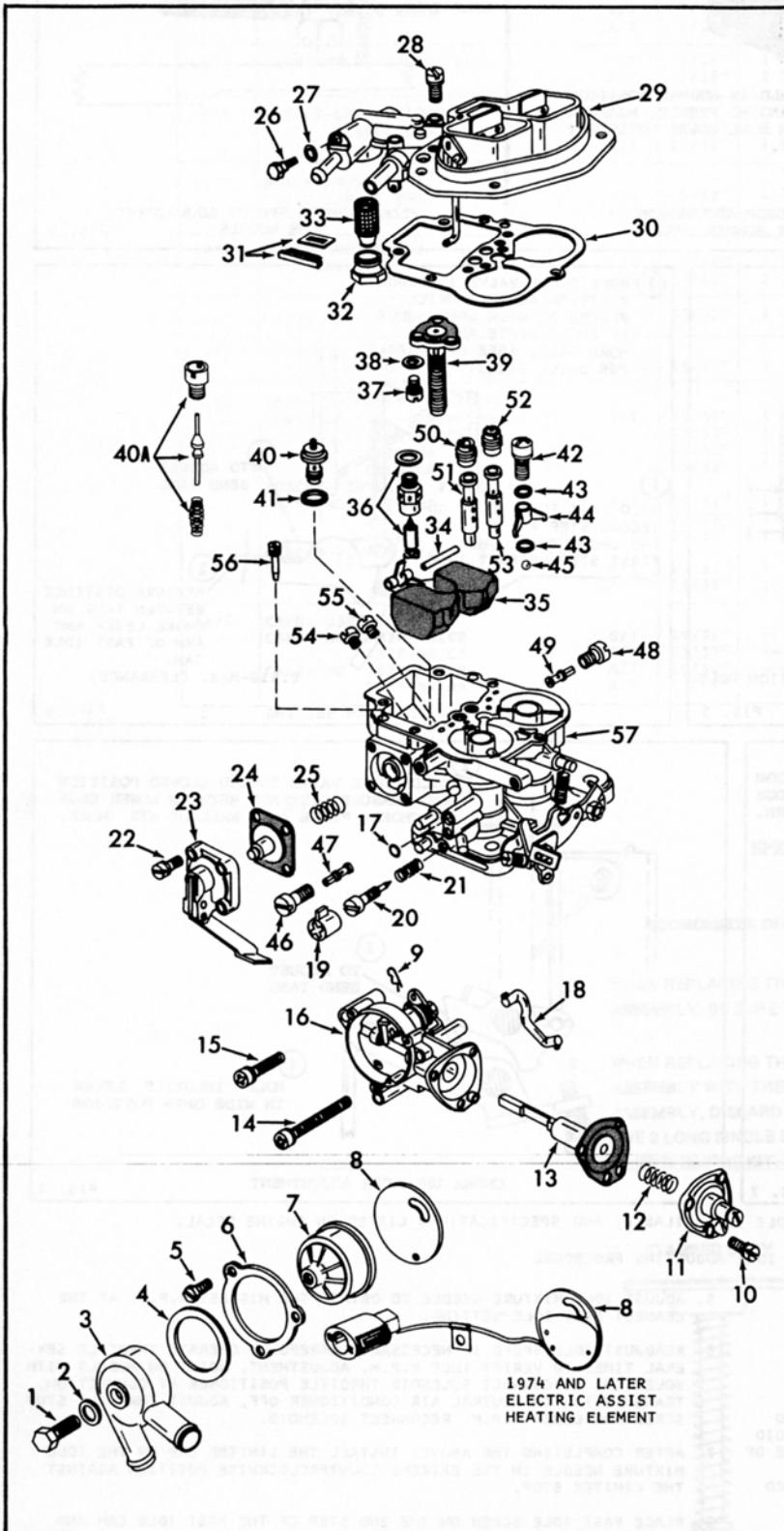
HOLLEY-MODEL 5200 (WEBER 32/36)

