Holley®

NEW & HOT PRODUCTS

LS Headquarters Section
PAGES: 191-200

Holley EFI Section
PAGES: 119 - 150

Billet Fuel Systems
PAGES: 165, 166, 171, 172, 176

Aluminum
Ultra Carburetors
PAGES: 20, 26, 54, 58

M/T Valve Covers
PAGES: 190

Billet Aluminum 941 CFM
Throttle Body
PAGES: 156

Holley History 2-4

Holley Project Cars 5-7

Carburetors 8-117

How to Choose a Carburetor 10-13

Street Performance Carburetors by Type 14-29
Street Performance Carburetors by CFM 30-45

2bbl Street Carburetors 14-15
Traditional Carburetors 16-17
Street Avenger™ Carburetors 18-21
Truck Avenger™ Carburetors 22-23
Double Pumper® Carburetors 24-27
Street HP™ Carburetors 28-29

Supercharger Carburetors 46-47

Race Carburetors by Type 48-59
Race Carburetors by CFM 60-81

2-bbl Race Carburetors HP Series 48-49
Competition Carburetors 50-51
HP Carburetors – Model 4150™ 52-53
Ultra HP Carburetors – Model 4150™ 54-55
Dominator® HP Carburetors 56-57
Ultra Dominator® HP Carburetors 58-59

Marine Carburetors 81-85

Model 4160™ Carburetor Exploded View 86
Accelerator Pump Hardware 87-88
Adapters & Spacers 89
Brackets & Linkage 90-92
Solenoids 91-92
Dashpots 91-92
Chokes & Fuel Filters 92
Fittings 94
Floats 95
Fuel Bowls, Kits & Parts 96-97
Fuel Line Selection Chart 98-99
Gaskets 100-106
Gaskets - Service Kits 81-84
Gauges 107
Kits & Assortments 108
Metering Jets 109-111
Metering Jets - Air Bleeds 110
Metering Plates, Blocks & Service Parts 112
Needle & Seat Assemblies 113
Power Valves 114-115
Vacuum Secondaries 116-117

Fuel Injection 119-150

Holley EFI® Introduction 120-121
Holley Avenger™ EFI Systems 122-125
Holley HP™ EFI Systems 126-129
Holley Dominator™ EFI Systems 130-132
Holley EFI® Accessories 133-141
Holley EFI® Selection Guide 134-140
Commander 950® Wide Band O_2 Service Parts 142
Multi-Point Fuel Injection Service Parts 143-144
670 CFM Pro-Jection® 145
Marine Pro-Jection® 2-bbl Throttle Body Fuel Injection 145
Throttle Body Service Parts 146-149
Fuel Rails 150

Throttle Bodies 151-156

Direct Replacement Performance Truck TBIs 152
Airfoil Kit 153
Universal 4-bbl Billet Throttle Bodies 153
High-Flow EFI Throttle Bodies 154-155
LS Throttle Bodies 155
Throttle Body Service Parts 155
Billet Aluminum 941 CFM Throttle Body 156

Fuel Pumps 157-178

Mechanical Fuel Pumps 158-159
Fuel System Selection Chart 160-161
Electric Fuel Pumps 162-168
Marine Mechanical Fuel Pumps 169
Marine Electric Fuel Pumps 170
Regulators & Accessories 171-175
Holley® Billet Fuel Filters 176
VoluMAX® Filters & Accessories 177-178
Electric Fuel Pump Service Kits 177-178

Intake Manifolds 179-186

Chevrolet Small Block V8 180-181
Chevrolet LS Modular "Hi-Ram" Style 182-183
Chevrolet LS Dual Plane Mid-Rise 183
Chevrolet Big Block V8 184-185
Chrysler Big Block V8 185
Ford Small Block V8 185
Service Parts 186

Engine Dress-Up 187-190

LS Headquarters 191-200

Merchandising 201-212

Apparel 202-206
Caps 207
Holley Brand Metal Signs 207
Holley Brand Neon Clocks 208
Decal Sheet 208
Plan-o-gram 209
Banners 209-211
Service/Tuning Manuals 212

Technical Information 213-256

Carburetor Numerical Listing 214-237

Technical Help 238-256

Part Number Index 257-264

Alphabetical Index 265-270

Emission Codes 271

Warranty 272

The History of Performance...

...yesterday, today & tomorrow!

Holley® has been manufacturing fuel systems of all shapes and sizes since 1903. In fact, over 250,000,000 carburetors have been produced over the years for everything from Henry Ford's original Model A to the baddest factory muscle cars ever to roll out of Detroit. Did you know that Holley supplied over half the carburetors in WWII including not just automobiles, but PT Boats and airplanes? It's true. No company knows fuel systems like Holley. Today, Holley carburetors continue to be a dominant force in high performance and racing, winning more races than all others combined. Holley carbs have powered every NASCAR Sprint Cup Series™ team and nearly every winning NHRA® Pro Stock team since the 1960s and every weekend still today.

It all began in the late 1800s with two brothers from Bradford, PA, George and Earl Holley - teenage boys who learned how to make patterns and castings so they could build a one cylinder engine. That engine was put onto a three wheeled vehicle that hit an impressive 30 MPH. That led to motorized bicycles, a four wheeled automobile called the Holley Motorette and the birth of the Holley Motor Company. In 1903, at the urging of Henry Ford, the Holley brothers entered the carburetor business and became industry leaders in fuel system technology. In 2003 Holley was recognized as one of four original suppliers still selling to Ford after 100 years. The company business continued to expand through the World War I and World War II era. It could be said that Holley directly helped win World War II as about half the carburetors used bore the Holley name. Holley fuel systems were on everything from variable venturii carburetors on the DC-3 airplane, Packard powered PT boats to the B-25s used in Jimmy Doolittle's air raid on Tokyo. Following the war Holley concentrated on keeping up

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with the requirements of automobile manufacturers who, in turn, were trying to keep up with the demands of a car-hungry public. Holley also began supplying repair parts to service stations and garages. War scrapped airplane belly tanks were finding their way to the salt flats and carburetors like the famous Holley 94s were powering many of these racers.

The 1950's saw the introduction of the Holley Model 4150™ 4-barrel on the 1957 T-bird. It was the beginning of the modular Holley 4-barrel as we know it today. It was the first true performance carburetor and became standard equipment on many high performance automobiles.

The 1960's were huge for the hot rod industry, and Holley, as the Model 4150™ became original equipment on the baddest factory muscle cars ever to come out of Detroit. It powered cars like the popular Z28 Camaros, Big Block Chevelles, Boss Mustangs and Shelby Cobras to name a few. This era also saw the introduction of the awesome Holley three deuce multi carb set-ups on 427 (Tri Power) Corvettes and 440 (Six Pack) Mopars. If it was a serious car it had to have a Holley. An American icon was also born in the '60s as the Holley Double Pumper® rolled off the line. The world famous Holley Dominator® also made its debut in 1968, developed specifically for NASCAR® racing.

The 1970s saw Holley's continuation of dominance in racing with nearly every factory NHRA® Super Stock/Pro Stock racer running Holleys. That hasn't changed and in fact, Holley carbs have powered more drag racers than all other carbs combined, still today. The early 70's also saw the introduction of the world famous Holley "Blue" electric fuel pump which also has become the most dominant fuel pump in drag racing history. It too powers tens-of-thousands of racers and street enthusiasts still today. This era also saw the introduction of Holley aluminum intake manifolds, including the once popular Z-Series developed in conjunction with Zora Arkus-Duntov.

Holley entered the 1980's positioned as the only carburetor manufacturer to offer entire fuel systems from intakes to fuel pumps. Holley continued its dominance in nearly all forms of racing powering all winning NHRA Pro Stock racers and once again all NASCAR Sprint Cup Series™ teams of the day. The '80s also saw Holley's entrance into the fuel injection market where original equipment EFI components and analog Pro-Jection® retro-fit fuel injection systems for carbureted cars were introduced.

In the 1990's Holley continued its new product introductions. The wildly popular HP Pro Series race ready carburetors were introduced and have become the standard in racing ever since. SysteMAX® engine kits were introduced with matched cylinder heads, intakes and cams. The Dominator also evolved in the '90s into the HP Dominator, huge billet electric fuel pumps were introduced, and retrofit EFI kits evolved into digital Pro-Jection 4D and 4Di. At the end of the 1990s Holley acquired several other top brands in their categories including Weiand intakes and superchargers, Flowtech Exhaust, Hooker Headers, Earl's Plumbing and NOS Nitrous Oxide Systems, expanding their offering and securing the title of the Winningest Company in Racing History.

In addition to products from its other brands, so far in the new millennium Holley has introduced the popular Street Avenger, Truck Avenger, Street HP and Ultra HP carburetors as well as billet mechanical fuel pumps and high flow billet electric pumps. Holley's EFI systems have seen massive change with the introduction of Avenger EFI, HP EFI and Dominator EFI. These new EFI systems are truly leading edge and offer the best self-tuning fuel strategies on the market – gone are the days of fearing EFI! In addition, Holley is helping hot rodders and racers with many products for GM's popular LS series of engines and has even started an event, the Holley LS Fest, focused around it! Four of Holley's products have recently been inducted into the Hot Rod Magazine Speed Parts Hall of Fame and the Holley 3310 carb was selected as one of the top ten influential speed parts of all time. Holley looks forward to continuing its influence on the performance aftermarket for another 100 years. We hope you do to!

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From Start to Finish...

...Holley's NASCAR Heritage!

From the early beach racing days all the way up through today, Holley has been powering NASCAR® teams. In fact, Holley carbs have powered every NASCAR Sprint Cup Series™ team since the 1960's. The world famous Holley Dominator was developed for NASCAR racing in 1968. Model 4150 Holley carbs powered teams through the '80s and early '90s. In 1994 the popular race ready HP Pro Series carbs were developed and soon gained wide acceptance in NASCAR. HP carbs are still the standard for NASCAR racing where carbs are used and Holley is helping NASCAR with their switch to fuel injection by providing a NASCAR spec throttle body as the main air control valve. **Holley parts still continue to prove themselves 500 miles at a time!**

Holley NASCAR PERFORMANCE

Powering Every NASCAR Sprint Cup Series™ Team!

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Holley Project Cars

1967 CHEVY PICKUP PROJECT: **CUSTOM SHOP TRUCK**

The Holley Shop Truck has been a hit with automotive enthusiasts and the general public alike! It's factory appearance keep it understated yet the stance and wheels say performance. Pushing the Holley Shop Truck is a 480 horse hot cam LS3 which is cleverly disguised as a Big Block Chevy to keep the truck's vintage vibe! Holley's HP EFI, coil covers and Hooker exhaust parts made it possible. See more at holley.com!

1986 CHEVY EL CAMINO PROJECT: **EL CAMINO VERDE**

Holley's 1986 El Camino travels the green road and that's where its name came from. GM's popular E-Rod emissions friendly engine is powering this cool little G-body. Holley is using it as a test bed for LS swap parts like its cast iron exhaust manifolds and engine mounts. See more at holley.com!

Go to www.holley.com/ProjectCars to follow our project car builds online.

Holley Project Cars

1974 CHEVROLET CHEVELLE WAGON PROJECT: **LOW BUCK LONG ROOF**

Holley's 1974 Chevelle wagon made its debut on the 2011 Hot Rod Power Tour and has been gaining admirers ever since. It was meant to show hot rodders how to have fun on a budget and it has done so! An iron 6.0L LS engine was pulled from a junk yard and topped with Holley's new 2x4 dual plane intake and two Holley carbs. Holley coil covers, Holley HP in-line fuel pump, Hooker cast iron exhaust manifolds were also used while a Holley Dominator ECU runs the 4L60E transmission. See more at holley.com!

Meet the Holley staff at events across the country. They're there to assist you with technical support and keep Holley up to date with the latest hot rod trends! See the Holley trailer schedule at holley.com!

1987 PONTIAC GRAND PRIX PROJECT: **G-FORCE ONE**

The Holley G-Force One is for one thing – performance! It's being built in a Pro-Touring style with a nod to Holley's NASCAR heritage. It will be driven hard and will show the capabilities of Holley's EFI and other components. Holley's president will pilot G-Force One at various events across the country. Keep up with its performance at holley.com!

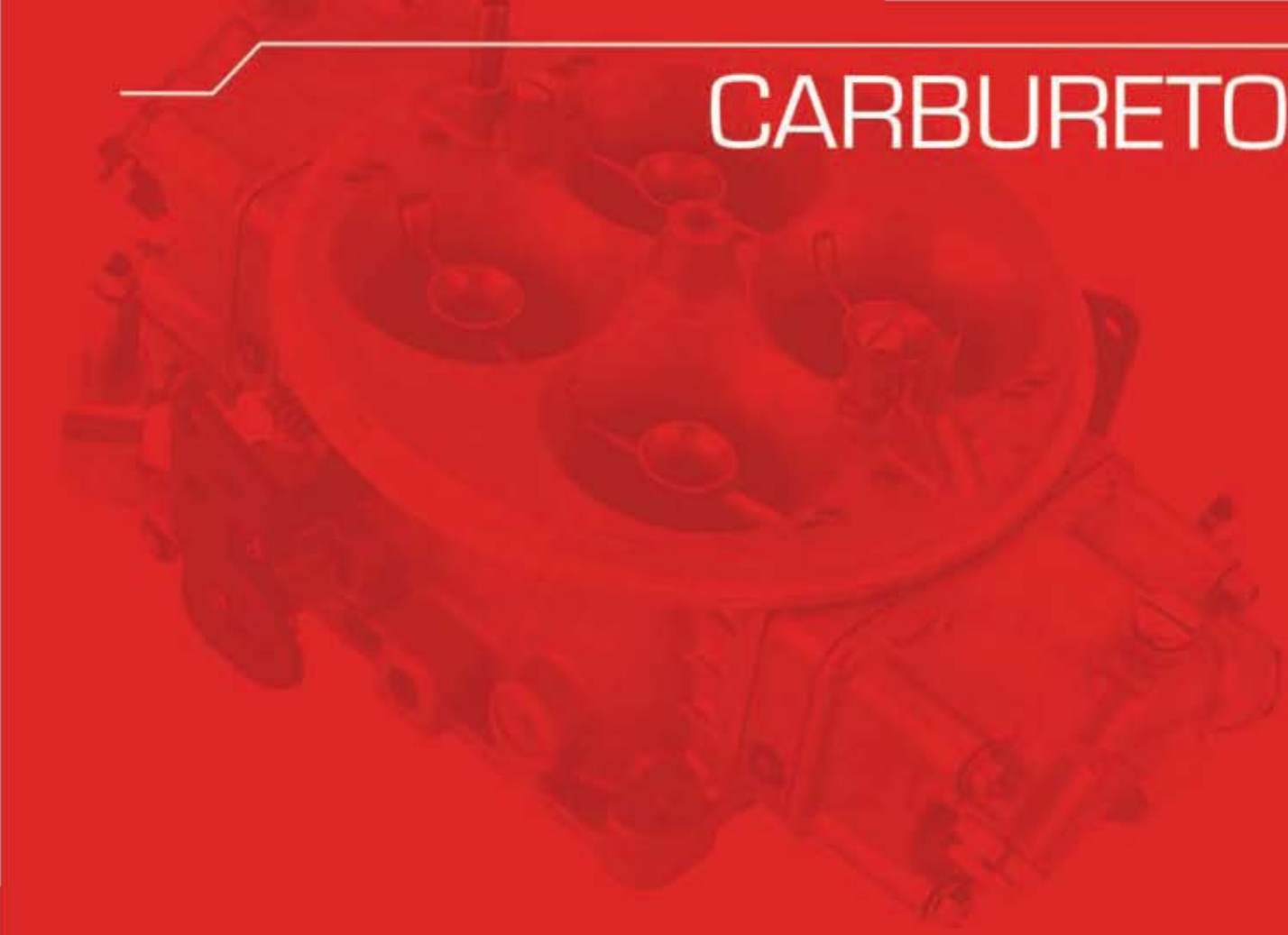
Go to www.holley.com/ProjectCars to follow our project car builds online.

In conjunction with:

HOT ROD MAGAZINE & GM PERFORMANCE PARTS

Go to **www.holleylsfest.com** for more details

CARBURETORS



CARBURETORS 8-117

How to Choose a Carburetor 10-13

Street Performance Carburetors by Type 14-29
Street Performance Carburetors by CFM 30-45

2bbl Street Carburetors 14-15
Traditional Carburetors 16-17
Street Avenger™ Carburetors 18-21
Truck Avenger™ Carburetors 22-23
Double Pumper® Carburetors 24-27
Street HP™ Carburetors 28-29

Supercharger Carburetors 46-47

Race Carburetors by Type 48-59
Race Carburetors by CFM 60-81

2-bbl Race Carburetors HP Series 48-49
Competition Carburetors 50-51
HP Carburetors – Model 4150™ 52-53
Ultra HP Carburetors – Model 4150™ 54-55
Dominator® HP Carburetors 56-57
Ultra Dominator® HP Carburetors 58-59

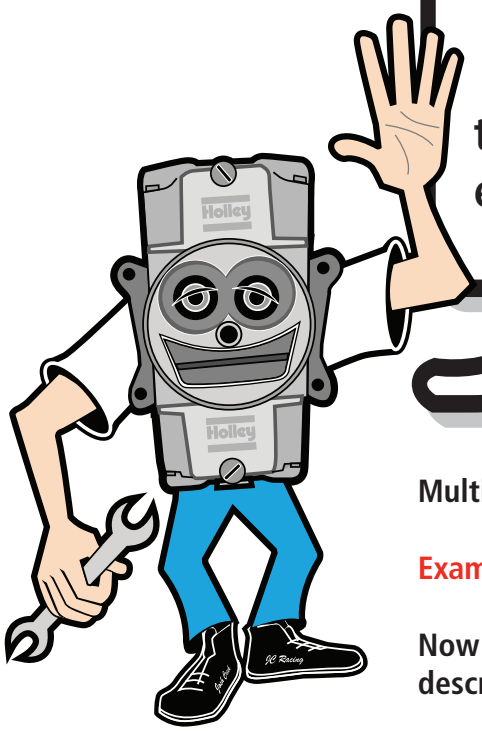
Marine Carburetors 81-85

Model 4160™ Carburetor Exploded View 86
Accelerator Pump Hardware 87-88
Adapters & Spacers 89
Brackets & Linkage 90-92
Solenoids 91-92
Dashpots 91-92
Chokes & Fuel Filters 92
Fittings 94
Floats 95
Fuel Bowls, Kits & Parts 96-97
Fuel Line Selection Chart 98-99
Gaskets 100-106
Gaskets - Service Kits 81-84
Gauges 107
Kits & Assortments 108
Metering Jets 109-111
Metering Jets - Air Bleeds 110
Metering Plates, Blocks & Service Parts 112
Needle & Seat Assemblies 113
Power Valves 114-115
Vacuum Secondaries 116-117

Mr. CarbTune's

How to Choose a Carburetor

Hi I'm Mr. CarbTune! Choosing a carburetor can be a daunting task. Not anymore! Just following my easy 4 step process below. Or, see my simple selection charts across from each carburetor feature page.



