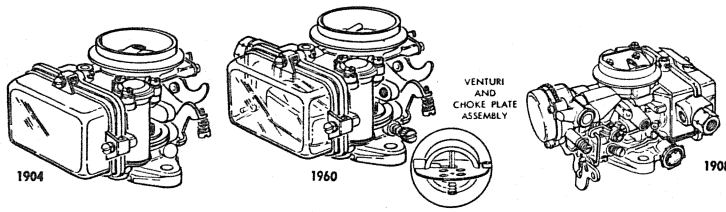
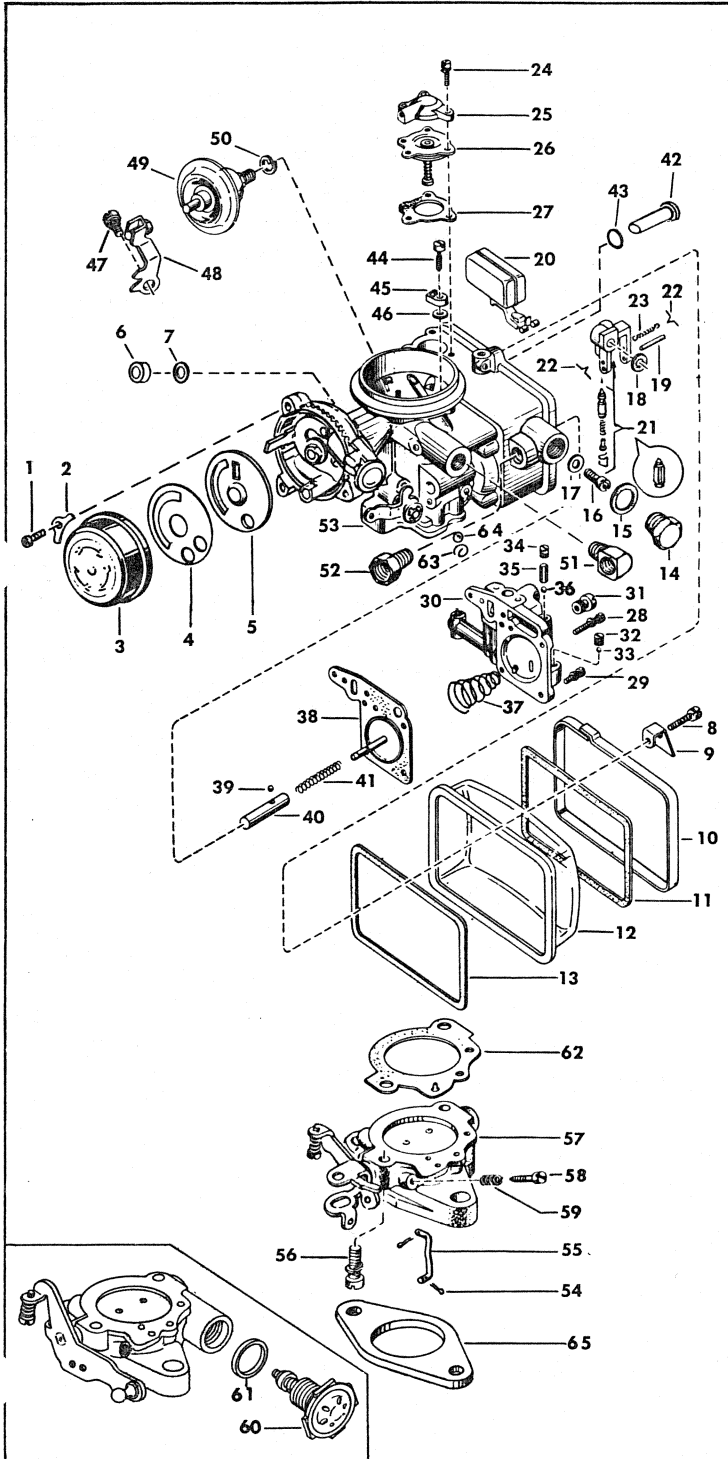


HOLLEY CARBURETOR - MODELS 1904, 1960, 1908



GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: IF NECESSARY TO REMOVE CHOKE HOUSING, CHOKE SHAFT SEAL (6) AND CHOKE HOUSING GASKET (7) SHOULD BE REPLACED. TO REMOVE SLEEVE (40) FROM STEM OF DIAPHRAGM (38), COMPRESS SLEEVE (40) AND SPRING (41) SO BALL (39) CAN DROP OUT OF HOLE. THE SLEEVE AND SPRING WILL THEN SLIDE OFF DIAPHRAGM SHAFT.