50-415-6

DISASSEMBLY

GENERAL EXPLODED VIEW

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



USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION, BEING CAREFUL TO NOTE SIZES OF JETS AND THEIR LOCATION FOR PROPER ASSEMBLY. TO REMOVE PLASTIC LIMITER CAP (19) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE. CAUTION: SCREWS AND NUTS USED IN THIS CARBURETOR HAVE METRIC THREADS. DO NOT SUBSTITUTE U.S. THREADED SCREWS OR NUTS. TAKE SPECIAL NOTICE IF CARBURETOR HAS (STAMPED BODY) ECONOMIZER DIAPHRAGM ASSEMBLY (39). AND FOLLOW SPECIAL INSTRUCTIONS CAREFULLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - CHOKE WATER HOUSING	30. GASKET - BOWL COVER
2. GASKET - HOUSING SCREW	31. PLUG & CHOKE ROD SEAL
3. HOUSING - CHOKE WATER	32. PLUG - FUEL FILTER
4. GASKET - WATER HOUSING	33. FILTER - FUEL
5. SCREW (3) - RETAINING RING	34. PIN - FLOAT HINGE
6. RING - STAT RETAINING	35. FLOAT ASSY.
7. CHOKE COVER & SPRING ASSY.	36. NEEDLE, SEAT & GASKET ASSY.
8. GASKET - CHOKE COVER	37. SCREW & LOCKWASHER (3) - DIAPHRAGM ASSY.
9. RETAINER - CHOKE ROD	38. WASHER (3) - FLAT
10. SCREW & LOCKWASHER (3) - DIAPHRAGM COVER	39. DIAPHRAGM ASSY. - ECONOMIZER
11. COVER ASSY. - DIAPHRAGM	40. POWER VALVE ASSY.
12. SPRING - DIAPHRAGM RETURN	40A. POWER VALVE ASSY. (SOME MODELS)
13. DIAPHRAGM ASSY. - CHOKE	41. GASKET - POWER VALVE
14. SCREW & LOCKWASHER (1) - CHOKE HOUSING	42. SCREW - PUMP DISCHARGE NOZZLE
15. SCREW & LOCKWASHER (2) - CHOKE HOUSING	43. GASKET (2) - PUMP NOZZLE
16. CHOKE HOUSING ASSY.	44. NOZZLE - PUMP DISCHARGE
17. O-RING-CHOKE HOUSING	45. BALL - PUMP DISCHARGE
18. ROD - FAST IDLE	46. RETAINER - PRI. IDLE JET
19. CAP - IDLE LIMITER	47. JET - PRI. IDLE
20. NEEDLE - IDLE ADJUSTING	48. RETAINER - SEC. IDLE JET
21. SPRING - IDLE NEEDLE	49. JET - SEC. IDLE
22. SCREW & LOCKWASHER (4) - PUMP COVER	50. JET - PRI. HIGH SPEED BLEED
23. PUMP COVER ASSY.	51. TUBE - PRI. MAIN WELL
24. DIAPHRAGM ASSY. - PUMP	52. JET - SEC. HIGH SPEED BLEED
25. SPRING - PUMP RETURN	53. TUBE - SEC. MAIN WELL
26. PLUG	54. JET - PRI. MAIN
27. GASKET - PLUG	55. JET - SEC. MAIN
28. SCREW & LOCKWASHER (5) - BOWL COVER	56. PLUG - PUMP CHANNEL
29. BOWL COVER ASSY.	57. MAIN BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK PARTS CONTAINING RUBBER MATERIALS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

ECONOMIZER DIAPHRAGM ASSY. REPLACEMENT.
 1. WHEN REPLACING THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSY. BE SURE TO RETAIN THE 3 OLD SCREWS AND USE OVER.
 2. WHEN REPLACING THE (STAMPED BODY) ECONOMIZER DIAPHRAGM ASSY. WITH THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSY. DISCARD THE 3 SHORT SCREWS, USE THE 3 LONG SCREWS CONTAINED IN THIS REPAIR KIT.
 DIAPHRAGM INSTALLATIONS - CAREFULLY ALIGN HOLES IN DIAPHRAGM TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

SPRING INSTALLATION - PUMP RETURN SPRING (25) IS HEAVIER THAN CHOKE DIAPHRAGM SPRING (12).