STEP 1. First let's calculate the proper carburetor CFM for your engine. Use this simple formula.

Multiply (Engine CID X Maximum RPM) ÷ 3456

Example: (350 CID X 6,000 RPM) ÷ 3456 = 607.63 CFM

Now determine your engine's volumetric efficiency by the below descriptions.

- Stock engines = 80% volumetric efficiency (.80)
- Mildly modified engines = 85% volumetric efficiency (.85) (performance camshaft, intake, headers & ignition)
- Highly modified engines = 95% volumetric efficiency (.95) (performance camshaft, intake, headers, ignition, aluminum heads/ported iron heads, 11:1 compression or higher)

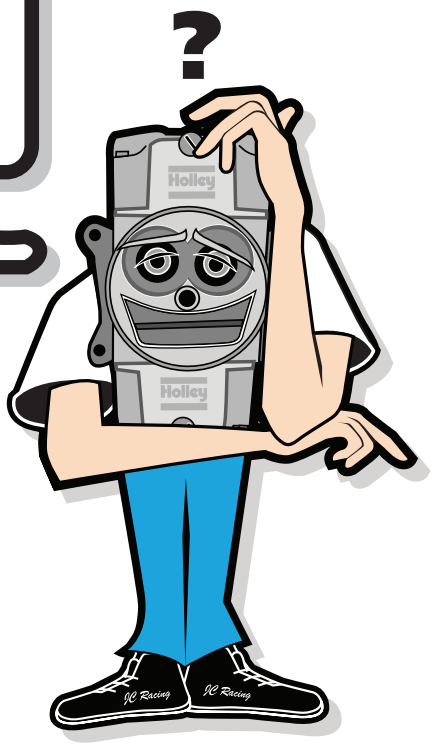
Now multiply the CFM you first calculated by your volumetric efficiency.

Example: 607.63 CFM X .85 = 516 CFM will supply your engine. If there is no CFM carburetor of that size, simply pick the next size up.

STEP 2.

Next let's determine if you need mechanical or vacuum secondaries.

Most cars will need a carburetor with vacuum secondaries.



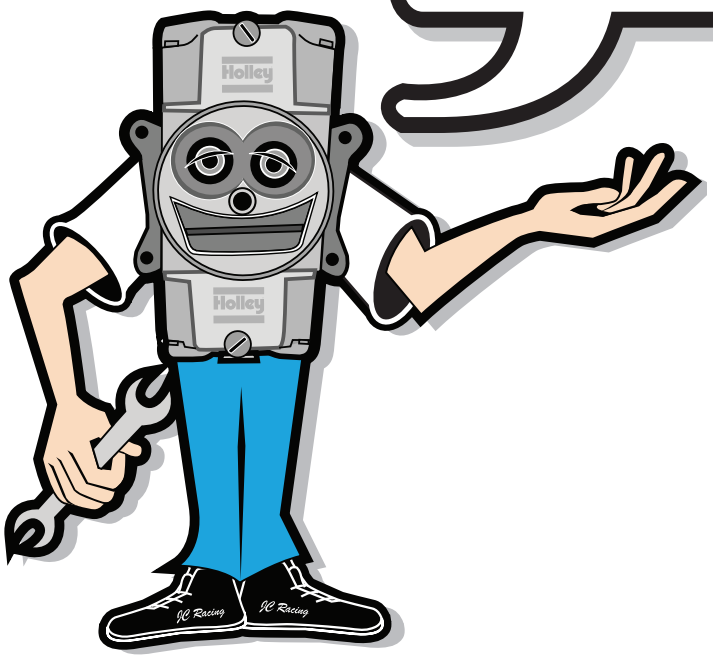
If your vehicle does not meet the below requirements, you should use a vacuum secondary carburetor. Most vehicles will use a vacuum secondary carburetor. The secondaries on a vacuum secondary carburetor open as the engine demands more fuel and air. (See page 116 for a detailed explanation of how it works.)

Mechanical secondaries (aka Double Pumpers®) should be limited to use on lighter vehicles. It should be 3,100 lbs or lighter full weight. Full weight includes fuel and driver. If the vehicle meets the above weight requirement and has a manual transmission with a low first gear, plus a 3:73 or lower rear end ratio, you can use a mechanical secondary carburetor. If the manual transmission has a high low gear such as a 2:20 you should have a rear end ratio of 4:56 or lower to use a mechanical secondary carburetor.

If the vehicle has an automatic transmission and meets the 3,100 lb weight requirement, you should have a true minimum stall of 4,000 RPM, a minimum 4:56 rear end ratio for 2 speed transmissions or a minimum of 3:73 rear end ratio for 3 or 4 speed automatics before you should use a mechanical secondary carburetor.

STEP 3.

Now let's pick the type of choke you want.



ELECTRIC CHOKE

MANUAL CHOKE

NO CHOKE

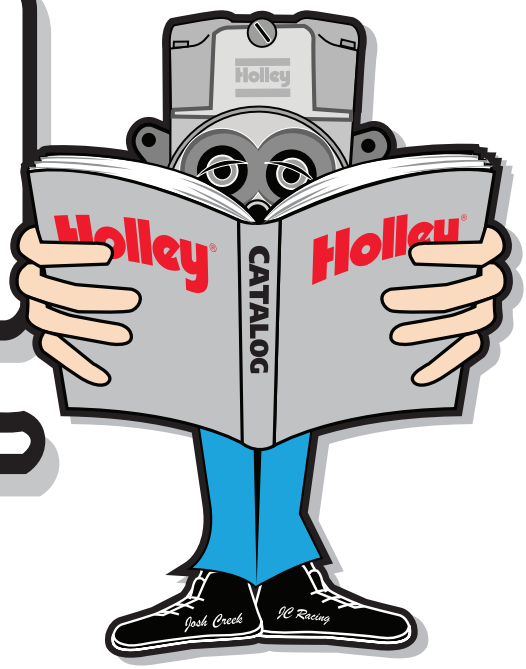
Electric chokes fully handle the warm up of your engine/carb without your assistance. They operate off a single 12 volt switched power wire from your vehicle.

Manual chokes allow the user to control the warm up of their engine/carb by physically pulling a cable inside the vehicle. This type of choke is generally less expensive than an electric choke.

Carburetors without a choke are typically used in racing and require the operator to warm up the engine with the throttle pedal.

STEP 4.

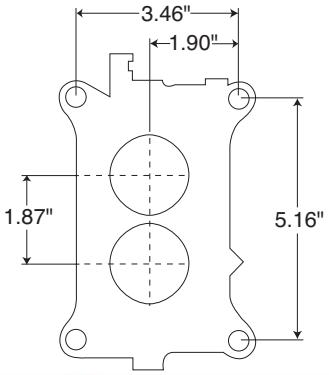
Now you are ready to use the rest of this catalog to pick the type of carburetor you desire. Shop by CFM or carburetor type!



Don't want to use my 4 step process? Try our live *Interactive Carburetor Selector* at *holley.com!* It's easy! Just look for it at the top of our homepage!

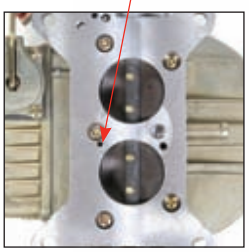
2-bbl Street Carburetors - Model 2300™

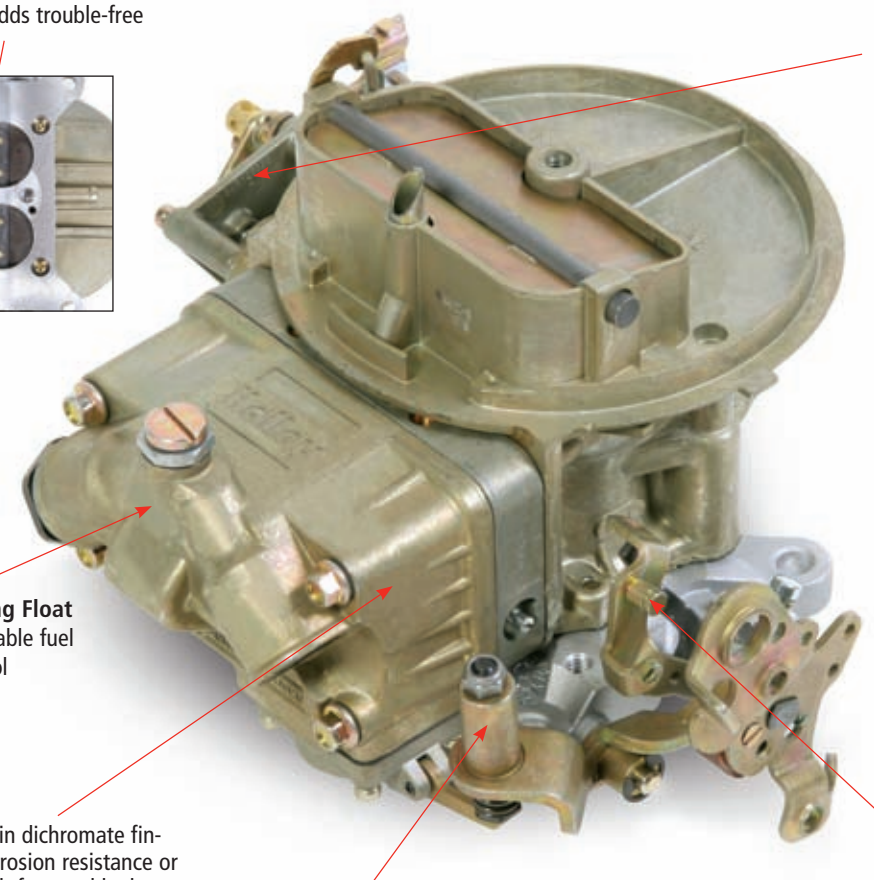
Stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.



Original Holley PERFORMANCE

Power Valve Blow-out Protection adds trouble-free operation





Manual Choke for easy control of engine warm up

CenterHung Float provides stable fuel level control

100% Wet-Flow Tested And Calibrated to ensure bolt on performance out of the box

Available in dichromate finish for corrosion resistance or shiny finish for good looks

Factory Set Accelerator Pump provides excellent off-idle performance
350 CFM - 30cc
500 CFM - 50cc

Ford A/T Kickdown for ease of installation on vehicles with C4 & C6 transmission (Ford A/T kickdown, does not work with A.O.D. transmissions)

Description	Dichromate	Shiny
350 CFM Two Barrel	Part # 0-7448(B) 3	n/a
500 CFM Two Barrel	Part # 0-4412C(B) 3	Part # 0-4412S(B) 3

See HP Race Ready 2-bbls on page 60

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

2bbl Model 2300 Carburetors

Use this chart to determine CFM sizing for typical Street and Stock Replacement engines used in daily drivers, and trucks

Cubic Inches	*4000*	*4500*	*5000*	*5500*	*6000*
400	0-4412C 0-4412S	0-4412C 0-4412S	0-4412C 0-4412S	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
375	0-7448	0-4412C 0-4412S	0-4412C 0-4412S	0-4412C 0-4412S	Contact Holley Tech Service for a Recommendation
350	0-7448	0-7448	0-4412C 0-4412S	0-4412C 0-4412S	0-4412C 0-4412S
325	0-7448	0-7448	0-7448	0-4412C 0-4412S	0-4412C 0-4412S
300	Contact Holley Tech Service for a Recommendation	0-7448	0-7448	0-7448	0-4412C 0-4412S
275	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-7448	0-7448	0-7448
250	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-7448	0-7448

Max Engine RPM

"When a car calls for multiple carburetors or big nitrous, I trust Holley's HP 750's out-of-the-box tune to get the air/fuel close to optimized on the first try. It takes very little tweaking to maximize e.t. and mph."

Douglas Glad,
Editor Car Craft Magazine

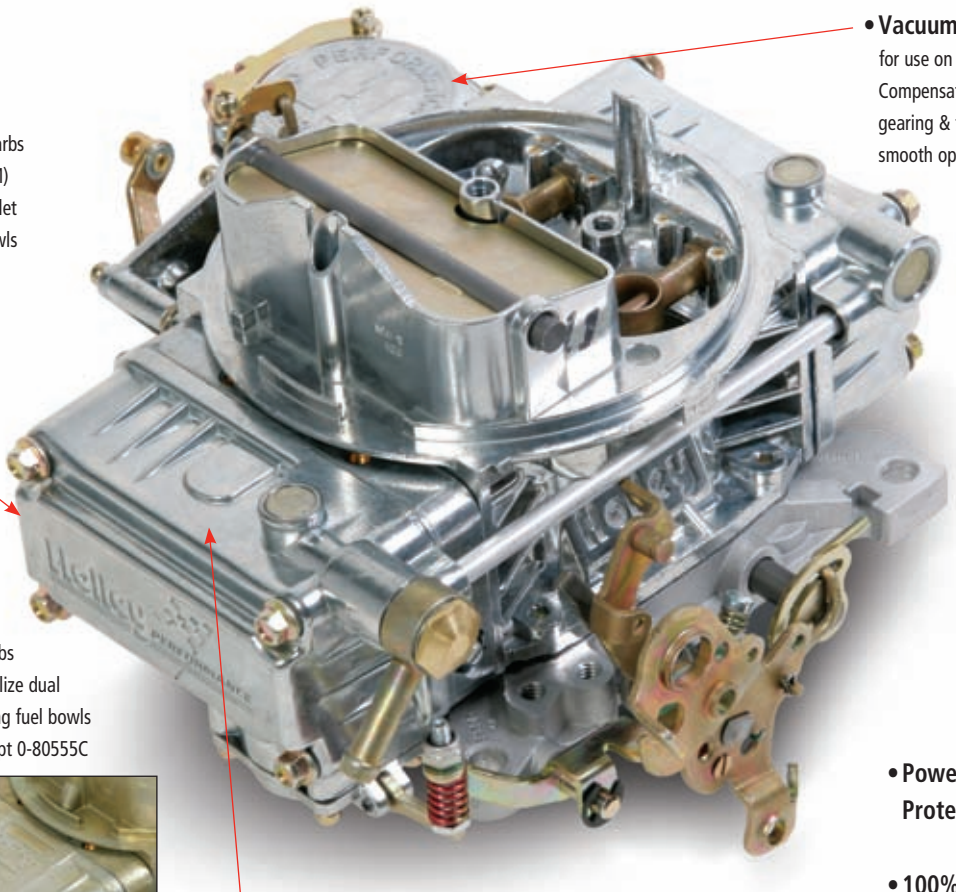
Traditional Carburetors

Developed for the budget minded enthusiasts. Calibrated for use on stock to mildly modified engines.

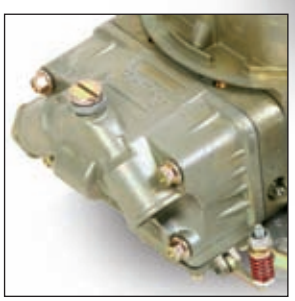
Original Holley PERFORMANCE

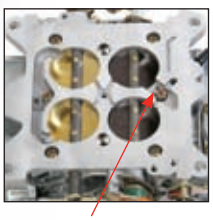
- **Vacuum Secondaries** for use on a wide variety of vehicles. Compensate for all vehicle weights, gearing & transmissions to allow smooth opening of secondaries

- Smaller CFM carbs (up to 600 CFM) utilize single inlet square fuel bowls



- Larger CFM carbs (650+ CFM) utilize dual inlet center hung fuel bowls (V-Bowl), except 0-80555C





- **Power Valve Blow-Out Protection**

- **100% Wet-Flow Tested** and calibrated for street drivability

Some available with A/T Ford kick-down. (Ford A/T kickdown, does not work with A.O.D. transmissions)

Available in Vibratory Polished Finish
For show quality looks

OR

Available in Dichromate Finish
For corrosion resistance

Description	Dichromate	Shiny	Shiny Aluminum NEW
390 CFM Four Barrel Square flange, Square Bowl, electric choke	Part # 0-8007(B) 3	n/a	n/a
465 CFM Four Barrel Square flange, Square Bowl, hot air choke	Part # 0-1848-1(A) 1	n/a	n/a
600 CFM Four Barrel Square flange, Square Bowl, manual choke	Part # 0-1850C(B) 3	Part # 0-1850S(B) 2	Part # 0-1850SA(B)
600 CFM Four Barrel Square flange, Square Bowl, electric choke	n/a	Part # 0-80457S(A) 2	Part # 0-80457SA(A)
650 CFM Four Barrel Square flange, V-Bowl, electric choke	Part # 0-80783C(B) 3	n/a	n/a
650 CFM Four Barrel Spread Bore, electric choke (will not fit Ford or Mopar) GM only	Part # 0-80555C(B) 1	n/a	n/a
750 CFM Four Barrel Square flange, V-Bowl, manual choke	Part # 0-3310C(B) 3	Part # 0-3310S(B) 3	n/a
750 CFM Four Barrel Square flange, V-Bowl, electric choke	n/a	Part # 0-80508S(B) 1	n/a
850 CFM Four Barrel Square flange, V-Bowl, electric choke	Part # 0-80531(B) 3	n/a	n/a

See pages 30-43 for individual carb details

(A) Not legal for street use in California on vehicles originally equipped vehicles. with 2-barrel carburetors for which there was no 4-barrel option.

1 2 or 3 See page 271 for symbol explanation.

Classic Street Carburetors

Use this chart to determine CFM sizing for typical Street and Stock Replacement engines used in daily drivers and trucks

Cubic Inches	4000	4500	5000	5500	6000	6500
450	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S /0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-9895 0-80555C 0-80783C	0-3310S 0-80508S
400	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-9895 0-80555C 0-80783C
375	0-8007	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453
350	0-8007	0-8007	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453
325	0-8007	0-8007	0-8007	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453
300	Contact Holley Tech Service for a Recommendation	0-8007	0-8007	0-8007	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453
275	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-8007	0-8007	0-8007	0-1850S / 0-1850SA 0-80457S / 0-80457SA 0-80450 / 0-80451 0-80452 / 0-80453
250	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-8007	0-8007	0-8007

Max Engine RPM

"When it came time for SO-CAL to finish the Spencer 2 hiboy roadster for car collector Dennis Higginbotham, all agreed a pair of Holley carbs and fuel pump was the only way to go to show we were serious about performance."

Pete Chapouris, SO-CAL Speed Shop

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Street Avenger™ Carburetors - Model 4150™ Vacuum Secondary

Square flange bolt pattern. Performance calibrated. The ultimate vacuum secondary street performance upgrade.

