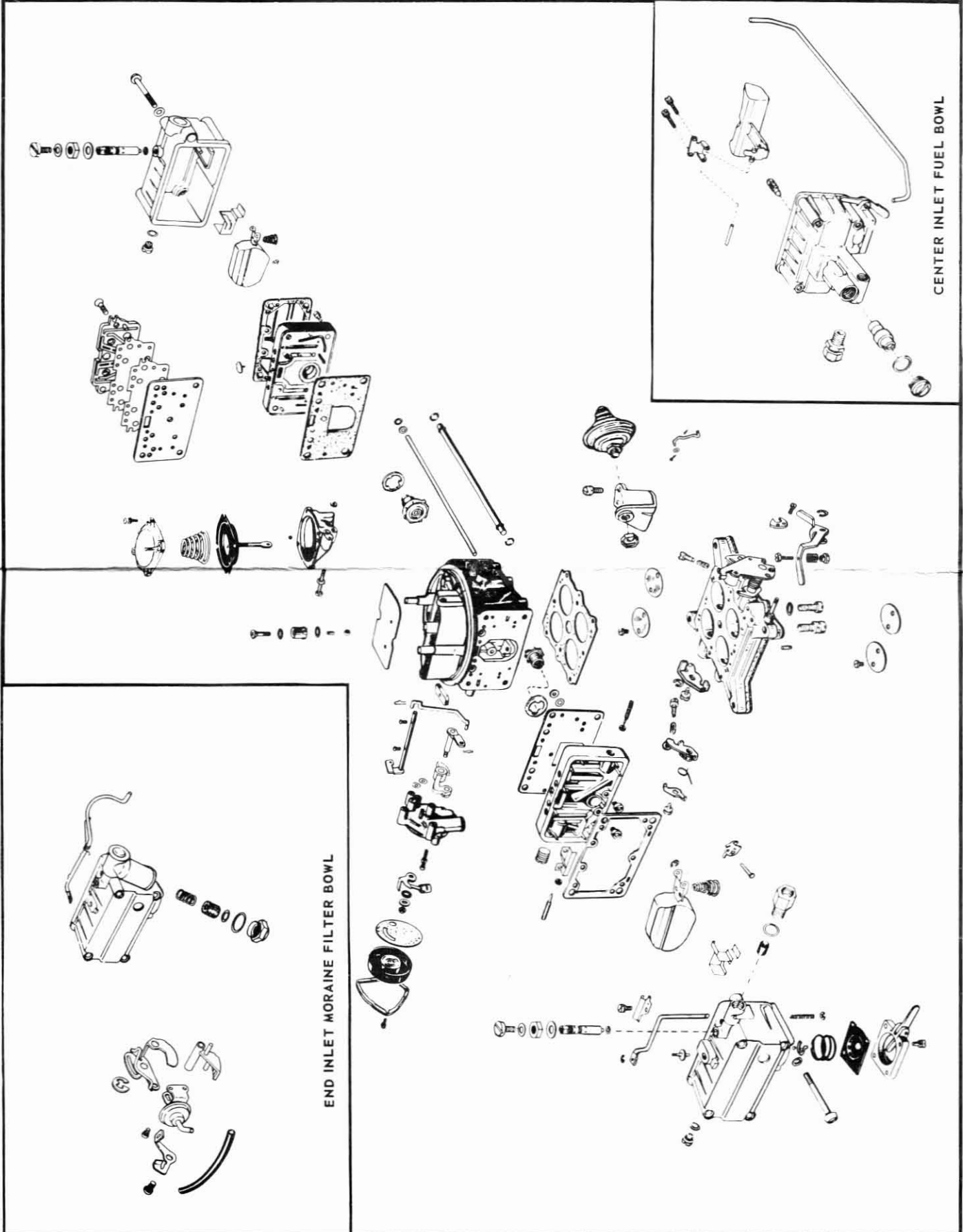
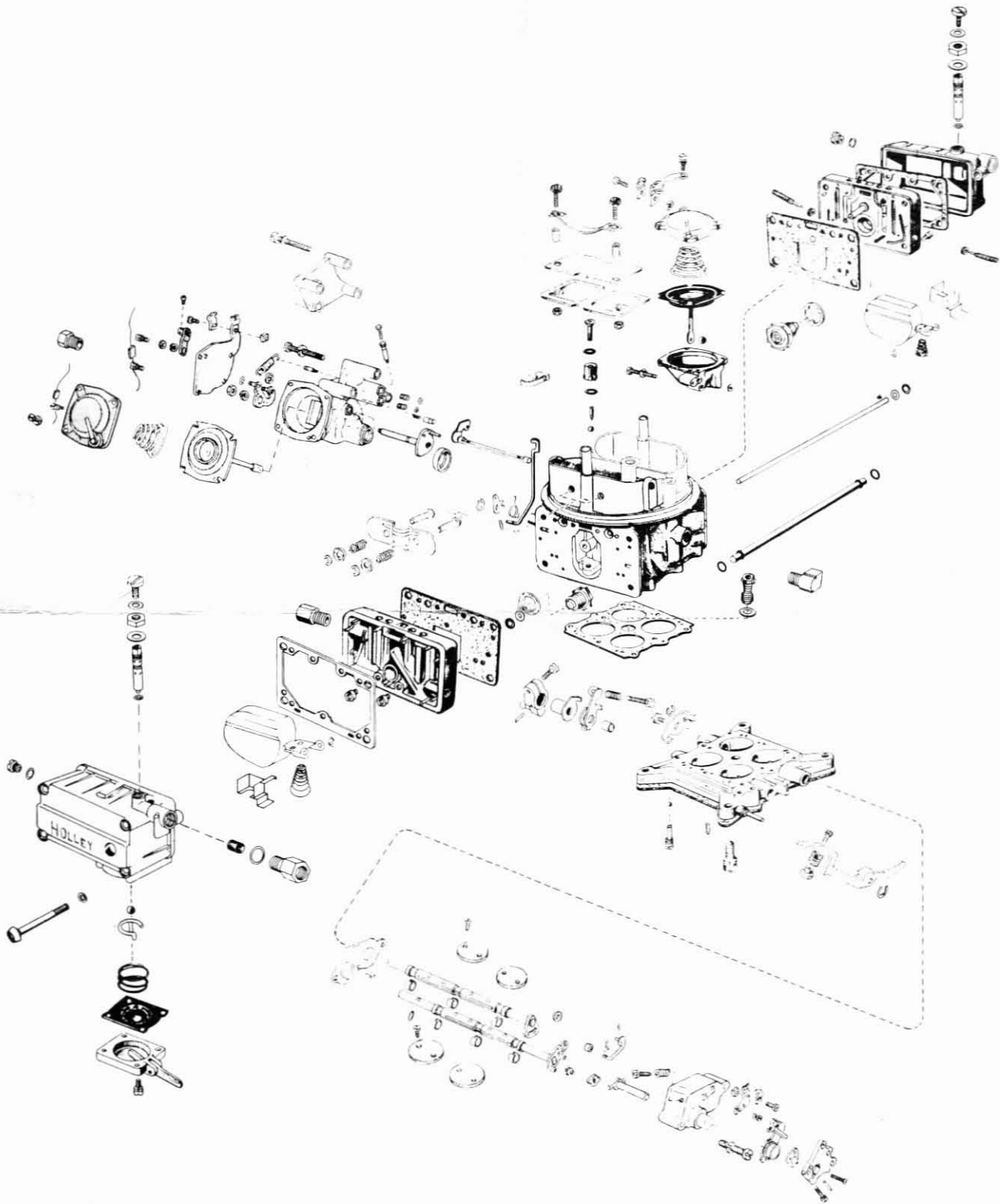