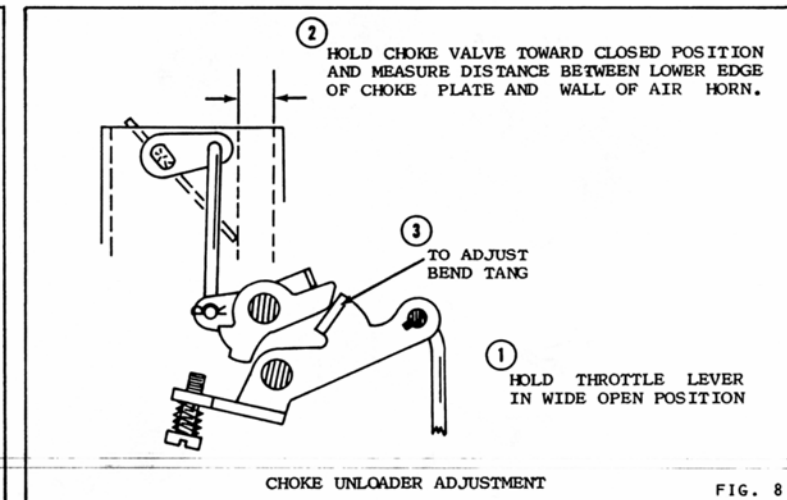
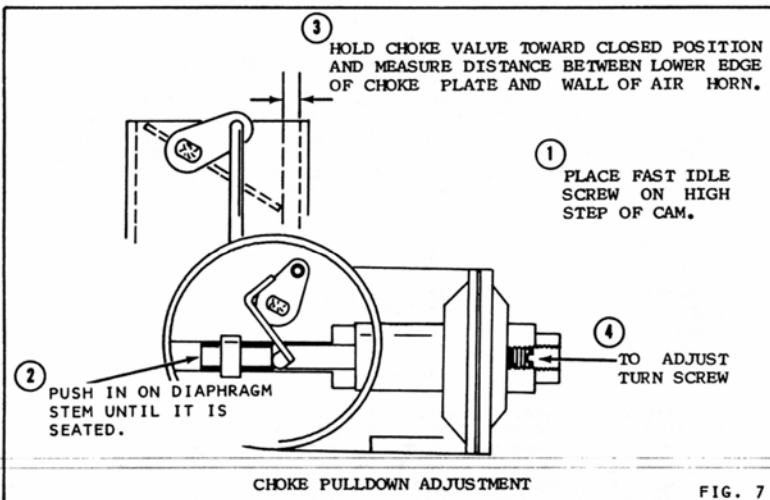
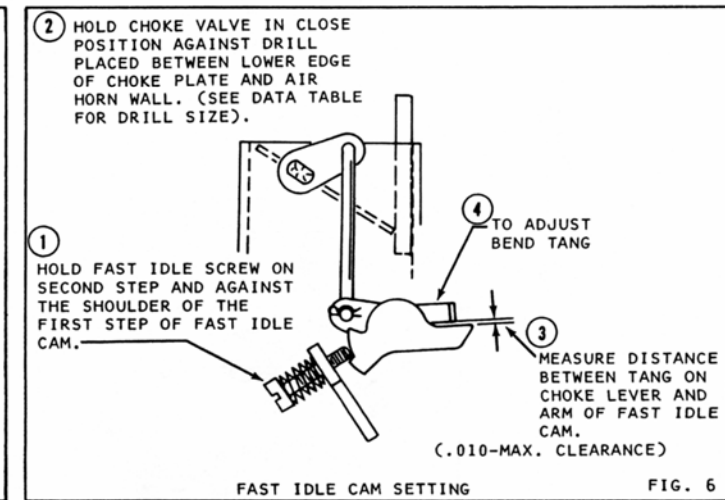
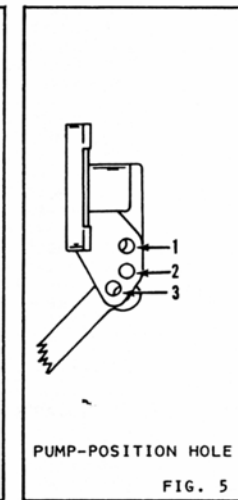
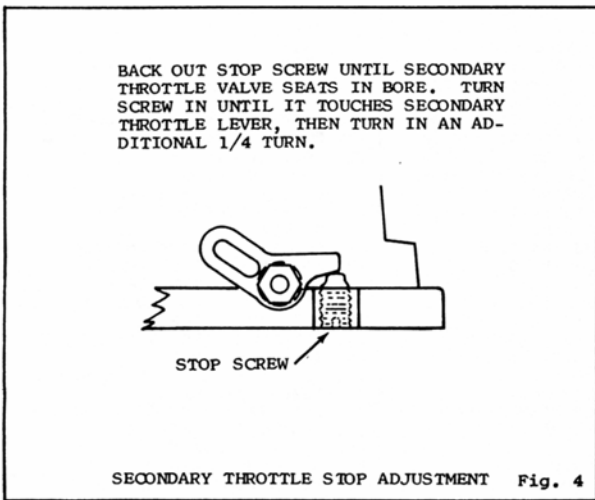