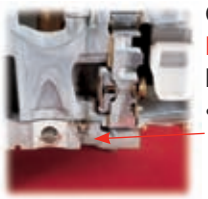
Holley® STREET AVENGER SYSTEM

STREET READY OUT OF THE BOX

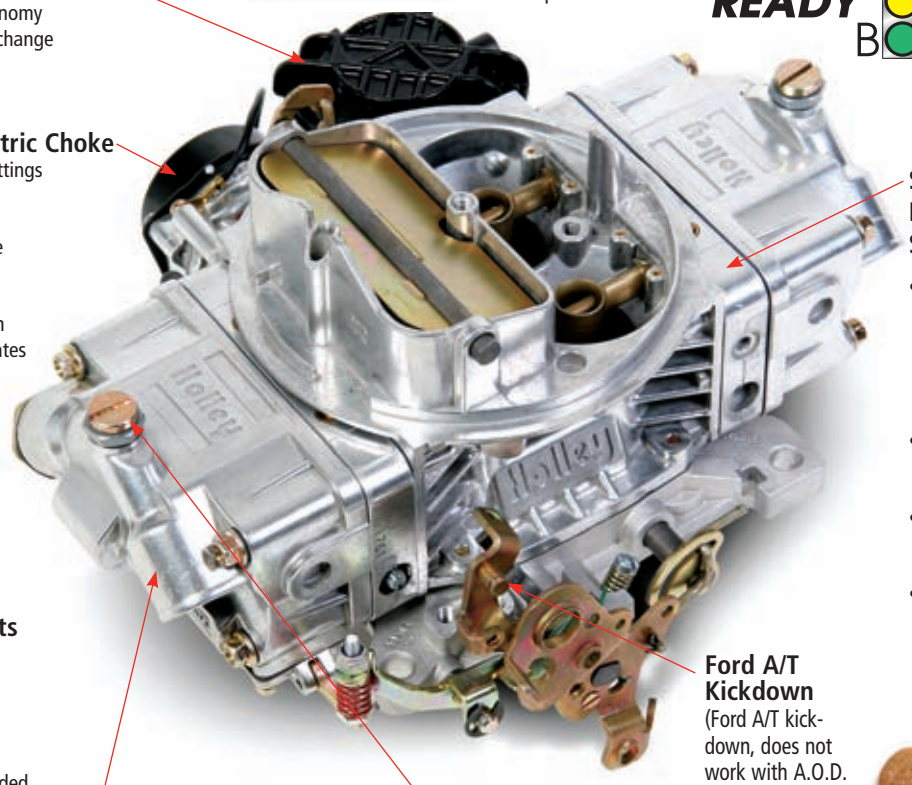
No Trouble® Quick Change Adjustable Vacuum Secondary

- Comes calibrated specifically for optimal street performance
- Tuneable from mild to wild
- Up to 6% more acceleration or 5% better fuel economy with a simple spring change (springs included)

Gen IV No Trouble® Power Valve



- Fourth generation power valve with million mile blowout protection



No Trouble® Electric Choke

- Factory calibrated settings
- Range identified and restricted for easy on vehicle No Trouble adjustment
- Provides a cleaner, smoother warm up in all temperature climates
- External choke vent

Secondary Metering Block

Allows easy tuning of rear jets

Four Vacuum Ports

- PCV
- Spark
- Power brake
- Vacuum accessories (A/C or modulator)
- No Trouble caps included

Street Avenger™ Fuel Metering System

- Provides precise fuel metering for monster low-end torque, awesome acceleration and unmatched top-end horsepower
- Designed specifically for the street enthusiast
- Tunable to provide the ultimate in performance
- 100% wet flowed by skilled craftsmen

Ford A/T Kickdown

(Ford A/T kick-down, does not work with A.O.D. transmissions)

Built-in No Trouble® Fuel Inlet Filters

- Cleaner, safer, street performance
- Used in primary and secondary fuel bowls
- Fuel line kit included

Clear sight windows for safe float level adjustment

(Aluminum models only)

See page 272 for details

Adjustable No Trouble® Needle & Seat

- On vehicle float adjustment to accommodate varying fuel pressure levels
- Clear sight plugs included for safe initial float level adjustment
- Clear sight window on aluminum Street Avengers

ELECTRIC CHOKE	Shiny Zinc	Shiny Aluminum
570 CFM Four Barrel	Part # 0-80570(B) 3	Part # 0-83570(B) 3
670 CFM Four Barrel	Part # 0-80670(B) 3	Part # 0-83670(B) 3
770 CFM Four Barrel	Part # 0-80770(B) 3	Part # 0-83770(B) 3
870 CFM Four Barrel	Part # 0-80870(B) 3	n/a
MANUAL CHOKE	**Shiny Zinc**	**Shiny Aluminum**
570 CFM Four Barrel	Part # 0-81570(B) 3	Part # 0-85570(B) 3
670 CFM Four Barrel	Part # 0-81670(B) 3	Part # 0-85670(B) 3
770 CFM Four Barrel	Part # 0-81770(B) 3	Part # 0-85770(B) 3
870 CFM Four Barrel	Part # 0-81870(B) 3	n/a

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Street Avenger

Use this chart to determine CFM sizing for typical Street and Street / Strip engines with ported heads (or aftermarket), headers, cam and aftermarket intake

Cubic Inches	5000	5500	6000	6500	7000
475	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80870 0-81870	0-80870 0-81870
450	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80870 0-81870
400	0-80670 0-81670 0-83670 0-85670	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770
375	0-80670 0-81670 0-83670 0-85670	0-80670 0-81670 0-83670 0-85670	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770
350	0-80570 / 0-81570 0-80670 / 0-81670 0-83670 / 0-85670	0-80670 0-81670 0-83670 0-85670	0-80670 0-81670 0-83670 0-85670	0-80770 0-81770 0-83770 0-85770	0-80770 0-81770 0-83770 0-85770
325	0-80570 0-81570	0-80670 0-81670 0-83670 0-85670	0-80670 0-81670 0-83670 0-85670	0-80670 0-81670 0-83670 0-85670	0-80770 0-81770 0-83770 0-85770
300	0-80570 0-81570	0-80570 0-81570	0-80670 0-81670 0-83670 0-85670	0-80670 0-81670 0-83670 0-85670	0-80670 0-81670 0-83670 0-85670

Max Engine RPM

"With our experience over the years, we know what to use for complete satisfaction. We chose a Holley carb and fuel pump for the Posies Aeroliner Sport."

POSIES

NEW Ultra Street Avenger™ Carburetors

Square flange bolt pattern. Performance calibrated. The ultimate vacuum secondary street performance upgrade.

Holley ULTRA STREET AVENGER™

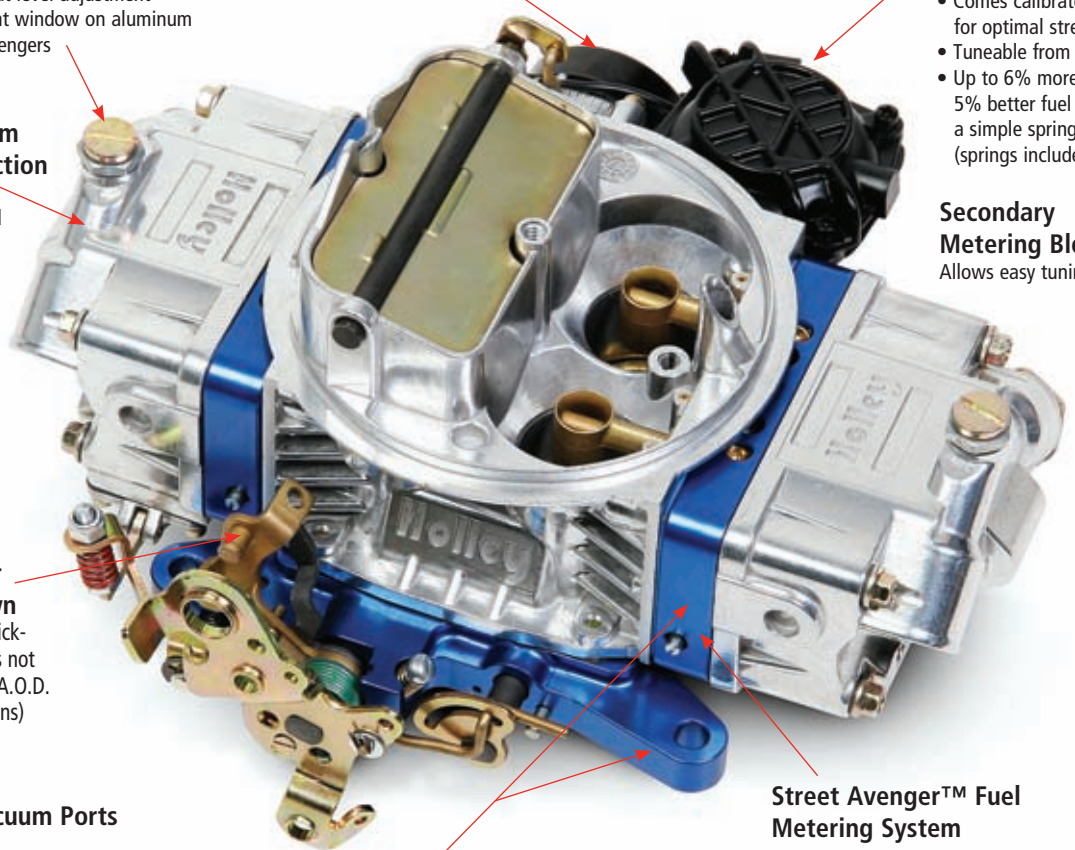
Adjustable No Trouble® Needle & Seat
- On vehicle float adjustment to accommodate varying fuel pressure levels
- Clear sight plugs included for safe initial float level adjustment
- Clear sight window on aluminum Street Avengers

No Trouble® Electric Choke
- Factory calibrated settings
- Range identified and restricted for easy on vehicle No Trouble adjustment
- Provides a cleaner, smoother warm up in all temperature climates
- External choke vent

No Trouble® Quick Change Adjustable Vacuum Secondary
- Comes calibrated specifically for optimal street performance
- Tuneable from mild to wild
- Up to 6% more acceleration or 5% better fuel economy with a simple spring change (springs included)

Aluminum Construction
for weight savings and long lasting shine.

Secondary Metering Block
Allows easy tuning of rear jets



Ford A/T Kickdown
(Ford A/T kick-down, does not work with A.O.D. transmissions)

Four Vacuum Ports
- PCV
- Spark
- Power brake
- Vacuum accessories (A/C or modulator)
- No Trouble caps included

Anodized Billet Aluminum
Metering blocks and baseplate for good looks and corrosion resistance

Clear sight windows for safe float level adjustment

Street Avenger™ Fuel Metering System
- Provides precise fuel metering for monster low-end torque, awesome acceleration and unmatched top-end horsepower
- Designed specifically for the street enthusiast
- Tunable to provide the ultimate in performance
- 100% wet flowed by skilled craftsmen

Description	Red	Blue	Black	Hard Core Gray™
670 CFM Four Barrel	Part # 0-86670RD(B)3	Part # 0-86670BL(B)3	Part # 0-86670BK(B)3	Part # 0-86670HB(B)3
770 CFM Four Barrel	Part # 0-86770RD(B)3	Part # 0-86770BL(B)3	Part # 0-86770BK(B)3	Part # 0-86770HB(B)3

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Ultra Street Avenger

Use this chart to determine CFM sizing for typical Street and Street / Strip engines with ported heads (or aftermarket), headers, cam and aftermarket intake

Cubic Inches

	5000	5500	6000	6500	7000
475	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB		
450	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	
400	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB
375	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB
350	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB
325		0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86770RD 0-86770BL 0-86770BK 0-86770HB
300			0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB	0-86670RD 0-86670BL 0-86670BK 0-86670HB

Max Engine RPM

Off-Road Truck Avenger™ Carburetors - Model 4150™ Vacuum Secondary

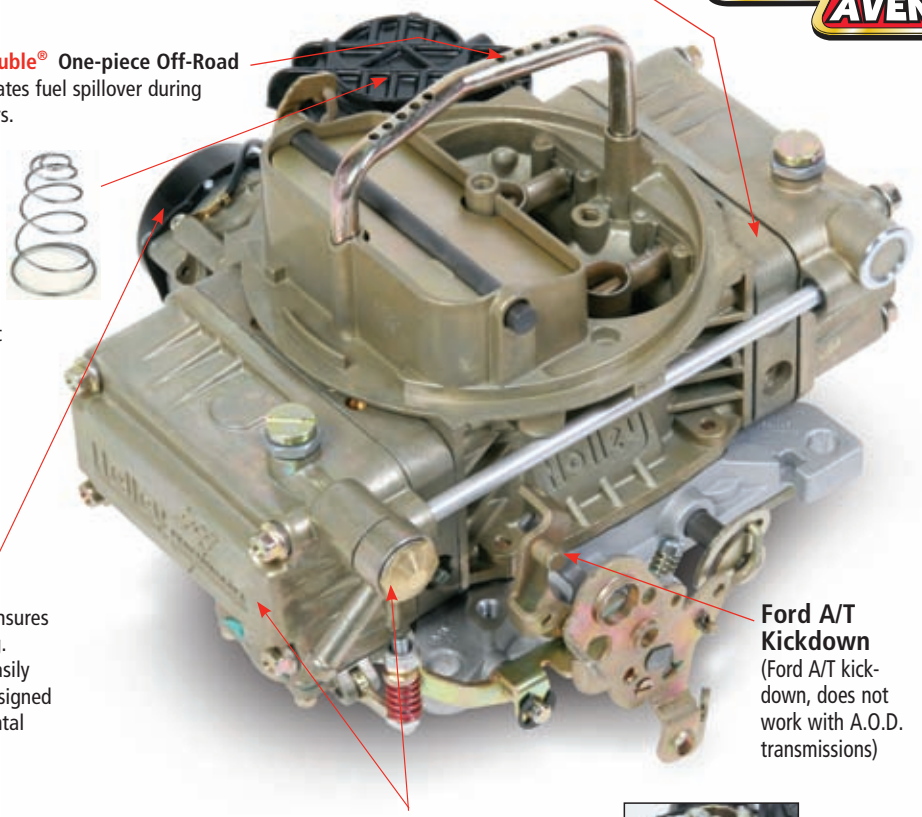
BOLT IT ON & GO!

Holley® OFF-ROAD TRUCK AVENGER

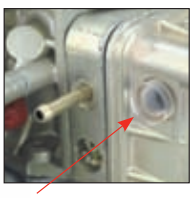
Square flange bolt pattern. Performance upgrade designed for extreme off-road/off-angle use. Not recommended for street trucks or towing.

Exclusive No Trouble® Metering Block eliminates fuel spillover through the boosters at extreme angles. Flood-free operation up to 40° while climbing; 30° during side hill maneuvers and "nose down" descents. No more hesitation, stalling or flooding. Secondary metering block allows easy tuning of rear jets.

Exclusive No Trouble® One-piece Off-Road Vent Tube eliminates fuel spillover during extreme maneuvers.

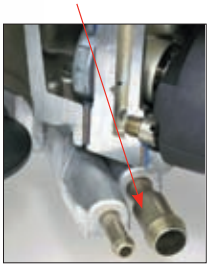


No Trouble® Adjustable Vacuum Secondary: a 60 second adjustment lets you tune for fuel economy or acceleration.



Clear Sight Plugs included to initially set fuel level without the risk of spilling fuel.

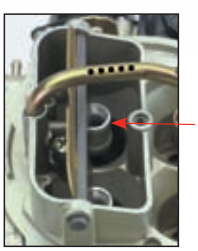
Four Vacuum Ports: PCV, spark, power brake and vacuum accessories for easy installation and great off-road performance.



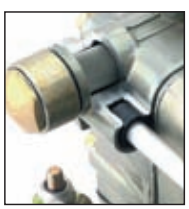
No Trouble® Electric Choke ensures great cold starting. Factory pre-set, easily adjustable and designed to prevent accidental over-adjustment.

Ford A/T Kickdown (Ford A/T kickdown, does not work with A.O.D. transmissions)

Square Fuel Bowls w/ Side Hung Floats: provide precise fuel control and maintain the classic Holley look. Single fuel inlet banjo fitting.



H.V.S. Annular Boosters provide an ultra High Vacuum Signal for incredible low & mid range throttle response and torque. (0-90670 & 0-90770 only)



Built-in Fuel Inlet Filter and Viton® Transfer Tube Seals ensure leak-proof No Trouble® operation.

Description	Dichromate Zinc	Dichromate Aluminum
470 CFM Four Barrel for 6 cyl	Part # 0-90470(B) 3	n/a
670 CFM Four Barrel for stock to 400HP	Part # 0-90670(B) 3	Part # 0-93670(B) 3
770 CFM Four Barrel for 400+ HP	Part # 0-90770(B) 3	Part # 0-93770(B) 3

Externally Adjustable, No Trouble® Spring-loaded Needle and Seats promote stable fuel levels for improved fuel control under all conditions.

NOW AVAILABLE IN ALUMINUM
FOR WEIGHT SAVINGS, WEIGHS ONLY 7.75 POUNDS!

See page 272 for details

LIMITED LIFETIME WARRANTY
INDUSTRY FIRST

Viton® is a registered trademark of DuPont Performance Elastomers

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Truck Avenger Carburetors

Use this chart to determine CFM sizing for an off road vehicle that will be used primarily for low rpm climbing and rock crawling manevours. Not intended for towing applications.

Cubic Inches	4000	4500	5000	5500	6000
450	0-90670 0-93670	0-90770 0-93770	0-90770 0-93770	0-90770 0-93770	0-90770 0-93770
400	0-90670 0-93670	0-90770 0-93770	0-90770 0-93770	0-90770 0-93770	0-90770 0-93770
375	0-90670 0-93670	0-90670 0-93670	0-90670 0-93670	0-90770 0-93770	0-90770 0-93770
350	0-90470	0-90470	0-90670 0-93670	0-90670 0-93670	0-90770 0-93770
325	0-90470	0-90470	0-90470	0-90670 0-93670	0-90670 0-93670
300	No off-road carburetors recommended for these applications. Contact Holley Tech Service for a Recommendation	0-90470	0-90470	0-90470	0-90670 0-93670
275	No off-road carburetors recommended for these applications. Contact Holley Tech Service for a Recommendation	No off-road carburetors recommended for these applications. Contact Holley Tech Service for a Recommendation	0-90470	0-90470	0-90470
250	No off-road carburetors recommended for these applications. Contact Holley Tech Service for a Recommendation	No off-road carburetors recommended for these applications. Contact Holley Tech Service for a Recommendation	No off-road carburetors recommended for these applications. Contact Holley Tech Service for a Recommendation	0-90470	0-90470

Max Engine RPM

"I've had my Jeep in places other carbureted vehicles couldn't go...hill climbs, off-camber ravine crawls, rock crawling, mud...you name it. Afterwards, I've been asked what kind of fuel injection I'm running... I enjoy seeing the look on their faces when I tell them it's a Holley Truck Avenger carburetor! I've even had to lift the hood to prove it!"

