

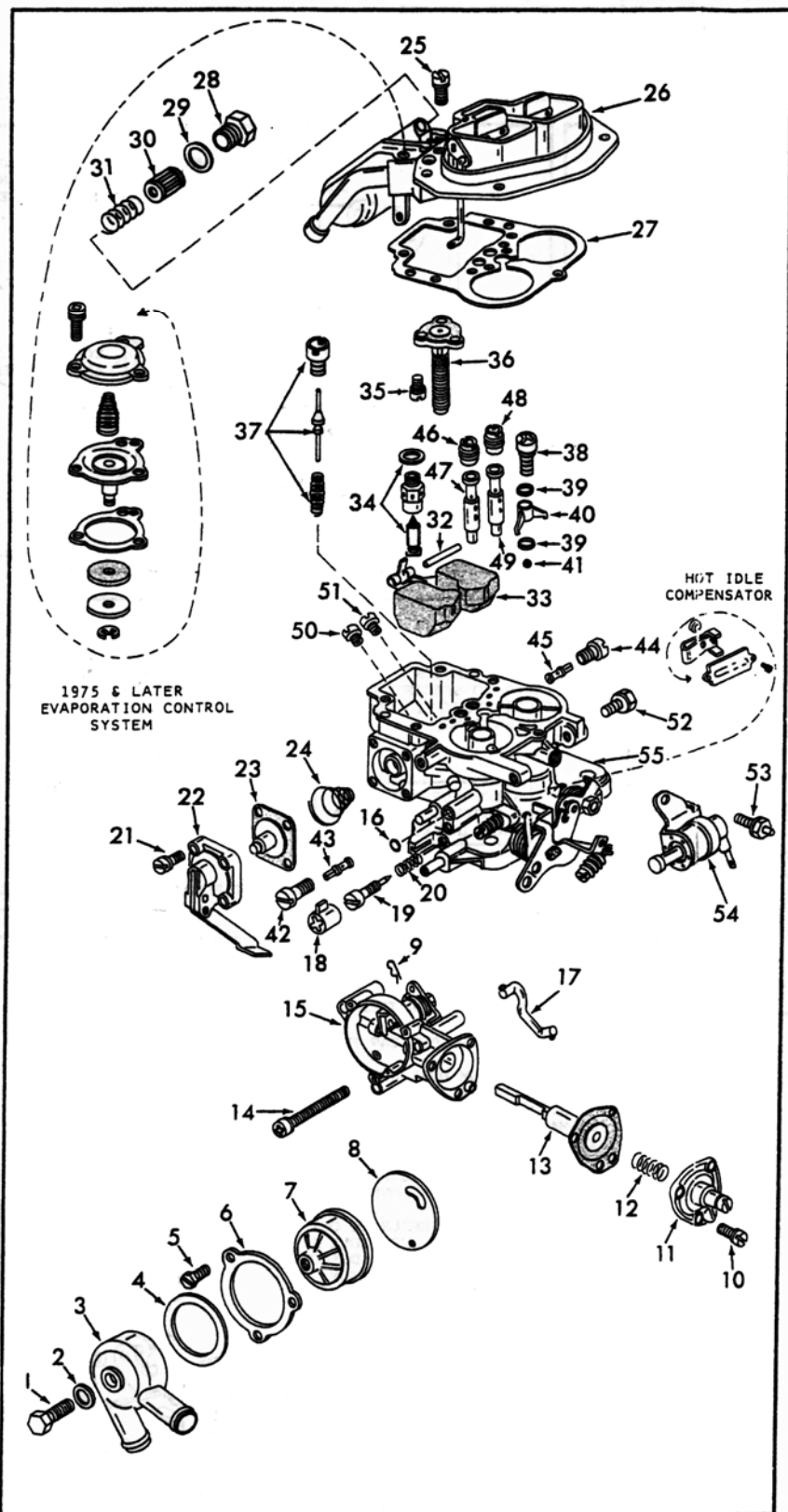
INSTRUCTION SHEET

HOLLEY CARBURETOR—MODEL 5210-C

50-435-6

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. CAUTION: NOTE SIZES OF JETS AND MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSY. (RECORD SIZES BELOW.) TO REMOVE PLASTIC LIMITER CAP (18) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE. NOTE: SCREWS AND NUTS USED IN THIS CARBURETOR HAVE METRIC THREADS. DO NOT SUBSTITUTE U.S. THREADED SCREWS OR NUTS.