NOMENCLATURE

| REF. NO. | REF. NO. |
|--|---|
| 1. SCREW(3)-STAT COVER RETAINER | 32. PLUG-PUMP INLET BALL |
| 2. RETAINER(3)-STAT COVER | 33. BALL-PUMP INLET |
| 3. STAT COVER & SPRING ASSY. | 34. PLUG-PUMP DISCH. BALL |
| 4. GASKET-STAT COVER | 35. WEIGHT-PUMP DISCH. BALL |
| 5. PLATE-CHOKE BAFFLE | 36. BALL-PUMP DISCHARGE |
| 6. SEAL-CHOKE SHAFT | 37. SPRING-PUMP RETURN |
| 7. GASKET-CHOKE HOUSING | 38. PUMP DIAPH. & GASKET ASSY. |
| 8. SCREW(4)-FUEL BOWL CLAMP | 39. BALL-PUMP SLEEVE RETAINER |
| 9. CLAMP(4)-FUEL BOWL | 40. SLEEVE-PUMP PUSH ROD |
| 10. RING-FUEL BOWL CLAMP | 41. SPRING-PUMP OPERATING |
| 11. GASKET-FUEL BOWL CLAMP RING | 42. NOZZLE TUBE(MODEL 1960) |
| 12. BOWL-FLOAT | 43. O-RING - NOZZLE TUBE (MODEL 1960) |
| 13. GASKET-FLOAT BOWL | 44. SCREW-PUMP DISCH. NOZZLE |
| 14. FUEL INLET FITTING, PLUG OR NEEDLE SEAT | 45. NOZZLE-PUMP DISCHARGE |
| 15. GASKET-PLUG OR NEEDLE SEAT | 46. GASKET-PUMP DISCH. NOZZLE |
| 16. SCREW-FUEL INLET SEAT | 47. SCREW-DASHPOT LEVER |
| 17. GASKET-FUEL INLET SEAT SCREW | 48. LEVER-DASHPOT |
| 18. GASKET-FUEL INLET SEAT | 49. DASHPOT ASSY. |
| 19. PIN-FLOAT HINGE | 50. LOCKWASHER-DASHPOT ASSY. |
| 20. FLOAT & LEVER ASSY. | 51. FITTING-DIST. LINE |
| 21. NEEDLE & SEAT ASSY. (SOLID NEEDLE SOME MODELS) | 52. FITTING-FUEL INLET |
| 22. RETAINER(2)-FLOAT BUMPER SPRING | 53. MAIN BODY ASSY. |
| 23. SPRING-FLOAT BUMPER | 54. RETAINER-PUMP LINK |
| 24. SCREW(3)-ECONOMIZER COVER | 55. LINK-PUMP |
| 25. COVER-ECONOMIZER DIAPHRAGM | 56. SCREW(2)-THROTTLE BODY TO MAIN BODY |
| 26. ECONOMIZER DIAPHRAGM ASSY. | 57. THROTTLE BODY ASSY. |
| 27. GASKET-ECONOMIZER DIAPH. | 58. NEEDLE-IDLE ADJUSTING |
| 28. SCREW(2)LONG-MAIN WELL BODY ASSY. | 59. SPRING-IDLE ADJ. NEEDLE |
| 29. SCREW(3)SHORT-MAIN WELL BODY ASSY. | 60. VALVE-SPARK |
| 30. MAIN WELL & ECON. BODY ASSY. | 61. GASKET-SPARK VALVE |
| 31. JET-MAIN METERING | 62. GASKET-BODY FLANGE |
| | 63. RETAINER-DIST. CHECK BALL |
| | 64. BALL-DISTRIBUTOR CHECK |
| | 65. GASKET-FLANGE |

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) DE-NATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS. WASH 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 ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

USE FLOAT BUMPER SPRING (23) AND RETAINER CLIPS (22) FROM OLD ASSEMBLY WHERE PREVIOUSLY USED.

SOME CARBURETORS WERE EQUIPPED WITH A SPRING LOADED FUEL INLET NEEDLE AND SOME WITH A SOLID NEEDLE. EITHER TYPE MAY BE USED AS SUPPLIED IN KIT.

SLIDE SPRING (41) AND SLEEVE (40) ON THE STEM OF PUMP DIAPHRAGM ASSEMBLY (38). WITH HOLE IN SLEEVE IN LINE WITH NOTCH ON STEM, DROP BALL (39) INTO HOLE IN SLEEVE AND RELEASE SLOWLY.

TIGHTEN SCREWS (8) PROGRESSIVELY AND EVENLY TO PREVENT STRAIN ON BOWL.

IDLE ADJUSTING NEEDLE (58). TURN NEEDLE IN LIGHTLY UNTIL SEATED. THEN BACK OUT 1 TURN.

ADJUSTMENTS

| YEAR | MAKE | FLOAT LEVEL |
|---------|--|-------------|
| 1959-60 | AMERICAN MTRS. 196" ENG. | 9/32" |
| 1961-62 | AMERICAN MTRS. 196" ENG. | 21/64" |
| 1960-61 | COMET 6 CYL. 144"-170" ENG. | 9/32" |
| 1959-60 | EDSEL 6 CYL. 223" ENG. | 9/32" |
| 1960-61 | FALCON 6 CYL. 144"-170" ENG. | 9/32" |
| 1952-64 | FORD 6 CYL. 215"-223" ENG. | 9/32" |
| 1952-62 | FORD TRUCK 6 CYL. 144"-170"-213"-215" ENG. | 9/32" |
| 1961-63 | FORD TRUCK 6 CYL. 223"-262" ENG. | 3/8 " |
| | GMC TRUCK 6 CYL. 248"-270" ENG. | 3/8 " |
| | GMC TRUCK V6 305A ENG. | 13/64" |
| 1953-58 | INTERNATIONAL TRUCK 6 CYL. | 3/8 " |
| 1961-62 | INTERNATIONAL HARVESTER SCOUT 4 CYL. | 3/8 " |
| | MERCURY 223" ENG. | 9/32" |

DATA TABLE