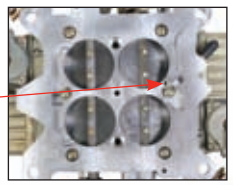
Jack Brinks
Staff Writer
Rockcrawler.com

Go to HolleyTV.com to see the Truck Avenger in action!

Double Pumper® Carburetors - Model 4150™ Mechanical Secondaries

Holley® DOUBLE PUMPER® CARBURETORS
AN AMERICAN ICON

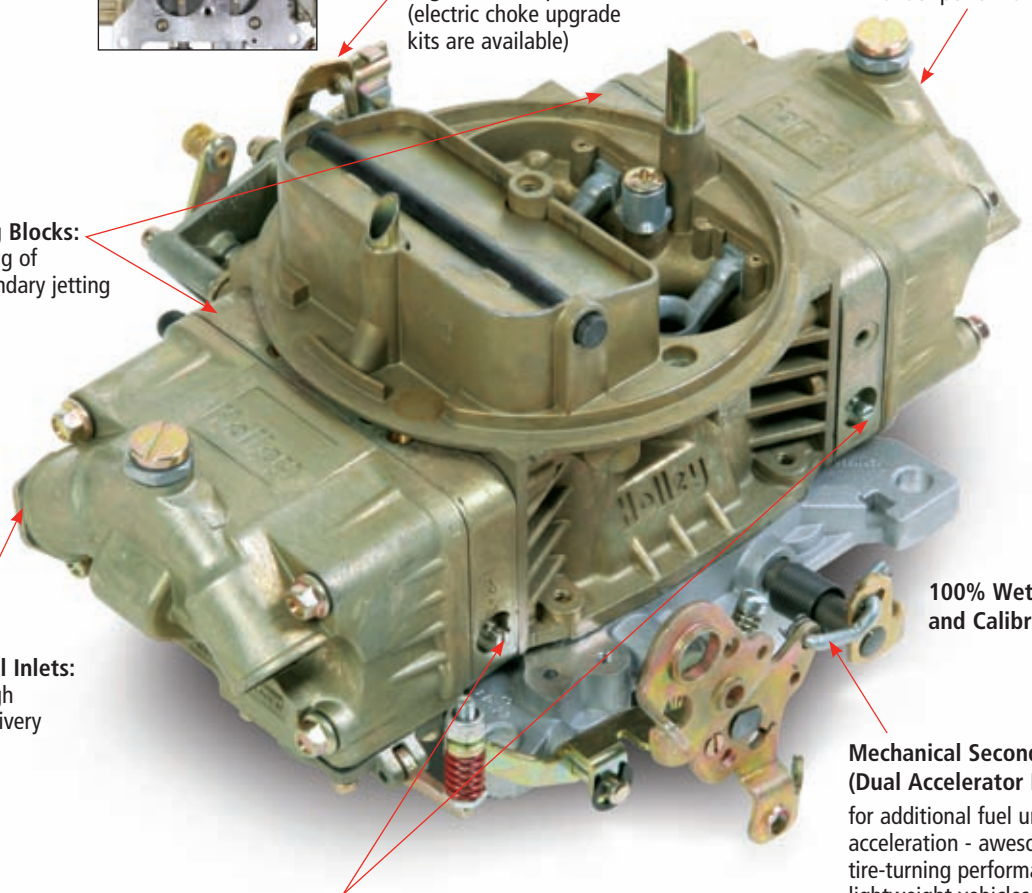
Performance upgrade for hot street cars & race vehicles. For use with lightweight vehicles with manual transmissions/ automatic transmissions with high stall & low rear-end gears. Mechanical secondaries means your foot controls the opening of the secondary throttle blades.



Power Valve Blow-out Protection: for trouble-free operation

Manual Choke: for easy control of engine warm-up (electric choke upgrade kits are available)

Center Hung Floats provide stable fuel control under performance conditions



Dual Metering Blocks: allow fine tuning of primary & secondary jetting

Dual Feed Fuel Inlets: for constant high volume fuel delivery

100% Wet-flow Tested and Calibrated

Mechanical Secondaries (Dual Accelerator Pumps): for additional fuel under initial acceleration - awesome tire-turning performance for lightweight vehicles and vehicles with manual transmissions or low gearing

4-corner idle system for precise idle control (0-4779 & 0-4781 only)

Description	Dichromate Zinc	Shiny Zinc
600 CFM Four Barrel square flange	Part # 0-4776C(B)	Part # 0-4776S(B)
650 CFM Four Barrel square flange	Part # 0-4777C(B)	Part # 0-4777S(B)
700 CFM Four Barrel square flange	Part # 0-4778C(B)	Part # 0-4778S(B)
750 CFM Four Barrel square flange	Part # 0-4779C(B)	Part # 0-4779S(B)
800 CFM Four Barrel square flange	Part # 0-4780C(B)	Part # 0-4780S(B)
850 CFM Four Barrel square flange	Part # 0-4781C(B)	Part # 0-4781S(B)

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Double Pumper Carburetors

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	5000	5500	6000	6500	7000	7500
550	0-4780C 0-4780S	0-4781C 0-4781S	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525	0-4779C 0-4779S	0-4780C 0-4780S	0-4781C 0-4781S	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
500	0-4778C 0-4778S	0-4779C 0-4779S	0-4780C 0-4780S	0-4781C 0-4781S	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
475	0-4777C 0-4777S	0-4778C 0-4778S	0-4780C 0-4780S	0-4781C 0-4781S	0-4781C 0-4781S	Contact Holley Tech Service for a Recommendation
450	0-4776C 0-4776S	0-4777C 0-4777S	0-4779C 0-4779S	0-4780C 0-4780S	0-4781C 0-4781S	Contact Holley Tech Service for a Recommendation
400	0-4776C 0-4776S	0-4776C 0-4776S	0-4777C 0-4777S	0-4778C 0-4778S	0-4779C 0-4779S	0-4780C 0-4780S
375	Contact Holley Tech Service for a Recommendation	0-4776C 0-4776S	0-4776C 0-4776S	0-4777C 0-4777S	0-4778C 0-4778S	0-4779C 0-4779S
350	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-4776C 0-4776S	0-4776C 0-4776S	0-4777C 0-4777S	0-4778C 0-4778S
325	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-4776C 0-4776S	0-4776C 0-4776S	0-4777C 0-4777S
300	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-4776C 0-4776S	0-4776C 0-4776S

Max Engine RPM

"I've been building cars for over 30 years, and when I want maximum performance, nothing gets the job done like a Holley Double Pumper!"

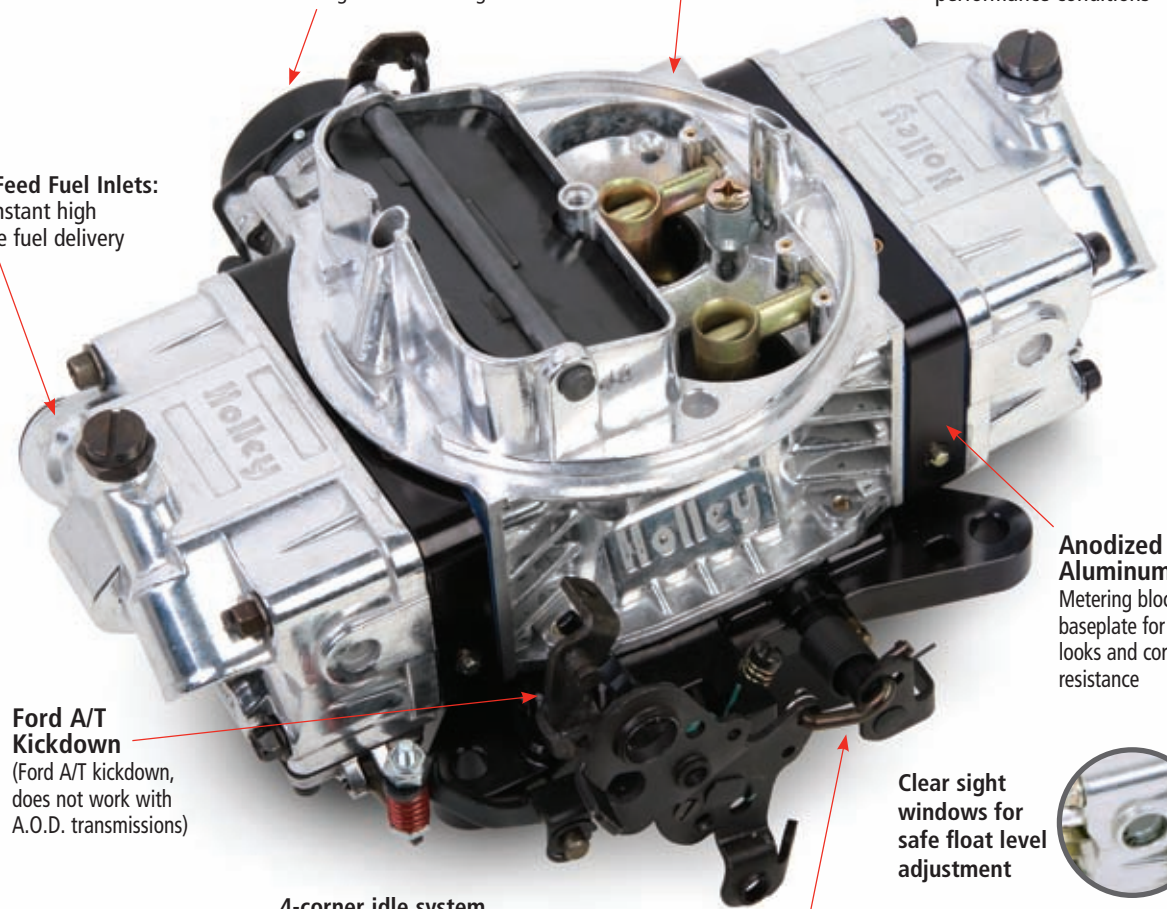
Chuck Hanson,
Horsepower TV Host

1 2 or 3 See page 271 for symbol explanation.

NEW Ultra Double Pumper™ Carburetors

Performance upgrade for hot street cars & race vehicles. For use with lightweight vehicles with manual transmissions/ automatic transmissions with high stall & low rear-end gears. Mechanical secondaries means your foot controls the opening of the secondary throttle blades.

Holley ULTRA DOUBLE PUMPER™



Electric Choke
Ensures great cold starting

Aluminum Construction
for weight savings and long lasting shine.

Center Hung Floats
provide stable fuel control under performance conditions

Dual Feed Fuel Inlets:
for constant high volume fuel delivery

Anodized Billet Aluminum
Metering blocks and baseplate for good looks and corrosion resistance

Ford A/T Kickdown
(Ford A/T kickdown, does not work with A.O.D. transmissions)

Clear sight windows for safe float level adjustment

4-corner idle system
for precise idle control

Mechanical Secondaries (Dual Accelerator Pumps):
for additional fuel under initial acceleration - awesome tire-turning performance for light-weight vehicles and vehicles with manual transmissions or low gearing

Description	Red	Blue	Black	Hard Core Gray
650 CFM Four Barrel	Part # 0-76650RD(B)	Part # 0-76650BL(B)	Part # 0-76650BK(B)	Part # 0-76650HB(B)
750 CFM Four Barrel	Part # 0-76750RD(B)	Part # 0-76750BL(B)	Part # 0-76750BK(B)	Part # 0-76750HB(B)

Double Pumper Carburetors

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	5000	5500	6000	6500	7000	7500
550						
525	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB					
500	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB				
475	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB			
450	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB		
400		0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB	
375			0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB
350				0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76750RD / 0-76750BL 0-76750BK / 0-76750HB
325						0-76650RD / 0-76650BL 0-76650BK / 0-76650HB
300						

Max Engine RPM

"We just bolted on that Ultra Double Pumper right out of the box and the car went as quick as it's ever run. We'll run even quicker with a couple of jet changes."

Jeff Smith,
Tech Editor, Car Craft Magazine

Street HP™ Carburetors - Model 4150™

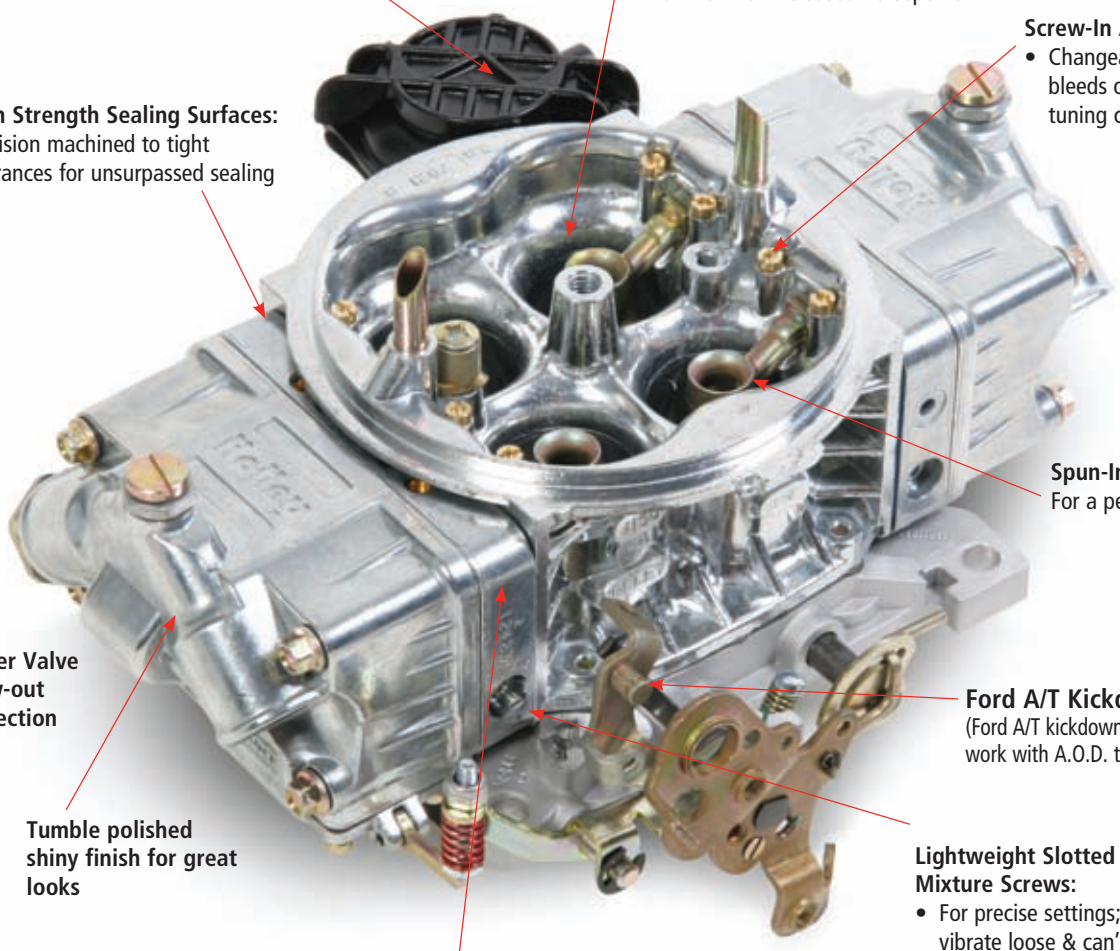
BEST VALUE light competition carburetors!
Famous HP main body with Street/Strip metering

Quick Change Vacuum secondaries:
allow tailoring for large variety of vehicle weights/traction(0-82750 only); mechanical secondaries version also available

Contoured Venturii Inlet:
- For maximum air flow & reduced turbulence
- Symmetrical venturii bores offer balanced air flow for increased horsepower.

Screw-In Air Bleeds:
- Changeable air bleeds offer precision tuning capabilities

High Strength Sealing Surfaces:
Precision machined to tight tolerances for unsurpassed sealing



Spun-In Boosters:
For a perfect tight fit

Power Valve Blow-out Protection

Ford A/T Kickdown
(Ford A/T kickdown, does not work with A.O.D. transmissions)

Tumble polished shiny finish for great looks

Lightweight Slotted Mixture Screws:
- For precise settings; won't vibrate loose & can't be bumped out of adjustment
- Two corner idle system (on vacuum secondaries)
- Four corner idle system (mechanical secondary versions)

Street/Strip calibration:
For outstanding throttle response and drivability

All necessary vacuum ports:
for easy street vehicle installation

100% wet flow tested & calibrated

Description	Shiny Zinc
650 CFM Four Barrel square flange, mechanical secondaries	Part # 0-82651(B) 3
750 CFM Four Barrel square flange, vacuum Secondaries	Part # 0-82750(B) 3
750 CFM Four Barrel square flange, mechanical secondaries	Part # 0-82751(B) 3
NEW 850 CFM Four Barrel square flange, mechanical secondaries	Part # 0-82851(B) 3
NEW 950 CFM Four Barrel square flange, mechanical secondaries	Part # 0-82951(B) 3

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Street HP

Use this chart to determine CFM sizing for typical Street and Street / Strip engines with ported heads (or aftermarket), headers, cam and aftermarket intake

Cubic Inches	5000	5500	6000	6500	7000	7500
625	0-82951	0-82951	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
600	0-82951	0-82951	0-82951	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
550	0-82851	0-82851	0-82951	0-82951	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525	0-82750 0-82751	0-82851	0-82851	0-82851	0-82951	Contact Holley Tech Service for a Recommendation
500	0-82750 0-82751	0-82750 0-82751	0-82851	0-82851	0-82951	Contact Holley Tech Service for a Recommendation
475	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751	0-82851	0-82851	0-82951
450	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751	0-82851	0-82851
400	0-82651	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751	0-82851
375	0-82651	0-82651	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751
350	0-82651	0-82651	0-82651	0-82750 0-82751	0-82750 0-82751	0-82750 0-82751
325	Contact Holley Tech Service for a Recommendation	0-82651	0-82651	0-82651	0-82750 0-82751	0-82750 0-82751
300	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-82651	0-82651	0-82651	0-82750 0-82751

Max Engine RPM

"We used a Street HP on our Project G28 Camaro and it performed flawlessly out of the box. Good street manners, but the power is there when we needed it".