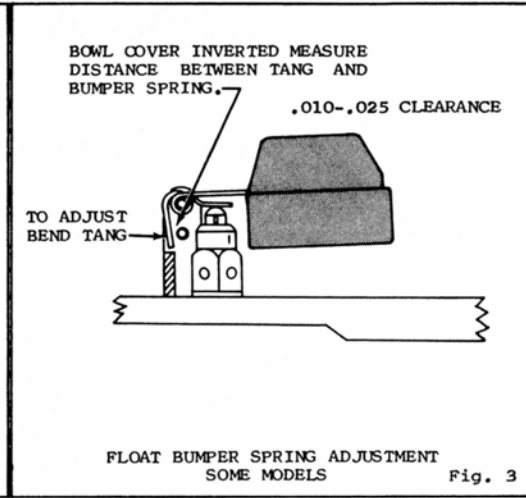
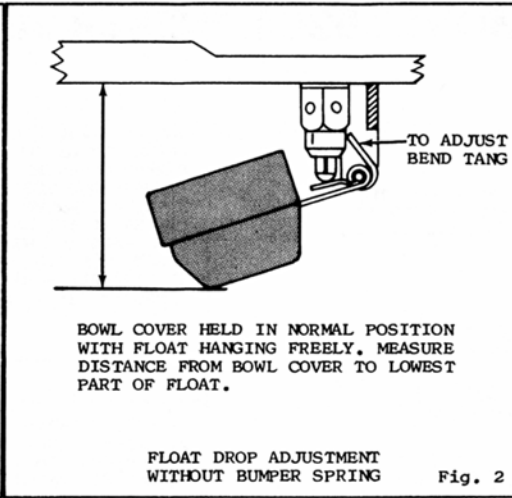
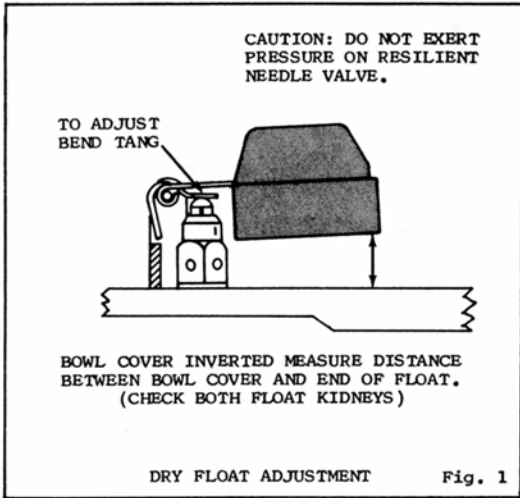
IDLE ADJUSTING NEEDLE (20) - TURN IN UNTIL SEATED, THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