NOMENCLATURE

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

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. 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, PLASTIC FLOAT OR PAPER FUEL FILTER.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

CHECK BALL 41,- 1975 & LATER MODELS USE 2 BALLS, 1 AS A WEIGHT

POWER VALVE ASSY. (37)-INSTALL STEM OF VALVE WITH TAPERED SEAT FACING VALVE SEAT.

ECONOMIZER DIAPHRAGM ASSY. REPLACEMENT. (36) CAREFULLY ALIGN HOLES IN DIAPHRAGM TO PREVENT DAMAGE WHILE INSTALLING SCREWS.

PUMP RETURN SPRING (24)-INSTALL WITH SMALL DIAMETER AGAINST CARBURETOR BOWL.

IDLE ADJUSTING NEEDLE (19)-TURN IN UNTIL SEATED, THEN BACK OUT 2 1/2 TURNS.

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

CARBURETOR MOUNTING NUTS-TORQUE 36 IN. LBS. ON EACH NUT ONE AT A TIME, THEN RETIGHTEN EACH IN THE SAME SEQUENCE TO 12FT. LBS.

ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

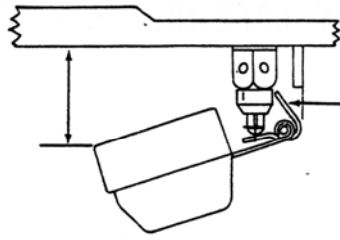
TO ADJUST BEND TANG



BOWL COVER INVERTED (BOWL COVER GASKET REMOVED). FLOAT RESTING ON NEEDLE VALVE OF ITS OWN WEIGHT. (DO NOT COMPRESS SPRING). MEASURE DISTANCE FROM FLOAT AT TOE END TO CASTING SURFACE. (CHECK BOTH FLOAT KIDNEYS)

DRY FLOAT LEVEL ADJUSTMENT

Fig. 1

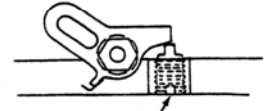


BOWL COVER HELD IN NORMAL POSITION WITH FLOAT HANGING FREELY. MEASURE DISTANCE FROM BOWL COVER GASKET SURFACE TO TOP TOE OF FLOAT.

FLOAT DROP ADJUSTMENT

Fig. 2

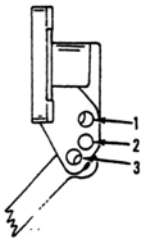
BACK OUT STOP SCREW UNTIL SECONDARY THROTTLE VALVE SEATS IN BORE. TURN SCREW IN UNTIL IT TOUCHES SECONDARY THROTTLE LEVER THEN TURN IN AN ADDITIONAL 1/4 TURN.



STOP SCREW

SECONDARY THROTTLE STOP ADJUSTMENT

Fig. 3

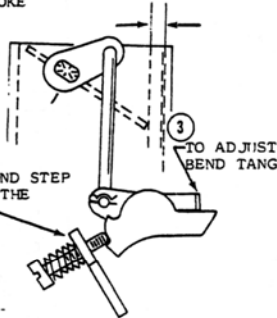


PUMP-POSITION HOLE

Fig. 4

2 HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE PLATE AND AIR HORN WALL.

1 HOLD FAST IDLE SCREW ON SECOND STEP AND AGAINST THE SHOULDER OF THE FIRST STEP OF FAST IDLE CAM.

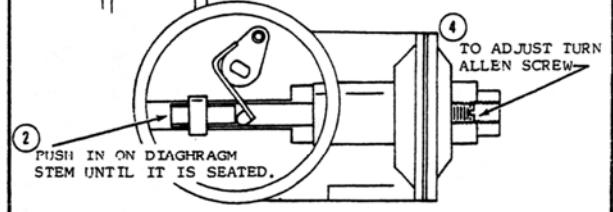


FAST IDLE CAM INDEX ADJUSTMENT

Fig. 5

3 HOLD CHOKE VALVE TOWARD CLOSED POSITION AND MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE PLATE AND WALL OF AIR HORN.