Johnny Hunkins,
Editor, Popular Hot Rodding Magazine

STREET

Model 2300™

350 CFM Two Barrel

Part # 0-7448(B) 3

Original Holley PERFORMANCE

Features
- Manual choke
- 30cc accelerator pump
- 1 timed (spark) port & 1 PCV port
- Intended as stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Does not work with A.O.D. transmissions
- See pages 14 & 15 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-7	Chrysler throttle lever extension
45-223	Electric choke kit
45-228	Manual choke control cable
20-91	Ford kickdown spring & bracket

STREET

Model 4160™

390 CFM Four Barrel

Part # 0-8007(B) 3

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for small V-8 or 6 cyl. engines & 2 x 4 street tunnel ram set-ups
- Ford A/T kickdown, does not work with A.O.D. transmissions
- See pages 16 & 17 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	GM Throttle cable/return spring bracket kit
34-2	Center hung float bowl kit
34-6	Secondary metering block
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-121	700R-4 kickdown throttle arm
20-91	Ford kickdown spring & bracket

STREET

Model 4160™

465 CFM Four Barrel

Part # 0-1848-1(A) 1

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Hot air choke
- Single feed fuel inlet
- 1 timed (spark) port
- Intended for small V-8 engines
- Not compatible with Ford A/T with kickdown mounted on carb
- See pages 44 & 45 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
45-226	Electric choke conversion
20-59	Quick change secondary spring kit
20-88	Throttle cable/return spring bracket kit - GM
20-124	Universal installation kit

NOTE: Designed for small displacement Ford applications - not compatible with GM or Chrysler automatic transmissions
Emissions legal for some vehicles - see page 44 $

OFF-ROAD

Model 4150™

470 CFM Four Barrel

Part # 0-90470(B) 3

Holley Off-Road Truck Avenger

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for off-road/off-angle use. Designed for flood free operation up to 40° while climbing; 30° during side hill maneuvers & "nose down" decents
- Not intended for use on towing applications
- See page 22 & 23 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Model 2300™

500 CFM Two Barrel

Part # 0-4412C(B) 3 - Dichromate Finish

Part # 0-4412S(B) 3 - Shiny Finish

Original Holley PERFORMANCE

Features
- Manual choke
- 50cc accelerator pump
- 1 timed (spark) port, 1 full vacuum, & 1 PCV port
- Intended as stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.
- Ford A/T kickdown, does not work with A.O.D. transmissions
- See pages 14 & 15 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-7	Chrysler throttle lever extension
45-224	Electric choke kit (requires 45-465 dechoke kit)
45-465	Dechoke linkage for 45-224 kit
45-228	Manual choke control cable
20-91	Ford A/T kickdown bracket kit

Model 4150™

570 CFM Four Barrel

Part # 0-80570(B) 3 - Electric Choke

Part # 0-81570(B) 3 - Manual Choke

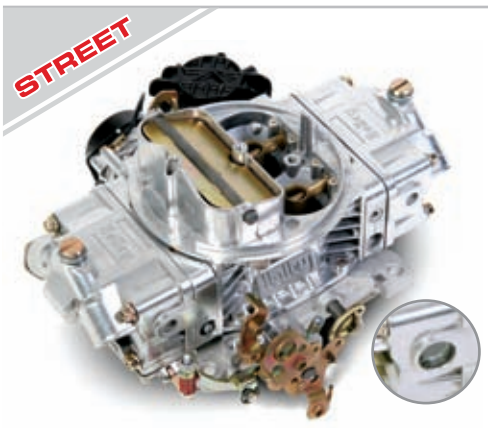
Holley STREET AVENGER SYSTEM

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- Aluminum version features 4-corner idle adjustment
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation



LIGHTWEIGHT ALUMINUM

Model 4150™

570 CFM Four Barrel

Part # 0-83570(B) 3 - Electric Choke

Part # 0-85570(B) 3 - Manual Choke

Holley STREET AVENGER SYSTEM Aluminum

Features
- Aluminum construction for added weight savings & lasting shine
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Glass sight windows for easy, safe float adjustment
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- 4 corner idle
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

Model 4160™

600 CFM Four Barrel

Part # 0-80450(A,E,F) 1

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Single feed fuel inlet
- Improves performance over stock carburetor
- All emissions provisions
- Direct emissions legal bolt on replacement for some vehicles

NOTE: Emissions legal for some vehicles - see pgs. 44 & 45 for applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-124	Universal installation kit
20-9	Throttle solenoid bracket
46-74	Throttle solenoid
37-1536	Renew kit
20-12	Accelerator pump cam assortment
20-2	Throttle ball assortment
20-36	Throttle & cruise control stud
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

(E) Adapter P/N 17-6 is required when using a "Square Flange" carburetor on a "Spread Bore" manifold.
(F) It is not recommended or advised that the Holley Street Legal carburetors which are listed for trucks be used on motor homes.

1 2 or 3 See page 271 for symbol explanation.

Model 4160™

600 CFM Four Barrel

Part # 0-80451(A,E) 1

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Single feed fuel inlet
- Improves performance over stock carburetor
- All emissions provisions
- Direct emissions legal bolt on replacement for some vehicles

NOTE: Emissions legal for some vehicles - see pgs. 44 & 45 for applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-124	Universal installation kit
20-9	Throttle solenoid bracket
46-74	Throttle solenoid
37-1536	Renew kit
20-12	Accelerator pump cam assortment
20-2	Throttle ball assortment
20-36	Throttle & cruise control stud
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

Model 4160™

600 CFM Four Barrel

Part # 0-80452(A) 1

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Single feed fuel inlet
- Improves performance over stock carburetor
- All emissions provisions
- Direct emissions legal bolt on replacement for some vehicles

NOTE: Emissions legal for some vehicles - see pgs 44 & 45 for applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-124	Universal installation kit
37-1536	Renew kit
20-12	Accelerator pump cam assortment
20-2	Throttle ball assortment
20-36	Throttle & cruise control stud

Model 4160™

600 CFM Four Barrel

Part # 0-80453(A,F) 1

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Single feed fuel inlet
- Improves performance over stock carburetor
- All emissions provisions
- Direct emissions legal bolt on replacement for some vehicles

NOTE: Emissions legal for some vehicles - see pgs. 44 & 45 for applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-124	Universal installation kit
37-1536	Renew kit
20-12	Accelerator pump cam assortment
20-2	Throttle ball assortment
20-36	Throttle & cruise control stud

Model 4160™

600 CFM Four Barrel

Part # 0-80457S(A,E,F) 2 - Shiny Finish
Part # 0-80457SA(A,E,F) 2 - Shiny Aluminum

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- Calibrated for excellent street performance
- Ford A/T kickdown, does not work with A.O.D. transmissions
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance
- "Next Gen" needle & seat design eliminates the need for external float level adjustment
- New SA manufactured from aluminum weighs 5lbs less
- See pages 16 & 17 for more details & applications

NOTE: Emissions legal for some vehicles - see pgs. 44 & 45 for applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	GM Throttle cable/return spring bracket kit
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-121	700R-4 kickdown throttle arm
20-91	Ford kickdown spring & bracket
45-223	Electric choke kit
45-228	Manual choke control cable

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Model 4160™

600 CFM Four Barrel

Part # 0-1850C(B) 3 - Dichromate Finish
Part # 0-1850S(B) 3 - Shiny Finish
Part # 0-1850SA(B) 3 - Shiny Aluminum

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Manual choke
- Single feed fuel inlet
- Calibrated for excellent street performance
- Ford A/T kickdown, does not work with A.O.D. transmissions
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance
- "Next Gen" needle & seat design eliminates the need for external float level adjustment
- New SA manufactured from aluminum weighs 5lbs less
- See pages 16 & 17 for more details & applications

Original Holley PERFORMANCE

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	GM Throttle cable/return spring bracket kit
45-223	Electric choke kit
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter
45-228	Manual choke control cable
20-124	Universal installation kit
20-121	700R-4 kickdown throttle arm
20-91	Ford kickdown spring & bracket
34-6	Metering Block
34-6S	Metering Block Shiny

Model 4150™

600 CFM Four Barrel

Part # 0-4776C(B) 3 - Dichromate finish
Part # 0-4776S(B) 3 - Shiny finish

Features
- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

Holley DOUBLE PUMPER CARBURETORS

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
20-124	Universal installation kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-12	Accelerator Pump Cam
20-122	Pro Series Secondary Linkage
26-137	Carb Throttle Sec. Adjusting Lever Kit
34-39	Black Anodized Billet Fuel Line
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

Model 4165™

650 CFM Four Barrel

Part # 0-6210(A) 1

Features
- Mechanical secondaries
- Single feed fuel inlet
- Divorced choke
- Dual accelerator pumps
- All emissions provisions
- Designed as a emissions legal performance replacement for Q-jet on certain GM applications

NOTE: Emissions legal for some vehicles - see pgs. 32 & 33 for applications
Not for Ford or Chrysler spread bore replacement

Original Holley PERFORMANCE

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
37-605	Renew kit
20-12	Accelerator pump cam assortment
20-36	Throttle and cruise control stud
20-2	Throttle ball assortment
20-124	Universal installation kit
20-35	Transmission kickdown throttle linkage
20-47	Throttle solenoid bracket
46-74	Throttle solenoid

Model 4150™

650 CFM Four Barrel

Part # 0-80783C(B) 3

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Dual feed fuel inlet
- Calibrated for excellent street performance
- Ford A/T kickdown, does not work with A.O.D. transmissions
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance
- See pages 16 & 17 for more details & applications

Original Holley PERFORMANCE

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
20-91	Ford automatic transmission bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

(E)Adapter P/N 17-6 is required when using a "Square Flange" carburetor on a "Spread Bore" manifold
(F) It is not recommended or advised that the Holley Street Legal carburetors which are listed for trucks be used on motor homes.

1 2 or 3 See page 271 for symbol explanation.

Tech Line: 270-781-9741

STREET

Model 4175™

650 CFM Four Barrel

Part # 0-80555C(A,F) 1

Original Holley PERFORMANCE

Features

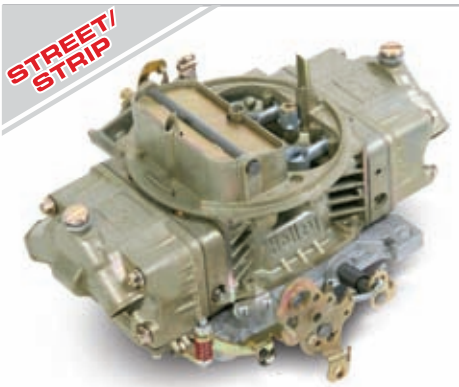
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke
- Single feed fuel inlet
- Q-Jet replacement, spread bore bolt pattern
- Vacuum for: PCV,EGR, power brakes, distributor, air cleaner & canister
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance

NOTE: Emissions legal for some vehicles - see pgs. 44 & 45 for applications
Not for Ford or Chrysler spread bore replacement

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-124	Universal installation kit
20-47	Throttle solenoid bracket
46-74	Throttle solenoid
20-32	GM throttle cable bracket

STREET/ STRIP



Model 4150™

650 CFM Four Barrel

Part # 0-4777C(B) 3 - Dichromate finish

Part # 0-4777S(B) 3 - Shiny finish

Holley DOUBLE PUMPER CARBURETORS

Features

- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit

STREET/ STRIP

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

650 CFM Four Barrel

Part # 0-76650RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features

- Red anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work with AOD transmissions
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- Electric choke for easy cold starting and warm up
- 4-corner idle adjustment
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-91	Ford automatic transmission bracket kit

STREET/ STRIP

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

650 CFM Four Barrel

Part # 0-76650BL(B) 3 - Blue Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features

- Blue anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work with AOD transmissions
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- Electric choke for easy cold starting and warm up
- 4-corner idle adjustment
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-91	Ford automatic transmission bracket kit

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-76650BK(B) ◆3 - Black Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Black anodized billet aluminum metering blocks/base plate with black hardware
- Ford A/T kickdown, does not work with AOD transmissions
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings & long lasting shine
- Electric choke for easy cold starting and warm up
- 4-corner idle adjustment
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-91	Ford automatic transmission bracket kit

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-76650HB(B) ◆3 -Hard Core Gray™

Holley ULTRA DOUBLE PUMPER™

Features
- Hard Core Gray™ w/ black anodized billet aluminum metering blocks/base plate with black hardware
- Ford A/T kickdown, does not work with AOD trans.
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings
- Electric choke for easy cold starting and warm up
- 4-corner idle adjustment
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-91	Ford automatic transmission bracket kit

Model 4150™

650 CFM Four Barrel

Part # 0-82651(B) ◆3

Holley STREET HP SERIES

Features
- Mechanical secondaries
- Dual accelerator pumps
- Adjustable air bleeds
- No choke
- Contoured venturii inlet for increased airflow
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing. Street/strip calibration for outstanding throttle response & drivability
- Ford A/T kickdown, does not work with A.O.D. transmissions
- See pages 28-29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-91	Ford automatic transmission bracket kit
36-181	Jet kit
20-121	700R-4 kickdown throttle arm
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-12	Accelerator pump cam assortment
20-122	Pro Series Secondary Linkage
20-60	Ford Trans. Hardware Kit
26-137	Secondary Adjusting Lever Kit
34-39	Black Anodized Billet Fuel Line
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
36-240	Air bleed kit

Model 4150™

670 CFM Four Barrel

Part # 0-80670(B) ◆3 - Electric Choke
Part # 0-81670(B) ◆3 - Manual Choke

Holley STREET AVENGER SYSTEM

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

Tech Line: 270-781-9741

670 CFM Four Barrel

Part # 0-83670(B) 3 - Electric Choke

Part # 0-85670(B) 3 - Manual Choke

Holley STREET AVENGER SYSTEM Aluminum

Features
- Aluminum construction for weight savings & lasting shine
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Glass sight windows for easy, safe float adjustment
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- 4 corner idle adjustability
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

670 CFM Four Barrel

Part # 0-86670RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA STREET AVENGER™

Features
- Red anodized billet aluminum metering blocks/ base plate with gold Irridite hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

670 CFM Four Barrel

Part # 0-86670BL(B) 3 - Blue Billet / Shiny Aluminum

Holley ULTRA STREET AVENGER™

Features
- Blue anodized billet aluminum metering blocks/ base plate with gold Irridite hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

670 CFM Four Barrel

Part # 0-86670BK(B) 3 - Black Billet / Shiny Aluminum

Holley ULTRA STREET AVENGER™

Features
- Black anodized billet aluminum metering blocks/ base plate with black hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

670 CFM Four Barrel

Part # 0-86670HB(B) 3 - Hard Core Gray™ Electric Choke

Holley ULTRA STREET AVENGER™

Features
- Hard Core Gray™ w/ black anodized billet aluminum metering blocks/base plate with black hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

670 CFM Four Barrel

Part # 0-90670(B) 3

Holley Off-Road Truck Avenger

Features
- Vacuum secondaries allow use on wide variety of vehicles
- No Trouble® quick change vacuum secondaries
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for off-road/off-angle use. Designed for flood free operation up to 40° while climbing; 30° during side hill maneuvers & "nose down" decents
- Not intended for use on towing applications
- See pages 22 & 23 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

670 CFM Four Barrel

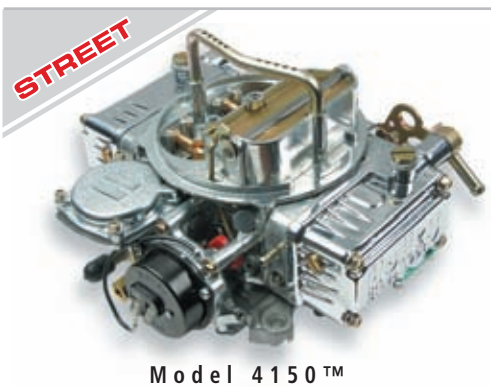
Part # 0-93670(B) 3

Holley Off-Road Truck Avenger Aluminum

Features
- Aluminum construction for added weight savings with dichromate finish for corrosion resistance
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for off-road/off-angle use. Designed for flood free operation up to 40° while climbing; 30° during side hill maneuvers & "nose down" decents
- Not intended for use on towing applications
- See pages 22 & 23 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm



670 CFM Four Barrel

Part # 0-80681(B) 3

Holley Lo-Rider Avenger

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for extreme hydraulic maneuvers. Designed for flood free operation up to 40° "nose up"; 30° during side to side maneuvers & "nose down"
- Shiny finish with chrome fuel bowls

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

STREET/STRIP

Model 4150™

700 CFM Four Barrel

Part # 0-4778C(B) 3 - Dichromate finish

Part # 0-4778S(B) 3 - Shiny finish

Holley DOUBLE PUMPER CARBURETORS

Features
- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
20-124	Universal installation kit
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-12	Accelerator pump cam assortment
20-122	Pro series secondary linkage
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log

STREET

Model 4160™

750 CFM Four Barrel

Part # 0-3310C(B) 3 - Dichromate finish

Part # 0-3310S(B) 3 - Shiny finish

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Manual choke
- Dual feed fuel inlet
- Ford A/T kickdown, does not work with A.O.D. transmissions
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance
- See pages 16 & 17 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	GM Throttle cable/return spring bracket kit
34-160	Chrome fuel line
45-228	Manual choke control cable
20-91	Ford Automatic transmission bracket kit
17-6	Spread bore manifold adapter
34-13	4160-4150 conversion (standard finish)
34-13S	4160-4150 conversion (shiny finish)
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

STREET

Model 4160™

750 CFM Four Barrel

Part # 0-80508S(A,E,F) 1 - Shiny finish

Original Holley PERFORMANCE

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Dual feed fuel inlet
- Ford A/T kickdown, does not work with A.O.D. transmissions
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance
- See pages 16 & 17 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-59	Quick change secondary spring kit
20-88	GM Throttle cable/return spring bracket kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford Automatic transmission bracket kit
34-160	Chrome fuel line
17-6	Spread bore manifold adapter
34-13S	4160-4150 conversion (shiny finish)
20-124	Universal installation kit
20-121	700R-4 kickdown throttle arm

STREET/STRIP

Model 4150™

750 CFM Four Barrel

Part # 0-4779C(B) 3 - Dichromate finish

Part # 0-4779S(B) 3 - Shiny finish

Holley DOUBLE PUMPER CARBURETORS

Features
- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Four corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

750 CFM Four Barrel

Part # 0-76750RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features

- Red anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work w/ AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

750 CFM Four Barrel

Part # 0-76750BL(B) 3 - Blue Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features

- Blue anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work w/ AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

750 CFM Four Barrel

Part # 0-76750BK(B) 3 - Black Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features

- Black anodized billet aluminum metering blocks/ base plate with black hardware
- Ford A/T kickdown, does not work w/ AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

750 CFM Four Barrel

Part # 0-76750HB(B) 3 -Hard Core Gray™

Holley ULTRA DOUBLE PUMPER™

Features

- Hard Core Gray™ w/ black anodized billet aluminum metering blocks/base plate with black hardware
- Ford A/T kickdown, does not work w/ AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

(E)Adapter P/N 17-6 is required when using a "Square Flange" carburetor on a "Spread Bore" manifold
(F) It is not recommended or advised that the Holley Street Legal carburetors which are listed for trucks be used on motor homes.