CARBURETOR SERVICE INSTRUCTIONS

TYPICAL VIEW HOLLEY CARBURETOR MODELS 4150 & 4160



TYPICAL VIEW HOLLEY MODELS 4150G & 4150MG



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

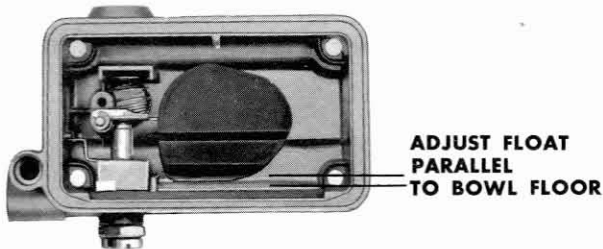
This kit may also contain universal parts assortment resulting in throw away, or an excess of the number of parts that are actually required for servicing any one carburetor. In the case of duplicate gaskets or parts, compare with old piece.

CARE AND CLEANING

To properly overhaul the carburetor, it must be completely disassembled and all parts must be thoroughly cleaned with a commercial carburetor cleaner or solvent. Gaskets, diaphragms, rubber floats, "O" rings, and non-metallic parts must not come in contact with the cleaner

solution, to prevent deterioration. Each part must be inspected for wear, deterioration and damage, and all defective parts must be discarded and replaced. The carburetor must then be carefully rebuilt and adjusted.