1 PLACE FAST IDLE SCREW ON HIGH STEP OF CAM.

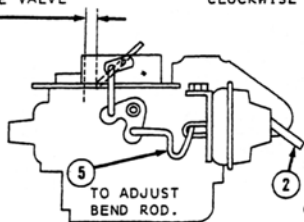


(VACUUM BREAK) CHOKE PULL-DOWN ADJUSTMENT

Fig. 6

4 MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & AIR HORN WALL. 13/32" CLEARANCE. 3 PUSH INSIDE CHOKE COIL LEVER CLOCKWISE TO CLOSE CHOKE VALVE.

1 PLACE FAST IDLE SCREW ON HIGHEST STEP OF FAST IDLE CAM.



(SOME MODELS) SECONDARY VACUUM BREAK ADJUSTMENT.

FIG. 7

ROTATE CHOKE COVER AGAINST SPRING TENSION. SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING. SEE DATA TABLE FOR SETTING.

ALLOWABLE VARIATION 2 NOTCHES EITHER WAY FROM INDEX.



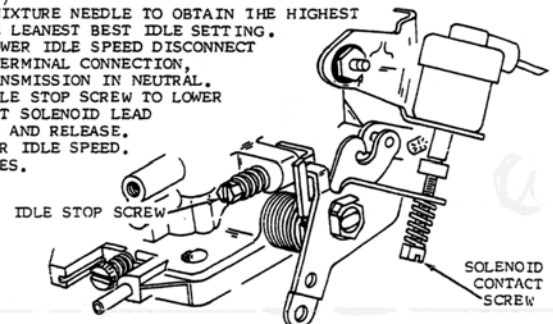
AUTOMATIC CHOKE ADJUSTMENT

FIG. 8

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 AND PROCEDURE.
2. DISTRIBUTOR VACUUM HOSE DISCONNECT AND PLUG. ALSO DISCONNECT FUEL TANK HOSE AT VAPOR CANISTER.
3. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AUTOMATIC TRANSMISSION IN DRIVE.
 - B. AIR CLEANER INSTALLED.
4. ADJUST IDLE STOP SOLENOID PLUNGER CONTACT SCREW TO SPECIFIED IDLE R.P.M. USING A TACHOMETER. (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
6. TO ADJUST SLOWER IDLE SPEED DISCONNECT SOLENOID AT TERMINAL CONNECTION. AUTOMATIC TRANSMISSION IN NEUTRAL. ADJUST LOW IDLE STOP SCREW TO LOWER R.P.M. CONNECT SOLENOID LEAD OPEN THROTTLE AND RELEASE. RECHECK HIGHER IDLE SPEED.
7. RECONNECT HOSES.