1 2 or 3 See page 271 for symbol explanation.

Tech Line: 270-781-9741

Model 4150™

750 CFM Four Barrel

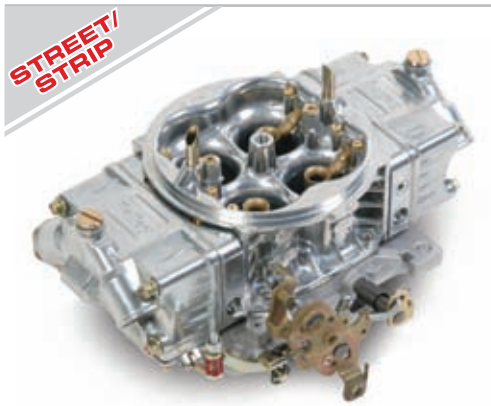
Holley STREET HP SERIES

Part # 0-82750(B) ◆3

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allows use on a wide range of vehicles
- Adjustable air bleeds
- No choke
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Contoured Venturii inlet for increased airflow
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Street/strip calibration for outstanding throttle response & drivability
- See pages 28 & 29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
36-181	Jet kit
20-60	Ford Transmission kickdown spring & bracket



Model 4150™

750 CFM Four Barrel

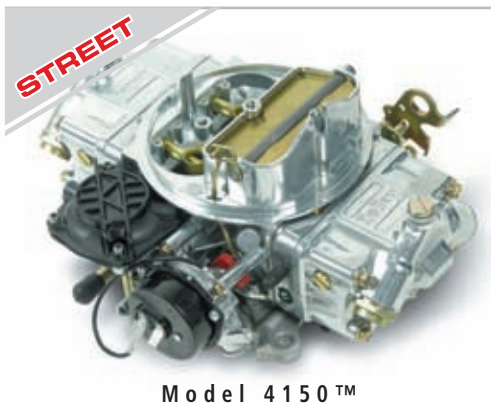
Holley STREET HP SERIES

Part # 0-82751(B) ◆3

Features
- Mechanical secondaries
- Dual accelerator pumps
- Adjustable air bleeds
- No choke
- Contoured Venturii inlet for increased airflow
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing. Street/strip calibration for outstanding throttle response & drivability
- See pages 28-29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
36-181	Jet kit
20-12	Accelerator pump cam assortment
20-122	Pro series secondary linkage
20-60	Ford Trans kickdown spring & bracket
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
36-182	Double Pumper tuning kit
36-184	Accelerator pump tuning kit



Model 4150™

770 CFM Four Barrel

Holley STREET AVENGER SYSTEM

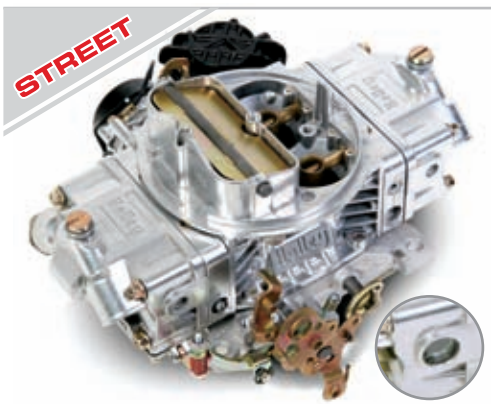
Part # 0-80770(B) ◆3 - Electric Choke

Part # 0-81770(B) ◆3 - Manual Choke

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm



LIGHTWEIGHT ALUMINUM
Model 4150™

770 CFM Four Barrel

Holley STREET AVENGER SYSTEM Aluminum

Part # 0-83770(B) ◆3 - Electric Choke

Part # 0-85770(B) ◆3 - Manual Choke

Features
- Aluminum construction for weight savings & lasting shine
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Glass sight windows for easy, safe float adjustment
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

LIGHTWEIGHT ALUMINUM
Model 4150™

770 CFM Four Barrel

Part # 0-86770RD(B) ◆3 - Red Billet / Shiny Aluminum

Holley ULTRA STREET AVENGER™

Features
- Red anodized billet aluminum metering blocks/ base plate with gold Irridite hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

LIGHTWEIGHT ALUMINUM
Model 4150™

770 CFM Four Barrel

Part # 0-86770BL(B) ◆3 - Blue Billet / Shiny Aluminum

Holley ULTRA STREET AVENGER™

Features
- Blue anodized billet aluminum metering blocks/ base plate with gold Irridite hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

LIGHTWEIGHT ALUMINUM
Model 4150™

770 CFM Four Barrel

Part # 0-86770BK(B) ◆3 - Black Billet / Shiny Aluminum

Holley ULTRA STREET AVENGER™

Features
- Black anodized billet aluminum metering blocks/ base plate with black hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings and long lasting shine
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

LIGHTWEIGHT ALUMINUM
Model 4150™

770 CFM Four Barrel

Part # 0-86770HB(B) ◆3 - Hard Core Gray™

Holley ULTRA STREET AVENGER™

Features
- Hard Core Gray™ w/ black anodized billet aluminum metering blocks/base plate with black hardware
- Vacuum secondaries allow use on a wide variety of vehicles
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with AOD transmissions
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings
- 4 corner idle adjustability
- Electric choke for easy cold starting and warm up
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 20 & 21 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

NOTE: Includes a fuel line kit to simplify installation

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

OFF-ROAD

Model 4150™

770 CFM Four Barrel

Part # 0-90770(B) 3

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for off-road/off-angle use. Designed for flood free operation up to 40° while climbing; 30° during side hill maneuvers & "nose down" decents
- Not intended for use on towing applications
- See pages 22 & 23 for more details & applications

Holley Off-Road Truck Avenger

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

OFF-ROAD

LIGHTWEIGHT ALUMINUM
Model 4150™

770 CFM Four Barrel

Part # 0-93770(B) 3

Features
- Aluminum construction for added weight savings
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Single feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for off-road/off-angle use. Designed for flood free operation up to 40° while climbing; 30° during side hill maneuvers & "nose down" decents
- Not intended for use on towing applications
- See pages 22 & 23 for more details & applications

Holley Off-Road Truck Avenger Aluminum

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm

STREET/ STRIP

Model 4150™

800 CFM Four Barrel

Part # 0-4780C(B) 3 - Dichromate finish
Part # 0-4780S(B) 3 Shiny finish

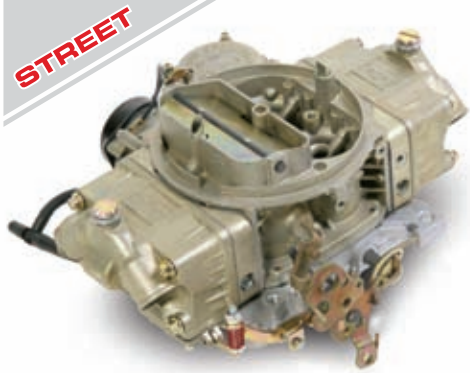
Features
- Mechanical secondaries
- Dual accelerator pumps (Double Pumper®)
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

Holley Double Pumper Carburetors

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

STREET



Model 4150™

850 CFM Four Barrel

Part # 0-80531(B) 3

Features
- Vacuum secondaries allow use on wide variety of vehicles
- Electric choke for easy warm up
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Performance upgrade for stock to mildly modified vehicles. Universal calibration for easy bolt-on performance. Perfect calibration for 502 crate motors
- Secondary power valve
- See pages 16 & 17 for more details & applications

Original Holley Performance

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
20-95	GM A.O.D. transmission bracket kit
20-59	Quick change secondary spring kit
34-150	Chrome fuel line
20-7	Chrysler throttle lever extension
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-121	700R-4 kickdown throttle arm

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Model 4150™

850 CFM Four Barrel

Holley DOUBLE PUMPER CARBURETORS

Part # 0-4781C(B) 3 - Dichromate finish

Part # 0-4781S(B) 3 - Shiny finish

Features
- Mechanical secondaries
- Dual accelerator pumps (Double Pumper®)
- Manual choke
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
45-224	Electric choke kit (dichromate)
45-224S	Electric choke kit (shiny)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-12	Accelerator pump cam assortment
20-122	Pro series secondary linkage
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

Model 4150™

850 CFM Four Barrel

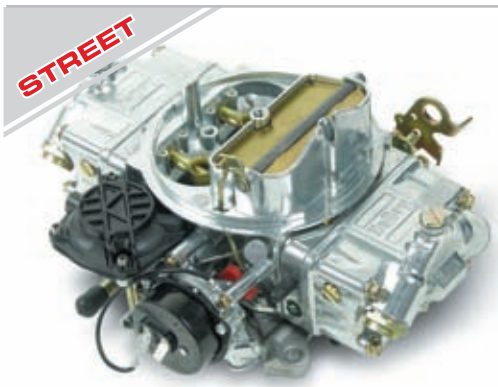
Holley STREET HP SERIES

Part # 0-82851(B) 3

Features
- Mechanical secondaries
- Dual accelerator pumps
- Adjustable air bleeds
- No choke
- Contoured Venturii inlet for increased airflow
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing. Street/strip calibration for outstanding throttle response & drivability
- See pages 28-29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm
36-181	Jet kit
20-12	Accelerator pump cam assortment
20-122	Pro series secondary linkage
20-60	Ford Trans kickdown spring & bracket
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
36-182	Double Pumper tuning kit
36-184	Accelerator pump tuning kit



Model 4150™

870 CFM Four Barrel

Holley STREET AVENGER SYSTEM

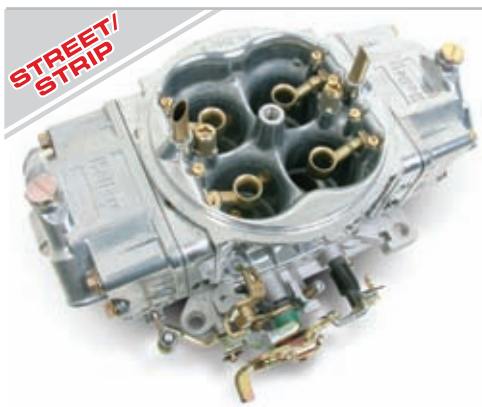
Part # 0-80870(B) 3 - Electric Choke

Part # 0-81870(B) 3 - Manual Choke

Features
- No Trouble® quick change vacuum secondaries
- Vacuum secondaries allow use on wide variety of vehicles
- Dual feed fuel inlet
- 1 timed (spark) port, 2 full vacuum, and 1 PCV port
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Intended for serious street enthusiasts. Calibrated for monster low-end torque, awesome acceleration, & unmatched top-end horsepower. Bolt on & go design
- See pages 18 & 19 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-91	Ford automatic transmission bracket kit
20-121	700R-4 kickdown throttle arm



Model 4150™

950 CFM Four Barrel

Holley STREET HP SERIES

Part # 0-82951(B) 3

Features
- Mechanical secondaries
- Dual accelerator pumps
- Adjustable air bleeds
- No choke
- Contoured Venturii inlet for increased airflow
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing. Street/strip calibration for outstanding throttle response & drivability
- See pages 28-29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
36-181	Jet kit
20-12	Accelerator pump cam assortment
20-122	Pro series secondary linkage
20-60	Ford Trans kickdown spring & bracket
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
36-182	Double Pumper tuning kit
36-184	Accelerator pump tuning kit

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

REPLACEMENT CARBURETORS

Features

- All emission provisions
- Engineered to improve performance
- Bolt-on installation
- Square and Spread bore bolt patterns
- Vacuum and mechanical secondaries

Model 4160™ Square Flange

Model 4175™ Spread Bore

MAKE	YEAR	ENGINE	SQUARE FLANGE PART #	CFM	SPREAD BORE PART #	CFM
AMC	1965-69	All V8s	0-80457S v(A,E) ❷	600	N/A	N/A
Buick	1967	400	0-80457S v(A,E) ❷	600	0-80555C v(A) ❶	650
		430	0-80508S v(A,E) ❶	750	0-80555C v(A) ❶	650
	1968-69	350,400	0-80457S v(A,E) ❷	600	0-80555C v(A) ❶	650
		430,455	0-80508S v(A,E) ❶	750	N/A	N/A
	1970	350,455	0-80450 v(A,E) ❶	600	N/A	N/A
	1971	455	0-80450 v(A,E) ❶	600	N/A	N/A
	1972	350,455	0-80450 v(A,E) ❶	600	N/A	N/A
	1973-74	350,455	0-80450 v(A,E) ❶	600	N/A	N/A
	1975-79	350,455	0-80451 v(A,E) ❶	600	N/A	N/A
Chevrolet	1966-69	327,350,402	0-80457S v(A,E) ❷	600	0-80555C v(A) ❶	650
					0-6210 m(A) ❶	650
		427,454	0-80508S v(A,E) ❶	750	N/A	N/A
	1970	307	0-80450 v (A,E) ❶	600	N/A	N/A
		350,402	0-80450 v(A,E) ❶	600	0-6210 m(A) ❶	650
	1971	307,350,402,454	0-80450 v(A,E) ❶	600	N/A	N/A
	1972	350,454	0-80450 v(A,E) ❶	600	N/A	N/A
	1973-74	350,454	0-80450 v(A,E) ❶	600	N/A	N/A
	1975-76	400,454	0-80451 v(A,E) ❶	600	N/A	N/A
	1975-78	350 (5.7L)	0-80451 v(A,E) ❶	600	0-9895 v(A) ❶	650
Chevrolet/ GMC Trucks	1968	327; 396 (10 Series)	0-80457S v(A,E,F) ❷	600	0-80555C v(A,F) ❶	650
	1969	350 (10 Series)	0-80457S v(A,E,F) ❷	600	0-80555Cv(A,F) ❶	650
		396 (10 Series)	0-80508S v(A,E,F) ❶	750	0-80555C v(A,F) ❶	650
	1970-72	350 (10 Series)	0-80450 v(A,E,F) ❶	600	N/A	N/A
		402,454	0-80450 v(A,E,F) ❶	600	N/A	N/A
	1973	350,454	0-80450 v(A,E,F) ❶	600	N/A	N/A
	1974	350 (10,20 Series)	0-80450 v(A,E,F) ❶	600	N/A	N/A
		454	0-80450 v(A,E,F) ❶	600	N/A	N/A
	1975-78	350 U8500GVW	N/A	N/A	N/A	
		400 U8500GVW	N/A	N/A	N/A	N/A
	1979-80	350 U8500GVW	0-80451 v(A,E,F) ❶	600	N/A	N/A
	1980-85	350 (17080213)	N/A	N/A	N/A	650
Chrysler	1967-69	318,383	0-80457S v(A,E) ❷	600	N/A	N/A
		440	0-80508S v (A,E) ❶	750	N/A	N/A
Dodge	1967-69	318,383	0-80457S v(A,E)	❷	600 N/A	N/A
		440	0-80508S v (A,E) ❶	750	N/A	N/A
Ford	1958-60	332, 352, 361	0-1848-1 v(A) ❶	465	N/A	N/A
	1961-67	All V-8	0-80457S v(A) ❷	600	N/A	N/A
	1968-69	302,351W	0-80457S v(A) ❷	600	N/A	N/A
		390,428	0-80508S v(A) ❶	750	N/A	N/A
	1970-72	390	0-80453 v(A) ❶	600	N/A	N/A
	1970-74	302	0-80453 v(A) ❶	600	N/A	N/A
	1977-78	351M	0-80453 v(A) ❶	600	N/A	N/A

MAKE	YEAR	ENGINE	SQUARE FLANGE PART #	SQUARE FLANGE CFM	SPREAD BORE PART #	SPREAD BORE CFM
Ford Truck	1968-69	302,360	0-80457S v(A,F) 2	600	N/A	N/A
		390,428,429	0-80508S v(A,F) 1	750	N/A	N/A
	1970-72	360,390	0-80453 v(A,F) 1	600	N/A	N/A
	1970-74	302	0-80453 v(A,F) 1	600	N/A	N/A
	1975-76	460 (Ranchero)	0-80452 v(A) 1	600	N/A	N/A
		390 PU U8500GVW	0-80452 v(A) 1	600	N/A	N/A
	1975-77	351W	0-80452 v(A) 1	600	N/A	N/A
	1975-80	460 Van U8500GVW	0-80452 v(A) 1	600	N/A	N/A
		460 PU U8500GVW	0-80452 v(A) 1	600	N/A	N/A
	1977-80	351M,400	0-80452 v(A) 1	600	N/A	N/A
	1979-80	302	0-80452 v(A) 1	600	N/A	N/A
Mercury	1958-60	332, 352, 361	0-1848-1 v(A) 1	450	N/A	N/A
	1961-67	All V-8	0-80457S v(A) 2	600	N/A	N/A
	1968-69	302,351W	0-80457S v(A) 2	600	N/A	N/A
		390,428	0-80508S v(A) 1	750	N/A	N/A
	1970-72	390	0-80453 v(A) 1	600	N/A	N/A
	1970-74	302	0-80453 v(A) 1	600	N/A	N/A
	1977-78	351M	0-80453 v(A) 1	600	N/A	N/A
Oldsmobile	1967-69	350	0-80457S v(A,E) 2	600	0-80555C v(A) 1	650
		455	0-80508S v(A,E) 1	750	N/A	N/A
	1970-74	350,455	0-80450 v(A,E) 1	600	N/A	N/A
	1975-76	400,455	0-80451 v(A,E) 1	600	N/A	N/A
	1975-79	350	0-80451 v(A,E) 1	600	N/A	N/A
Plymouth	1967-69	318	0-80457S v(A,E) 2	600	N/A	N/A
		383,440	0-80508S v (A,E) 1	750	N/A	N/A
Pontiac	1967-69	350	0-80457S v(A,E) 2	600	0-80555C v(A) 1	650
		400,455 w/o Ram Air	0-80508S v(A,E) 1	750	N/A	N/A
	1972	307,400	0-80450 v(A,E) 1	600	N/A	N/A
	1973	400	0-80450 v(A,E) 1	600	N/A	N/A
	1970-74	350,400,455	0-80450 v(A,E) 1	600	N/A	N/A
	1975-79	350	0-80451 v(A,E) 1	600	N/A	N/A

v Vacuum Secondary | m Mechanical Secondary

(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution-controlled motor vehicles.

(E) Adapter P/N 17-6 is required when using a "Square Flange" carburetor on a "Spread Bore" manifold.

(F) It is not recommended or advised that the Holley Street Legal carburetors which are listed for trucks be used on motor homes.