FLOAT SETTING



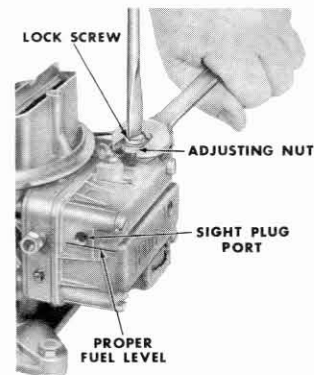
Some carburetors are equipped with fuel bowls which have exterior adjustable needles and seats. The following adjustment procedure will apply to these models:

With the float bowl inverted, adjust float parallel to bowl floor. The same setting is required for carburetors incorporating brass floats to obtain a dry setting.

WET LEVEL ADJUSTMENT AFTER CARBURETOR IS INSTALLED

With the car on a level surface and the engine running, the fuel level should be on line with the threads at the bottom of sight plug port. (Plus or minus 1/32 inch tolerance.)

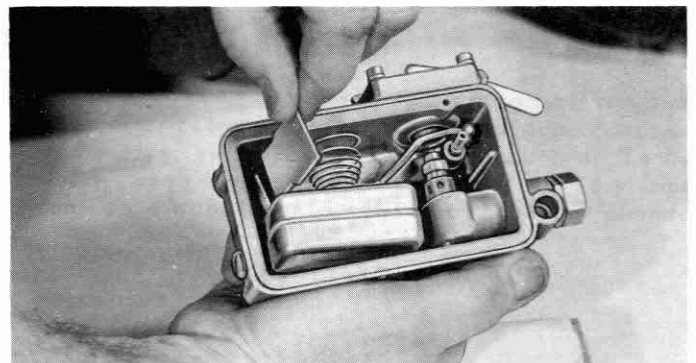
To correct the fuel level, loosen the lock screw and turn the adjusting nut clockwise to lower the fuel level and counter-clockwise to raise the fuel level. Retighten lockscrew while holding adjusting nut.



Float Setting for Non-Adjustable Needle & Seat Carburetors Which Require a Float Gauge

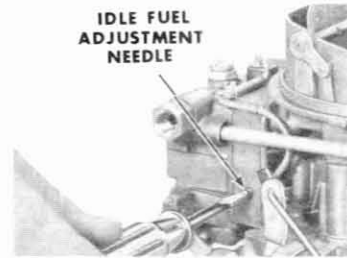
1. Invert Carburetor fuel bowl.
2. Install gauge as shown.
3. Bend float lever tab to bring float setting within limits.

Application	Gauge
Primary side of carburetor	13/16
Secondary side of carburetor	3/4



ADJUSTING THE IDLE

Seat the idle adjusting needle lightly and back off one full turn. Readjust to proper idle speed and mixture after engine has been brought to operating temperature. (Some applications will have the idle fuel adjustment needle located in the throttle body).



CHOKE SETTING

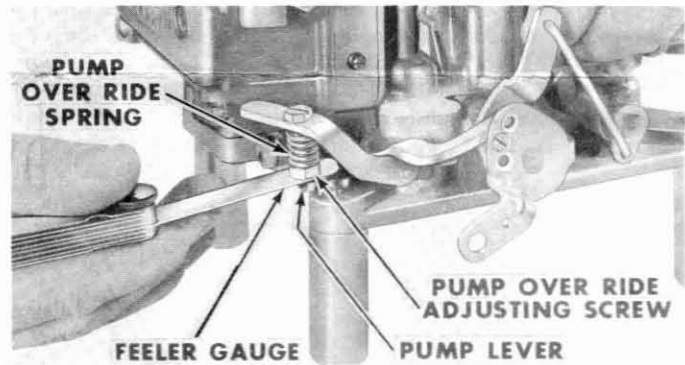


Set choke on center mark, maximum permissible adjustment is two notches either rich or lean. Same procedure to be used for divorced choke applications.

PUMP ADJUSTMENT

(1) The pump override spring adjustment is checked while holding the throttle in the wide open position and the pump operating lever held in a fully compressed position. The clearance between the adjusting nut and arm of the pump lever should be .015.

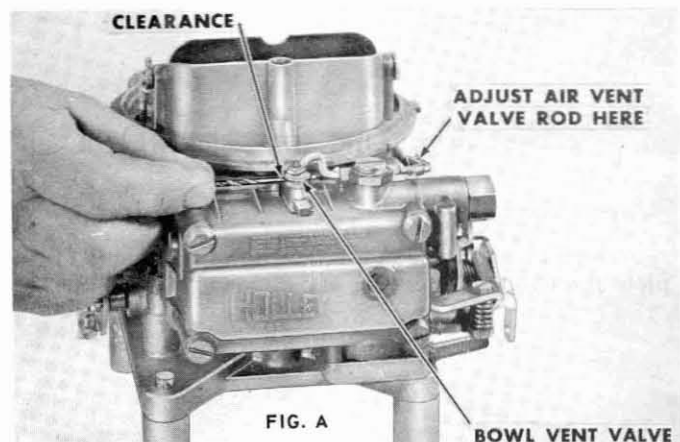
(2) After making this adjustment, move the throttle lever from a closed position toward open. Any movement at the throttle lever should be noticed at the pump operating lever. This indicates correct tip-in.