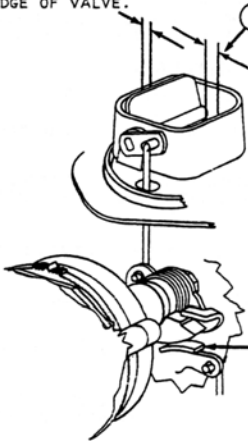
IDLE ADJUSTMENT

FIG. 10

2 REPLACEMENT CARBS. MEASURE AT TOP EDGE OF VALVE.

2 CHOKE HELD TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE & AIR HORN WALL. 13/32" CLEARANCE.

1 THROTTLE HELD IN WIDE OPEN POSITION.

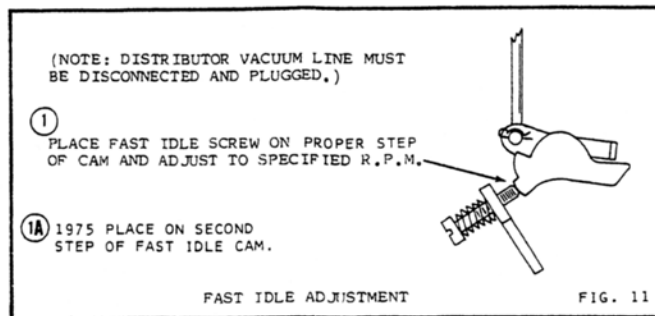


3 TO ADJUST BEND TANG.

UNLOADER ADJUSTMENT

FIG. 9

ADJUSTMENTS



ADJUSTMENT DATA TABLE

Year	Make		Dry Float Level	Float Drop Setting	Pump Pin Position	Fast Idle Cam Index Setting	Choke Pull Down Setting	Auto Choke Setting	Slow Idle R.P.M.	Fast Idle R.P.M.
1973	Chevrolet (Vega)									
	140" Eng.	M/T	7/16"	1"	No. 3	9/64"	5/16"	1 - RICH	E/D	2000 Top Step
		A/T	7/16"	1"	No. 2	9/64"	5/16"	2 - RICH	E/D	2200 Top Step
1974	Vega 140" Eng.	M/T	7/16"	1"	No. 3	9/64"	5/16"	2½ - RICH	E/D	2000 Top Step
		A/T	7/16"	1"	No. 2	9/64"	13/32"	3½ - RICH	E/D	2200 Top Step
1975	Vega 140" Eng. Monza	M/T	7/16"	1"	No. 3	7/64"	21/64"	3 - RICH	E/D	1600 2nd Step
		M/T	7/16"	1"	No. 3	7/64"	9/32"	3 - RICH	E/D	1600 2nd Step
		A/T	7/16"	1"	No. 2	7/64"	19/64"	4 - RICH	E/D	1600 2nd Step
		A/T	7/16"	1"	No. 2	7/64"	9/32"	4 - RICH	E/D	1600 2nd Step
1976	Vega 140" Eng. Monza	M/T	7/16"	1"	No. 3	21/64"	5/16"	2 - RICH	E/D	2200 Top Step
	Calif.	M/T	7/16"	1"	No. 3	21/64"	17/64"	2 - RICH	E/D	2200 Top Step
		A/T	7/16"	1"	No. 2	21/64"	9/32"	3 - RICH	E/D	2200 Top Step
	Calif.	A/T	7/16"	1"	No. 2	21/64"	17/64"	3 - RICH	E/D	2200 Top Step
1977	Vega 140" Eng. Fed.	All/T	7/16"	1"	----	3/32"	1/4"	3 - RICH	E/D	2500 Top Step
	Calif.	M/T	7/16"	1"	----	1/8"	9/32"	3 - RICH	E/D	2500 Top Step
	Altitude	A/T	7/16"	1"	----	1/8"	19/64"	3 - RICH	E/D	2500 Top Step
1977	Oldsmobile (Starfire)									
	140" Eng. Fed.	All/T	7/16"	1"	----	3/32"	1/4"	3 - RICH	E/D	2500 Top Step
	Calif.	M/T	7/16"	1"	----	1/8"	9/32"	3 - RICH	E/D	2500 Top Step
	Altitude	A/T	7/16"	1"	----	1/8"	19/64"	3 - RICH	E/D	2500 Top Step
1975	Pontiac (Astre)									
	140" Eng.	M/T	7/16"	1"	No. 3	9/64"	19/64"	2½ - RICH	E/D	2000 Top Step
		A/T	7/16"	1"	No. 2	9/64"	13/32"	3½ - RICH	E/D	2200 Top Step
1976	Astre 140" Eng.	M/T	7/16"	1"	No. 3	21/64"	5/16"	2 - RICH	E/D	2200 Top Step
	Calif.	M/T	7/16"	1"	No. 3	21/64"	17/64"	2 - RICH	E/D	2200 Top Step
		A/T	7/16"	1"	No. 2	21/64"	9/32"	3 - RICH	E/D	2200 Top Step
	Calif.	A/T	7/16"	1"	No. 2	21/64"	17/64"	3 - RICH	E/D	2200 Top Step
1977	Astre 140" Eng. Fed.	All/T	7/16"	1"	----	3/32"	1/4"	3 - RICH	E/D	2500 Top Step
	Calif.	M/T	7/16"	1"	----	1/8"	9/32"	3 - RICH	E/D	2500 Top Step
	Altitude	A/T	7/16"	1"	----	1/8"	19/64"	3 - RICH	E/D	2500 Top Step

DATA TABLE HOLLEY REPLACEMENT CARBURETORS

Carburetor Number	Dry Float Level	Float Drop Setting	Pump Pin Position	Choke Pull Down Setting	Auto Choke Setting
ASTRA, STARFIRE, VEGA					
R-7179	7/16"	1"	No. 3	-----	1-RICH
R-7344, R-8293, R-8294	7/16"	1"	No. 3	19/64"	2.5-RICH
R-7706, R-8263, R-8264, R-8295	7/16"	1"	No. 3	21/64"	3-RICH
R-7757, R-7758	7/16"	1"	No. 3	-----	3-5 RICH
R-8295, R-8297	7/16"	1"	No. 3	13/64"	3-5 RICH