1 and 2 See page 271 for symbol explanation. * Not for lean-burn engines or HD trucks.

O.E. MUSCLE CAR CARBURETORS

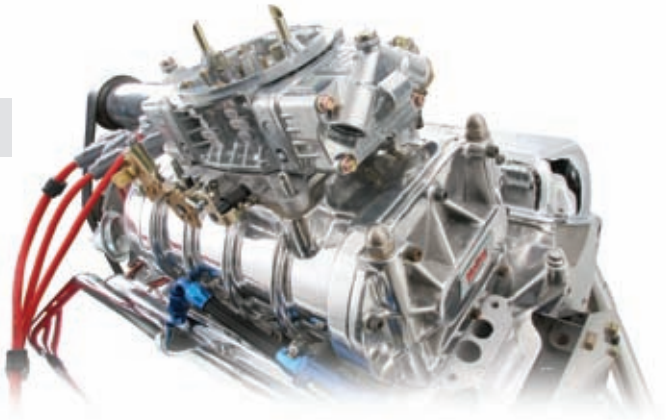
True replacements for the original factory muscle car carburetors Holley produced for these vehicles. Made to the original specs with original fuel curves and looks.

Chrysler

PART #	MODEL	O.E. #	APPLICATION	CHOKE	CFM
0-4144-1 1	2300	3418550	1969-70 440/390 3x2 (center carb.)	Remote	350
0-4235 3	4160	2946263	1968 426 Hemi (right side carb)	N/A	770
0-4236 3	4160	2946262	1968 426 Hemi (left side carb)	N/A	770
0-4365-1 1	2300	3462373	1969-70 440/390 3x2 (outboard carb)	N/A	500
0-4670	2300	3512835	1971 440 (center carb)	Remote	350
0-4672	2300	3512837	1971 440 (outboard carb.)	N/A	500
0-4790 1	2300	3577185	1970-71 340 3x2 (outboard carb.)	N/A	500
0-4792 1	2300	3577183	1970-71 340 3x2 (center carb.) A/T	Remote	350

Supercharger Carburetors

Specifically designed for use on roots style blown engines



Features
- 100% wet-flow tested and calibrated
- Manifold referenced power valve tells the carburetor when to add additional fuel based on the engine's need - eliminating the need to block off the power valve and raise jetting to falsely compensate.

Model 4150™

600 CFM Four Barrel

Part # 0-80575S(B) 3

Features
- Model 4150 HP design
- Chevrolet small block 2x4, 671 blower calibration
- Four-corner idle system
- Dual 50cc accelerator pumps
- Replaceable air bleeds
- Shiny finish
- Mechanical secondary
- Boost referenced power valve
- Throttle lever cut off for clearance on a sideways application

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
36-184	Accelerator pump tuning kit
7166	Side mount 671 blower carburetor linkage
7093	Side mount 671 blower fuel line kit

Model 4150™

600 CFM Four Barrel

Part # 0-80592S(B) 3

Features
- Model 4150 with shiny finish
- Chevrolet small block applications
  - Recommended for small displacement 1x4 (140 series blowers) or 2x4 (6-71 blowers) installations
  - Will require choke removal on sideways 2x4 installations
- Designed for use with superchargers
- Mechanical progressive linkage
- Dual 50cc accelerator pumps
- Manual choke
- Boost referenced power valve
- Throttle lever cut off for clearance on a sideways application

NOTE: May require choke removal on 2 x 4 applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
36-184	Accelerator pump tuning kit
7166	Side mount 671 blower carburetor linkage
7093	Side mount 671 blower fuel line kit

Model 4150™

700 CFM Four Barrel

Part # 0-80572S(B) 3

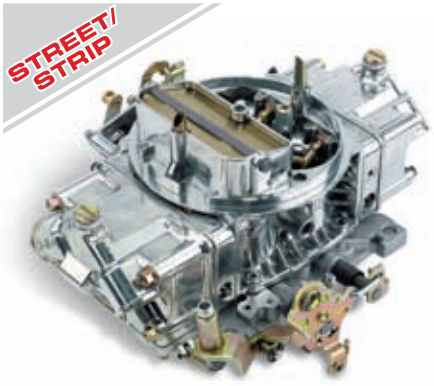
Features
- Model 4150 with shiny finish
- Chevrolet small block 1x4 140 series supercharger
- Shiny finish
- 50cc secondary pump
- Manual choke
- Mechanical secondary
- Boost referenced power valve

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
36-184	Accelerator pump tuning kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.



Model 4150™

750 CFM Four Barrel

Part # 0-80573S(B) 3

Features
- Model 4150 with shiny finish
- Small block Chevrolet 1x4, 170 series blower calibration
- Four-corner idle system
- Manual choke
- Dual 50cc accelerator pumps
- Mechanical secondary
- Boost referenced power valve

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
36-184	Accelerator pump tuning kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

Model 4150™

750 CFM Four Barrel

Part # 0-80576S(B) 3

Features
- Model 4150 HP design
- Designed for use on the WEIAND® 671 supercharger (big block Chevrolet/Chrysler 392)
- Designed for use on the WEIAND® 871 supercharger (small block Chevrolet/Chrysler 426)
- Four-corner idle system
- Replaceable air bleeds
- Dual 30cc accelerator pumps
- Shiny Finish
- Mechanical secondary
- Boost referenced power valve
- Throttle lever cut off for clearance on a sideways application

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
36-184	Accelerator pump tuning kit
7166	Side mount 671 blower carburetor linkage
7093	Side mount 671 blower fuel line kit

Model 4150™

950 CFM Four Barrel

Part # 0-80577S(B) 3

Features
- Model 4150 HP design
- Big block Chevrolet 2x4, 871 & 1071 blower calibration
- Four-corner idle system
- Screw-in air bleeds
- Dual 30cc accelerator pumps
- Shiny Finish
- Mechanical secondary
- Boost referenced power valve
- Throttle lever cut off for clearance on a sideways application

OPTIONAL PARTS & KITS

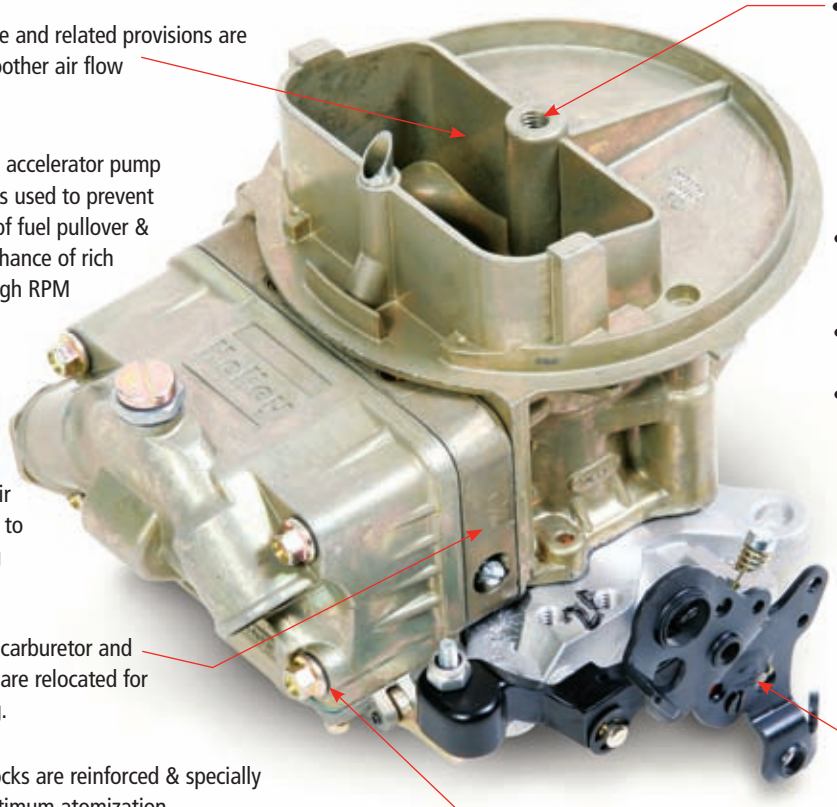
P/N	DESCRIPTION
36-181	Jet kit
36-184	Accelerator pump tuning kit
7166	Side mount 671 blower carburetor linkage
7093	Side mount 671 blower fuel line kit

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

2-bbl Competition Carburetors - Model 2300™ HP

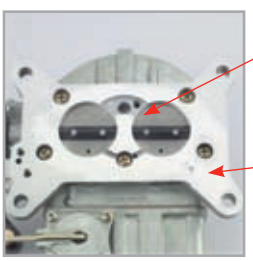
Intended for short circle track racing
Sizes of throttle bore, venturi, booster diameter, throttle plate thickness and throttle shaft diameter have not changed. They comply and are fully consistent with the technical gauging now in use. Venturi casting rings are reamed to legal dimensions, for more consistent air flow



- Choke hardware and related provisions are deleted for smoother air flow
- "Straight-type" accelerator pump nozzle design is used to prevent any possibility of fuel pullover & to reduce any chance of rich conditions at high RPM
- Screw-in type air bleeds are used to facilitate tuning
- ID numbers for carburetor and metering block are relocated for ease of viewing.
- HP metering blocks are reinforced & specially designed for optimum atomization
- Metering blocks have installed fuel slosh/vent baffles for superior fuel control during hard acceleration and braking conditions
- 350 CFM factory equipped with changeable emulsion bleeds
- Air cleaner mounting stud increased from 1/4" to 5/16" diameter for added strength and dependability (500 CFM carburetor)
- Plastic accelerator pump arm is used for more consistent operation
- 30cc accelerator pump GFLT diaphragm is used for durability
- 50cc accelerator pump system has been eliminated from the 500 CFM carburetor. It's been replaced with a user-friendly "off-the-corner" 30cc accelerator pump system
- Welded throttle lever and shaft assembly is used for strength
- Stainless steel throttle plates are used with drilled air bypass hole(s) for smooth idle
- Low profile buttonhead throttle plate screws, secured with Loctite®

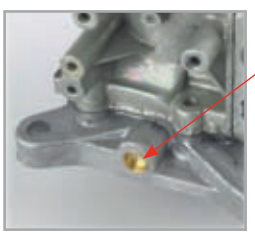
Fuel bowl screw gaskets are made of nylon, so they're reusable

100% wet flow tested!



- Power valve blow-out protection eliminates blown power valves
- PCV and other external vacuum tube sources are deleted

Part # 134-276
Adjustable Metering block for 2-barrel HP Models. (Calibrated for 0-80787-1. Can be recalibrated & used on 0-80583-1. Use bleed kit P/N 36-322.)



- A metal cup plug in the throttle body shaft opening eliminates dust, contaminates and unapproved air flow from entering the carburetor

Description	Dichromate Zinc
350 CFM Two Barrel	**Part # 0-80787-1**(B) 3
500 CFM Two Barrel	**Part # 0-80583-1**(B) 3

See 0-7448 & 0-4412 2-bbls on page 14.

Loctite® is a registered trademark of The Henkel Corporation.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Legal for use in NASCAR Whelen All-American Series™ Late Model class, IMCA Stock Car class, IMCA Southern Sport Mod class, ASA Midwest Tour, and Northwest Pro4 Alliance Series.

Check with your sanctioning body today!

Image by photos@jamespriceimages.com

"I have been opening the throttles of holley carburators for the past 30 years on dirt and asphalt tracks and I have learned that it pays to trust the performance and reliability of the Holley carburetor. You can take a chance on other brands or you can take your car to victory lane with a Holley."

Philip Morris-

Four-Time NASCAR Whelen All-American Series™ National Champion.

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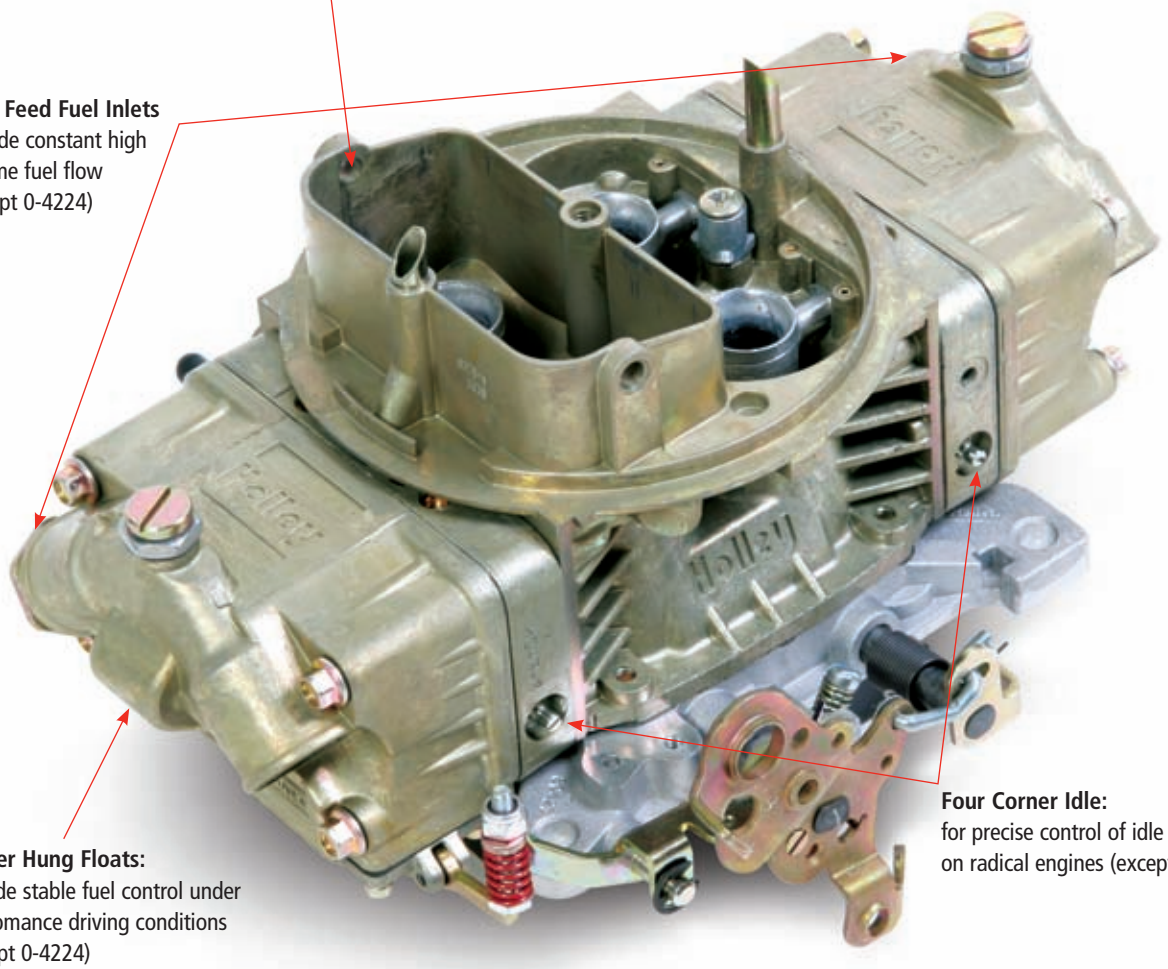
Competition Carburetors

Competition fuel curves provide safe and reliable horsepower for high performance race engines

Choke plates and hardware removed for less obstruction to airflow

Power Valve Blow-out Protection

Dual Feed Fuel Inlets provide constant high volume fuel flow (except 0-4224)



Four Corner Idle: for precise control of idle mixture on radical engines (except 0-4224)

Center Hung Floats: provide stable fuel control under perfromance driving conditions (except 0-4224)

100% wet flow tested!

Description	Dichromate Zinc
660 CFM Four Barrel 2x4 inline carbs	Part # 0-4224(B)
750 CFM Four Barrel mechanical secondaries	Part # 0-9379(B)
830 CFM Four Barrel mechanical secondaries	Part # 0-9381(B)
850 CFM Four Barrel mechanical secondaries	Part # 0-9380(B)

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Competition Series Carburetors

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	5000	5500	6000	6500	7000	7500
550	0-9381	0-9380	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525	0-9379	0-9381	0-9380	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
500	0-9379	0-9379	0-9381	0-9380	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
475	N/A	0-9379	0-9381	0-9380	0-9380	Contact Holley Tech Service for a Recommendation
450	Contact Holley Tech Service for a Recommendation	N/A	0-9379	0-9381	0-9380	Contact Holley Tech Service for a Recommendation
400	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	N/A	0-9379	0-9379	0-9381
375	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	N/A	0-9379	0-9379
350	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	N/A	0-9379

Max Engine RPM

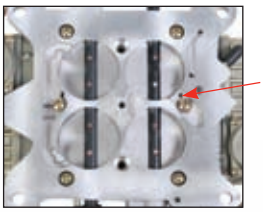
"I make my living working on carburetors, and I prefer to use Holley, the original high performance carburetor."

Gary Stinnett
22 National event wins, 29 divisional wins, and 3 Super Comp Championships

4150 HP™ Carburetors

Performance calibrated and Race Ready out-of-the-box. The standard in race carburetors

Contoured Venturii Inlet:
- For maximum air flow & reduced turbulence.
- Symmetrical venturii bores offer balanced air flow for increased horsepower.



