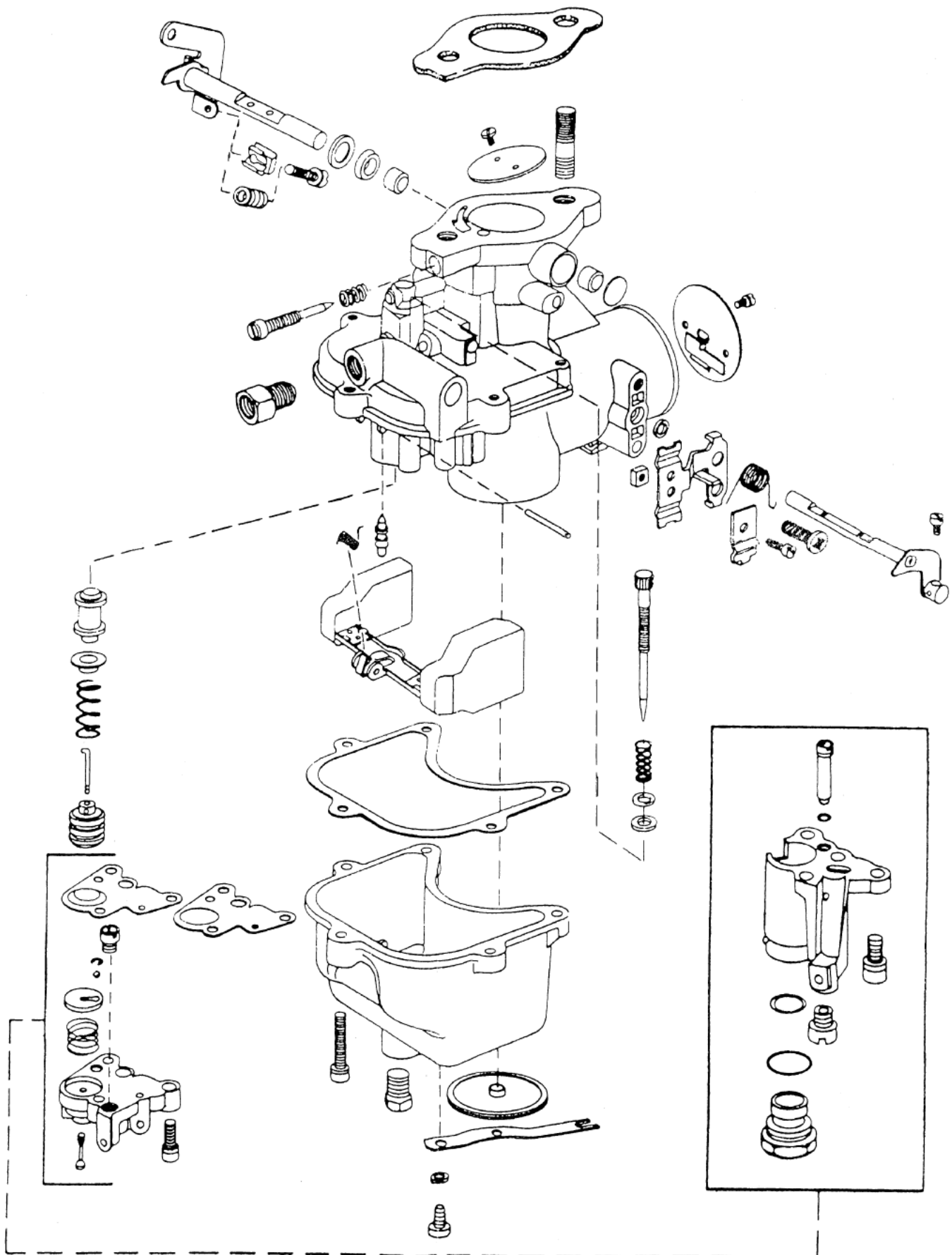


TYPICAL VIEW HOLLEY CARB MODEL "1970"

✓ *This is a typical view instruction sheet for different carburetor models, which will show more parts than are required in any one specific model.*

✓ *This kit may also contain universal part assortment resulting in throw away, or an excess of the number of parts that are actually required for servicing any one carburetor. In the case of duplicate gaskets or parts, compare with old piece.*

Care and Cleaning

✓ To properly overhaul the carburetor, it must be completely disassembled and all parts thoroughly cleaned with commercial carburetor cleaner or solvent. Gaskets, diaphragms, floats, rubber "O" rings and nonmetallic parts must not come in contact with the cleaning solution, in order to prevent deterioration. Each part should be inspected for wear, deterioration and damage, and all defective parts should be discarded and replaced.

Float Adjustment

✓ Invert carburetor and place the float gage over float. If adjustment is necessary, raise float lever off of the fuel inlet needle or the Viton tipped needle may be damaged.

Bench Adjustments

✓ Install idle adjusting screw and seat lightly with fingers. Back off one full turn.

✓ Turn idle speed screw in until the throttle plate begins to move.

✓ Install main jet adjusting needle and leave approximately seven (7) turns off the seat until final adjustment can be made on engine.

On Tractor Adjustments

✓ To regulate the idling speed of the engine, have the engine at operating temperature and adjust the idling stop screw on the throttle shaft on the inner side of carburetor. Approximate idle speed; 375 - 425 R.P.M.

✓ For correct air fuel mixture of idling speed of the engine, adjust the idling adjusting screw located at the side of the top portion of the carburetor. Turn the adjusting screw inward for leaner mixture and outward for richer mixture. Have engine at normal operating temperature and, if possible, under load. If impossible to load engine, set throttle to the high idle position, turn inward on adjusting screw until engine loses speed or misses, then turn outward until engine resumes speed and runs smooth. Additional adjustment up to ¼ turn will give the engine all the fuel it requires under load.