VENT VALVE ADJUSTMENT

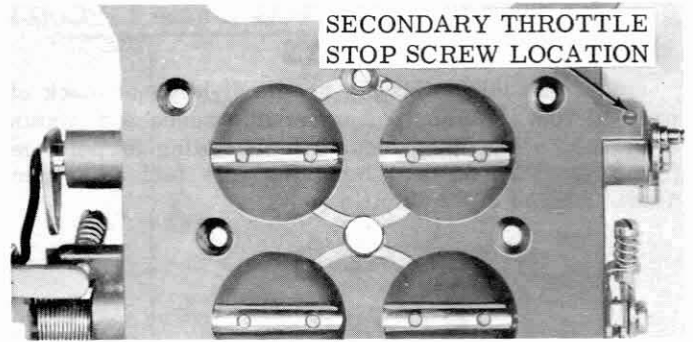
(1) Adjust air vent rod and valve by checking the clearance from valve to seat with a drill with choke open and throttles closed. This clearance should be taken between the valve and the seat and must be .050 to .070.

(2) Early production low inlet fuel bowl models have a different vent rod. The clearance of the air vent valve on these models is corrected by bending the end of the pump operating lever. On later models, bend the rod as indicated in figure A.



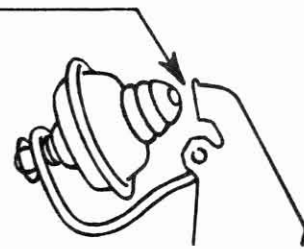
SECONDARY THROTTLE PLATE ADJUSTMENT

Back the secondary throttle stop screw out until the secondary throttle plates are closed in the bore. Turn the screw in until it touches the stop on the lever, then give it one half additional turn.



DASHPOT CLEARANCE

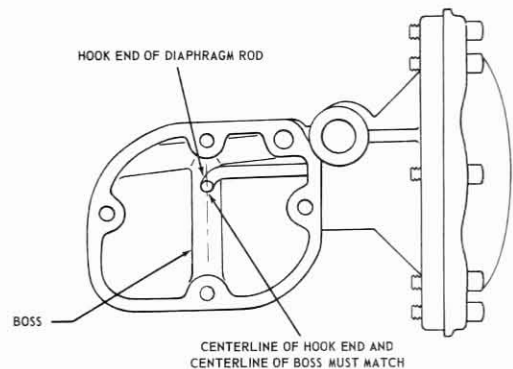
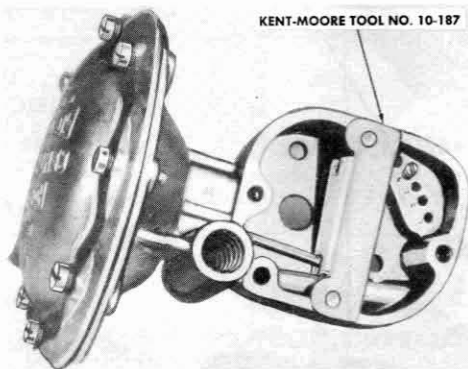
With the choke plate open and the throttle plates in the closed position with the dashpot fully depressed, the clearance should be .060 - .090.



INSTALLING GOVERNOR DIAPHRAGM

(Governor type only) When reassembling the governor assembly, place the diaphragm and diaphragm cover in position. Insert the cover screws and lockwashers. Turn the screws in until the flanges almost meet, but do not tighten. Hook the end of the diaphragm rod into the slot provided in the governor diaphragm gauge (Kent Moore

Tool No. 10-187). Then place the gauge over the governor housing, then tighten cover screws evenly. If gauge is not available, stretch and hold diaphragm rod by hand until center line of hook end of rod and center line of the boss match. Then tighten screws evenly while maintaining diaphragm stretched in this position.



AFTER INSTALLING THE CARBURETOR ON THE VEHICLE

Depress and release the throttle to make sure of complete throttle plate opening and closing.

IMPORTANT

Correct engine timing, spark plug heat range and gap, distributor point condition and gap, condenser and wiring, valve lash, correct operation of the heat valve (when equipped on the engine) are very important to obtain engine efficiency and performance.