1975 SUPER CHOKE - BEFORE INSTALLING CHOKE HEATING ELEMENT (8) BE SURE CHOKE PLATE IS IN THE FULLY OPEN OR CLOSED POSITION. (TO INSURE PROPER POSITION OF FAST IDLE CAM LATCH PIN.)

CHOKE COVER (7) INSTALLATION - BE SURE TO INSTALL STAT SPRING LOOP ON PIN OF LEVER.

FLANGE GASKET (INSULATOR) SPECIAL INSTALLATION INSTRUCTIONS FOUND ON PAGE 4

ADJUSTMENTS



USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.

SUPPLEMENT SLOW IDLE ADJUSTING PROCEDURE

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AUTOMATIC TRANSMISSION IN DRIVE.
 - B. HEADLIGHTS ON HIGH BEAM.
 - C. AIR CONDITIONER ON. (1971-1972 ONLY)
3. USING A TACKOMETER SET CURB IDLE SPEED. MODELS WITHOUT SOLENOID THROTTLE POSITIONER USE IDLE SPEED SCREW. ON MODELS WITH SOLENOID THROTTLE POSITIONER, USE ONE OF THREE METHODS DEPENDING ON TYPE OF SOLENOID USED. 1. ADJUST THE LENGTH OF THE SOLENOID PLUNGER 2. MOVING SOLENOID IN THE BRACKET OR 3. ADJUSTING SCREW IS PROVIDED IN THE THROTTLE LEVER. NOTE: SOLENOID MUST BE ENERGIZED.
4. AIR CLEANER INSTALLED.
5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
6. READJUST IDLE SPEED IF NECESSARY. CAREFULLY OPERATE THROTTLE SEVERAL TIMES TO VERIFY IDLE R.P.M. ADJUSTMENT. NOTE: ON MODELS WITH SOLENOID, DISCONNECT SOLENOID THROTTLE POSITIONER AT CONNECTION, TRANSMISSION IN NEUTRAL AIR CONDITIONER OFF, ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. RECONNECT SOLENOID.
7. AFTER COMPLETING THE ABOVE, INSTALL THE LIMITER CAP ON THE IDLE MIXTURE NEEDLE IN THE EXTREME COUNTERCLOCKWISE POSITION AGAINST THE LIMITER STOP.
8. PLACE FAST IDLE SCREW ON THE 2ND STEP OF THE FAST IDLE CAM AND ADJUST TO SPECIFIED R.P.M.

ADJUSTMENT DATA TABLE

YEAR	MAKE		DRY FLOAT LEVEL	FLOAT DROP SETTING	PUMP PIN POSITION	FAST IDLE CAM SETTING	CHOKE PULL DOWN SETTING	UNLOADER SETTING	AUTO CHOKE SETTING	SLOW IDLE R.P.M.	FAST IDLE R.P.M.	
1971	CAPRI 2000CC ENG.	S/T	7/16"	1 7/8"	NO. 2	3/32"	15/64"	1/4"	1-LEAN	750/500	1600	
1971	PINTO 2000CC ENG. W/AC	S/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	1-RICH	750	1600	
		A/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	1-RICH	650	1800	
		A/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	1-RICH	650/500	1800	
1972	CAPRI-PINTO 2000CC ENG.	A/T	7/16"	1 7/8"	NO. 3	5/32"	15/64"	1/4"	INDEX	650/500	1800	
1972-73	CAPRI 2600CC ENG.	S/T	7/16"	1 7/8"	NO. 2	1/8"	15/64"	1/4"	1-LEAN	ENG/DECAL	1600	
		A/T	7/16"	1 7/8"	NO. 2	1/8"	15/64"	1/4"	INDEX	ENG/DECAL	1800	
1973	CAPRI-PINTO 2000CC ENG.	S/T	7/16"	1 7/8"	NO. 2	1/8"	5/32"	1/4"	1-LEAN	ENG/DECAL	1600	
		A/T	7/16"	1 7/8"	NO. 2	5/32"	5/32"	1/4"	INDEX	ENG/DECAL	1800	
1974	BOBCAT-CAPRI-PINTO 2000CC ENG.	S/T	15/32"	1 7/8"	NO. 2	5/32"	15/64"	1/4"	INDEX	ENG/DECAL	—	
		A/T	15/32"	1 7/8"	NO. 2	5/32"	15/64"	1/4"	INDEX	ENG/DECAL	—	
1974	BOBCAT-MUSTANG II- PINTO 2300CC ENG.	S/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	1/4"	1-RICH	ENG/DECAL	—	
		A/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	1/4"	INDEX	ENG/DECAL	—	
1974	CAPRI-MUSTANG II 2800CC ENG.	S/T	7/16"	1 7/8"	NO. 2	13/64"	13/64"	1/4"	1-RICH	ENG/DECAL	—	
		A/T	7/16"	1 7/8"	NO. 2	13/64"	13/64"	1/4"	1-RICH	ENG/DECAL	—	
1975	CAPRI 2300CC ENG	ALL/T	15/32"	1 7/8"	NO. 2	5/32"	1/4"	9/32"	INDEX	ENG/DECAL	—	
1975	MUSTANG, PINTO 2300CC ENG.	ALL/T	15/32"	1 7/8"	NO. 2	7/64"	13/64"	9/32"	1-LEAN	ENG/DECAL	—	
1976	BOBCAT-PINTO 2300CC ENG. CARB. NO. D6EE-AA,HA,HB D6EE-FA,MA D6EE-JA D6EE-LA	S/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	9/32"	1-LEAN	ENG/DECAL	—	
			15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—	
			15/32"	1 7/8"	NO. 2	13/64"	9/32"	9/32"	1-LEAN	ENG/DECAL	—	
			15/32"	1 7/8"	NO. 2	5/32"	9/32"	9/32"	INDEX	ENG/DECAL	—	
	BOBCAT-PINTO-SW, 2300CC ENG. CARB. NO. D6EE-BA D6ZE-FA D6EE-EA	A/T	15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—	
			15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—	
			15/32"	1 7/8"	NO. 2	5/64"	13/64"	9/32"	INDEX	ENG/DECAL	—	
	BOBCAT-PINTO, CALIF. 2300CC ENG.	S/T	15/32"	1 7/8"	NO. 2	5/32"	9/32"	9/32"	1-LEAN	ENG/DECAL	—	
		A/T	15/32"	1 7/8"	NO. 2	1/8"	15/64"	9/32"	1-LEAN	ENG/DECAL	—	
	1976	CAPRI 2300CC ENG. CARB. NO. 767F-AB,CB 757F-AA,CA 767F-BB,DB 757F-BA,DA	S/T	15/32"	—	NO. 2	5/32"	9/32"	17/64"	1-LEAN	ENG/DECAL	1600
			S/T	15/32"	—	NO. 2	3/16"	1/4"	17/64"	1-RICH	ENG/DECAL	1600
			A/T	15/32"	—	NO. 2	7/64"	1/4"	17/64"	INDEX	ENG/DECAL	2000
A/T			15/32"	—	NO. 2	5/32"	1/4"	17/64"	INDEX	ENG/DECAL	1800	

SPECIAL INSTRUCTIONS

MODEL 5200

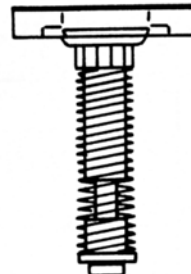
ECONOMIZER DIAPHRAGM ASSEMBLY REPLACEMENT

1. WHEN REPLACING THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSEMBLY, BE SURE TO RETAIN THE 3 OLD SCREWS AND USE OVER.
2. WHEN REPLACING THE (STAMPED BODY) ECONOMIZER DIAPHRAGM ASSEMBLY WITH THE (CAST BODY) ECONOMIZER DIAPHRAGM ASSEMBLY, DISCARD THE 3 SHORT (8 x 32 THREAD) SCREWS. USE THE 3 LONG SINGLE SLOTTED HEAD (8 x 32 THREAD) SCREWS CONTAINED IN THIS KIT.

STAMPED BODY



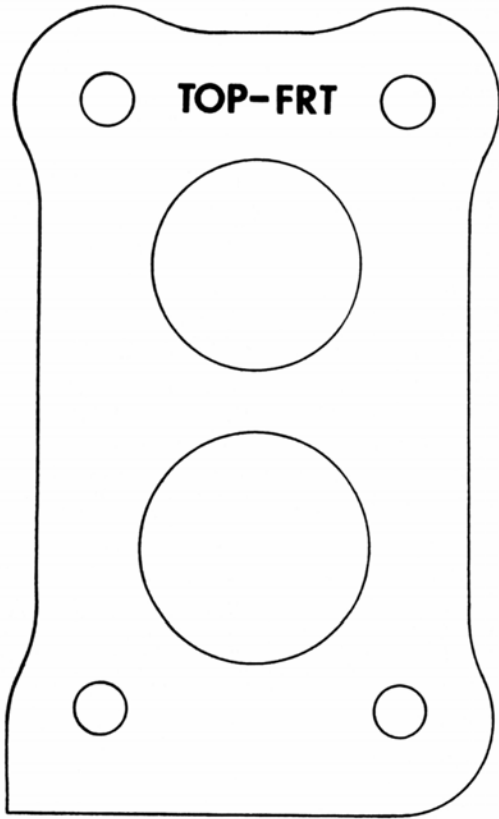
CAST BODY



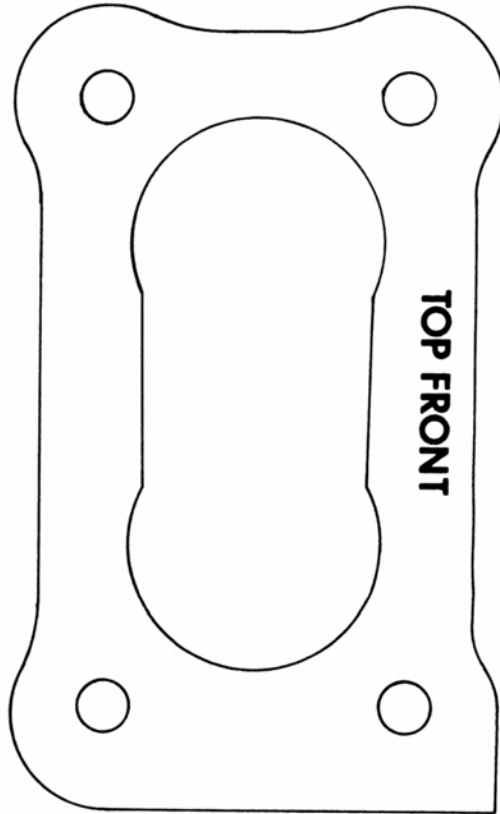
**SPECIAL INSTALLATION INSTRUCTIONS
FOR
1974 2.8 LTR. ENG. FLANGE INSULATOR**

The flange insulator packaged in this tune-up kit is of a different configuration than the flange insulator found on the intake manifold spacer.

This insulator must be installed with the words "Top Front" that are stamped on the insulator facing the right side of the engine. See illustration below.



ORIGINAL PART



REPLACEMENT PART