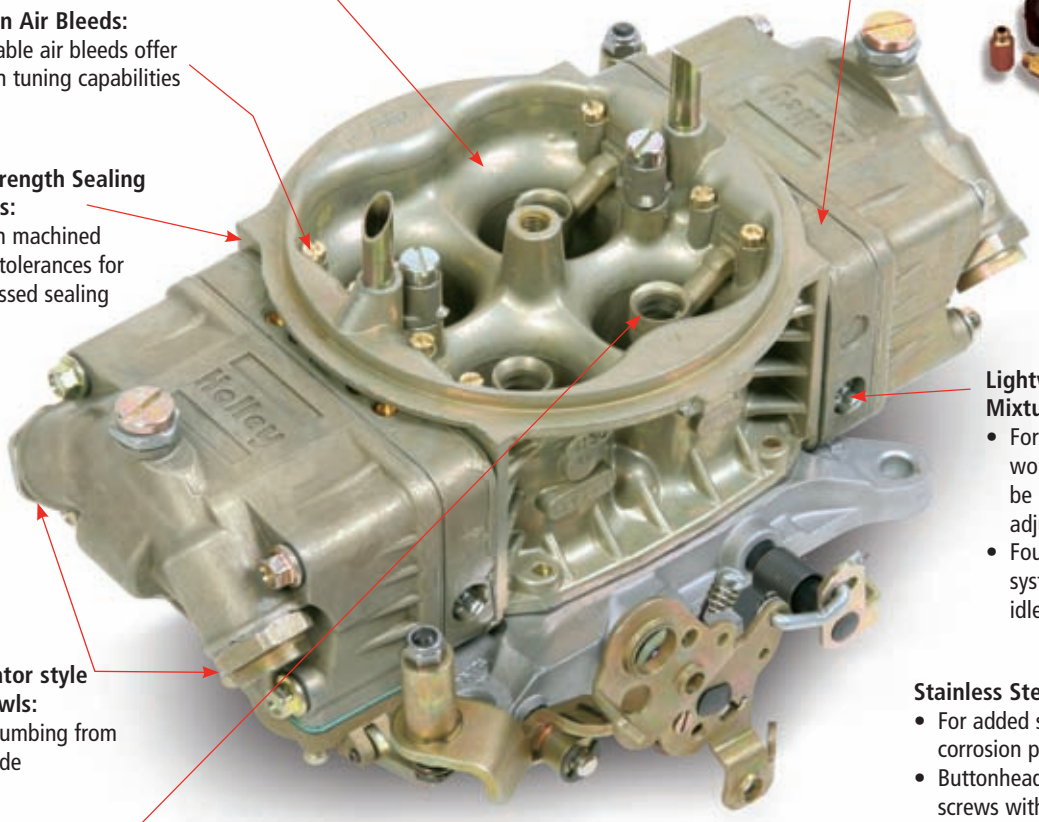
Power Valve Blow-out Protection

High Flow Metering blocks:
Contains strengthening ribs & non-stick reusable metering block & bowl gaskets

Notched Floats & Jet Extensions:
Continuous fuel delivery under extreme conditions (except 0-80507-1, 0-80535-1, 0-80509-1 & 0-80498-1)

Screw-In Air Bleeds:
Changeable air bleeds offer precision tuning capabilities

High Strength Sealing Surfaces:
Precision machined to tight tolerances for unsurpassed sealing



Lightweight Slotted Mixture Screws:
- For precise settings; won't loosen & can't be bumped out of adjustment
- Four corner idle system for precise idle control

Dominator style fuel bowls:
allow plumbing from either side

Spun-In Boosters:
For a perfect tight fit

Stainless Steel Throttle Plates:
- For added strength and corrosion protection
- Buttonhead throttle plate screws with Loctite® fastened threads for more airflow

High flow metering blocks:
calibrated with race only fuel curves

100% wet-flow tested and calibrated

Updated throttle body design, now with added material for additional strength & durability.

RACE READY OUT OF THE BOX

Description	Dichromate Zinc
390 CFM Four Barrel standard steel throttle plates	Part # 0-80507-1(B)
600 CFM Four Barrel	Part # 0-80540-1(B)
650 CFM Four Barrel	Part # 0-80541-1(B)
750 CFM Four Barrel vacuum secondary	Part # 0-80529-1(B)
750 CFM Four Barrel	Part # 0-80528-1(B)
750 CFM Four Barrel methanol	Part # 0-80535-1(B)
830 CFM Four Barrel down-leg boosters	Part # 0-80509-1(B)
830 CFM Four Barrel annular boosters	Part # 0-80511-1(B)
950 CFM Four Barrel	Part # 0-80496-1(B)
950 CFM Four Barrel methanol	Part # 0-80498-1(B)
1000 CFM Four Barrel down-leg boosters	Part # 0-80513-1(B)
1000 CFM Four Barrel annular boosters	Part # 0-80514-1(B)

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

HP CARBURETORS

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	6000	6500	7000	7500	8000	8500	9000
600	0-80513-1 0-80514-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
575	0-80496-1 0-80498-1	0-80513-1 0-80514-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
550	0-80496-1 0-80498-1	0-80513-1 0-80514-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525	0-80509-1 0-80511-1	0-80496-1 0-80498-1	0-80513-1 0-80514-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
500	0-80509-1 0-80511-1	0-80496-1 0-80498-1	0-80496-1 0-80498-1	0-80513-1 0-80514-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
475	0-80509-1 0-80511-1	0-80509-1 0-80511-1	0-80496-1 0-80498-1	0-80496-1 0-80498-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
450	0-80528-1 0-80529-1 0-80535-1	0-80509-1 0-80511-1	0-80509-1 0-80511-1	0-80496-1 0-80498-1	0-80513-1 0-80514-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
400	0-80541-1 0-80674-1	0-80528-1 0-80529-1 0-80535-1	0-80528-1 0-80529-1 0-80535-1	0-80509-1 0-80511-1	0-80509-1 0-80511-1	0-80496-1 0-80498-1	0-80513-1 0-80514-1
375	0-80540-1	0-80541-1 0-80674-1	0-80528-1 0-80529-1 0-80535-1	0-80528-1 0-80529-1 0-80535-1	0-80509-1 0-80511-1	0-80509-1 0-80511-1	0-80496-1 0-80498-1
350	0-80540-1	0-80540-1	0-80541-1 0-80674-1	0-80528-1 0-80529-1 0-80535-1	0-80528-1 0-80529-1 0-80535-1	0-80509-1 0-80511-1	0-80509-1 0-80511-1
325	Contact Holley Tech Service for a Recommendation	0-80540-1	0-80540-1	0-80541-1 0-80674-1	0-80528-1 0-80529-1 0-80535-1	0-80528-1 0-80529-1 0-80535-1	0-80509-1 0-80511-1
300	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80540-1	0-80540-1	0-80541-1 0-80674-1	0-80528-1 0-80529-1 0-80535-1	0-80528-1 0-80529-1 0-80535-1

Max Engine RPM

NASCAR PERFORMANCE

"For over 30 years others have tried to make a better carburetor. The reason we use Holley is because NO one has succeeded and I doubt they ever will."

Mark Cronquist, Head Engine Builder for Joe Gibbs Racing and the No. 18 NASCAR Nationwide Series™ car driven by Kyle Busch

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Ultra 4150 HP™ Carburetors NEW

ULTRA HP

- 100% Holley - Made in the U.S.A.
- 97% aluminum construction
- 38% weight savings
- 20% more fuel bowl capacity
- 10 new fuel bowl features
- 10 new base plate features
- 6 new metering block features
- 5 new main-body features
- 1 new carburetor...Ultra HP

Integrated pry-point assists in disassembly from fuel bowl and mainbody preventing damage to gaskets and gasket surfaces

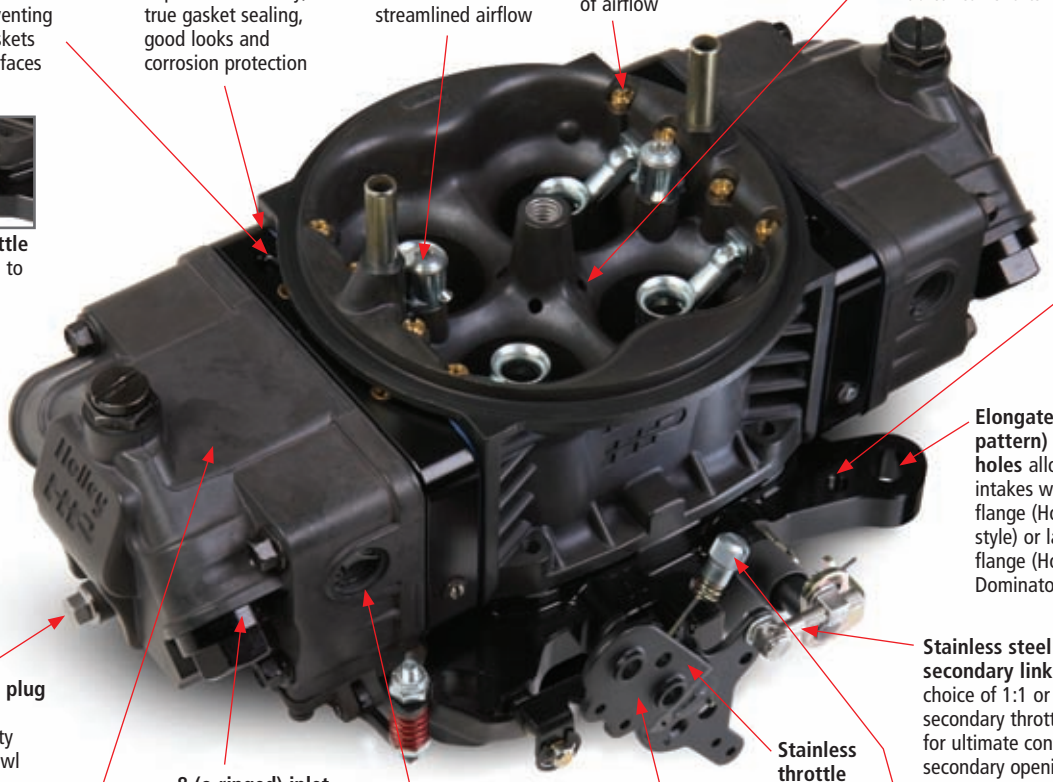
Billet aluminum metering blocks for improved durability, true gasket sealing, good looks and corrosion protection

Contoured hex head squirter screws for streamlined airflow

Airbleeds moved outward to allow a smoother transition of airflow

Integrated idle bypass valve helps maintain good idle control when using radical camshafts.

Primary throttle shaft capped to prevent entry of debris & contaminates



6061T6 Billet Aluminum Base Plates

Elongated (dual pattern) mounting holes allow fitment on intakes with square flange (Holley 4150™ style) or large flange (Holley Dominator® style)

Stainless steel adjustable secondary link. Provides choice of 1:1 or progressive secondary throttle actuation for ultimate control of secondary opening rate

Built in drain plug provides easy access to empty contents of bowl

20% more fuel capacity vs. a traditional v-bowl eliminates fuel starvation and provides consistent air/fuel ratios

-8 (o-ringed) inlet threads offer a large variety of plumbing options (come standard with -8 o-ring to -6AN male adapter and -8 plug). Can be plumbed from either side

Clear Pyrex® sight windows on both sides of bowls for easy and safe fuel level adjustments

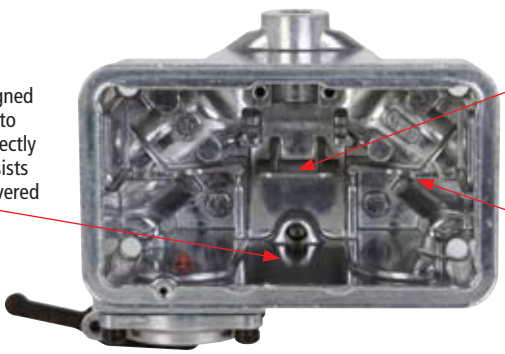
Dedicated race-only throttle lever with all unnecessary street attachment points & tangs removed

Stainless throttle plates

Knurled (hand adjustable) primary and secondary curb idle screws allow for easy idle adjustment without the use of tools

Notched Floats & Jet Extensions: Continuous fuel delivery under extreme conditions

Fuel trough designed into floor of bowl to route fuel flow directly to the jets and assists in keeping jets covered by fuel



Fuel shelf below the needle and seat to greatly minimize fuel aeration and promote more consistent metering

Internal baffling to help control fuel slosh and minimize float level fluctuations in hard launching or cornering situations

Description	Hard Core Gray™	Shiny Alum w/ Black	Shiny Alum w/ Red
600 CFM Four Barrel	Part # 0-80801HB(B)	Part # 0-80801BK	Part # 0-80801RD
650 CFM Four Barrel	Part # 0-80802HB(B)	Part # 0-80802BK	Part # 0-80802RD
750 CFM Four Barrel	Part # 0-80803HB(B)	Part # 0-80803BK	Part # 0-80803RD
850 CFM Four Barrel	Part # 0-80804HB(B)	Part # 0-80804BK	Part # 0-80804RD
950 CFM Four Barrel	Part # 0-80805HB(B)	Part # 0-80805BK	Part # 0-80805RD

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

ULTRA HP CARBURETORS

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	6000	6500	7000	7500	8000	8500	9000
600	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
575	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendationv	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
550	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525	0-80804HB 0-80804BK 0-80804RD	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
500	0-80804HB 0-80804BK 0-80804RD	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
475	0-80804HB 0-80804BK 0-80804RD	0-80804HB 0-80804BK 0-80804RD	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
450	0-80803HB 0-80803BK 0-80803RD	0-80804HB 0-80804BK 0-80804RD	0-80804HB 0-80804BK 0-80804RD	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
400	0-80802HB 0-80802BK 0-80802RD	0-80803HB 0-80803BK 0-80803RD	0-80803HB 0-80803BK 0-80803RD	0-80804HB 0-80804BK 0-80804RD	0-80804HB 0-80804BK 0-80804RD	0-80805HB 0-80805BK 0-80805RD	0-80805HB 0-80805BK 0-80805RD
375	0-80801HB 0-80801BK 0-80801RD	0-80802HB 0-80802BK 0-80802RD	0-80803HB 0-80803BK 0-80803RD	0-80803HB 0-80803BK 0-80803RD	0-80804HB 0-80804BK 0-80804RD	0-80804HB 0-80804BK 0-80804RD	0-80805HB 0-80805BK 0-80805RD
350	0-80801HB 0-80801BK 0-80801RD	0-80801HB 0-80801BK 0-80801RD	0-80802HB 0-80802BK 0-80802RD	0-80803HB 0-80803BK 0-80803RD	0-80803HB 0-80803BK 0-80803RD	0-80804HB 0-80804BK 0-80804RD	0-80804HB 0-80804BK 0-80804RD
325	Contact Holley Tech Service for a Recommendation	0-80801HB 0-80801BK 0-80801RD	0-80801HB 0-80801BK 0-80801RD	0-80802HB 0-80802BK 0-80802RD	0-80803HB 0-80803BK 0-80803RD	0-80803HB 0-80803BK 0-80803RD	0-80804HB 0-80804BK 0-80804RD
300	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80801HB 0-80801BK 0-80801RD	0-80801HB 0-80801BK 0-80801RD	0-80802HB 0-80802BK 0-80802RD	0-80803HB 0-80803BK 0-80803RD	0-80803HB 0-80803BK 0-80803RD

Max Engine RPM

Holley's new Ultra HP carb ran flawlessly on our Horsepower TV Camaro. It was crisp out of the box and the grey coating is awesome too!

Mike Galley
Co-host, Horsepower TV

4500 Dominator HP® Carburetors

The ultimate high performance racing carburetor for big inch high horsepower engines. The world famous Holley Dominator!

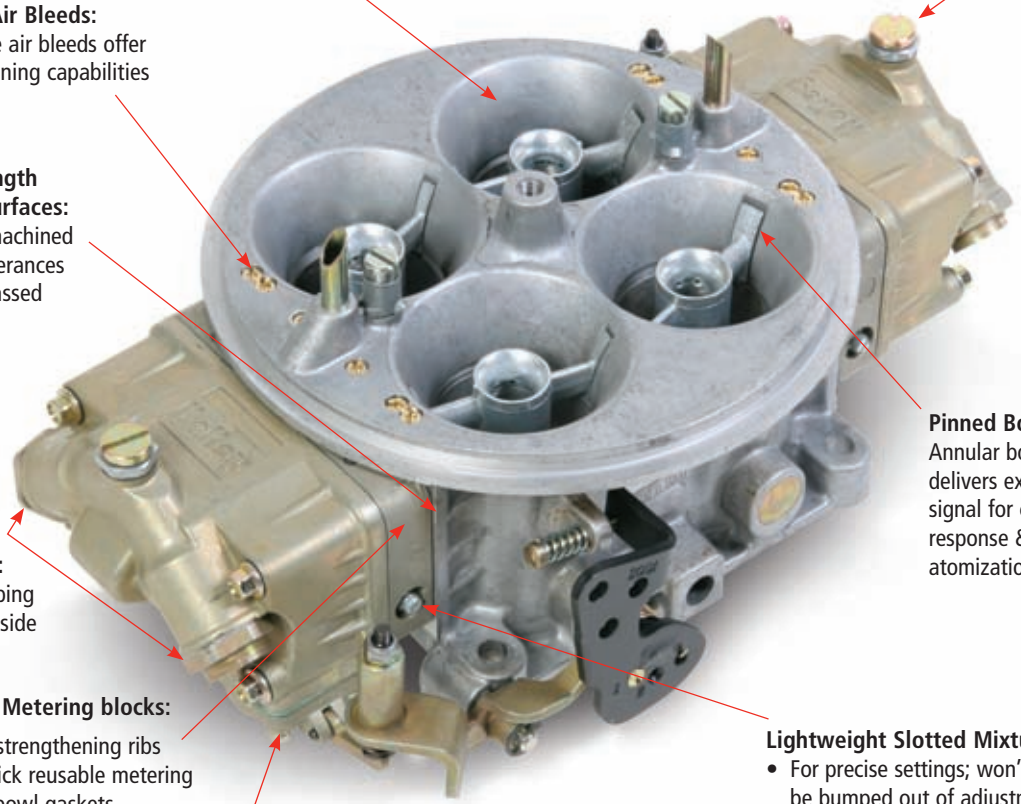
Contoured Venturii Inlet:
- For maximum air flow & reduced turbulence
- Symmetrical venturii bores offer balanced airflow for increased horsepower

Aluminum Throttle Plates:
- For corrosion resistance
- Button head screws for increased air flow

High Flow Needle & Seat Assemblies:
Keep balanced fuel levels for no starvation

Screw-In Air Bleeds:
Changeable air bleeds offer precision tuning capabilities

High Strength Sealing Surfaces:
Precision machined to tight tolerances for unsurpassed sealing



Pinned Boosters:
Annular booster design delivers excellent vacuum signal for crisp throttle response & early fuel atomization

Dominator fuel bowls:
allow plumbing from either side

High Flow Metering blocks:
- Contain strengthening ribs & non-stick reusable metering block & bowl gaskets
- Calibrated for race only

100% wet flow tested & calibrated

Lightweight Slotted Mixture Screws:
- For precise settings; won't loosen & can't be bumped out of adjustment
- Four corner idle system for precise idle control

Dual 50cc Accelerator Pumps:
Provide the perfect amount of fuel through the transition from idle to full throttle

Notched Floats & Jet Extensions:
- Continuous fuel delivery under extreme conditions (except 0-80586)

Description	Dichromate Zinc
2-CIRCUIT DOMINATORS (1 X 4 CARBURETORS SET-UPS)	
750 CFM Four Barrel	Part # 0-80186-1(B) ◆3
1050 CFM Four Barrel	Part # 0-8082-1(B) ◆3
1150 CFM Four Barrel	Part # 0-7320-1(B) ◆3
3-CIRCUIT DOMINATORS (1 X 4 CARBURETORS SET-UPS)	
1050 CFM Four Barrel	Part # 0-8896-1(B) ◆3
1050 CFM Four Barrel methanol	Part # 0-80586(B) ◆3
1150 CFM Four Barrel	Part # 0-80556-1(B) ◆3
1250 CFM Four Barrel	Part # 0-80532-1(B) ◆3
3-CIRCUIT DOMINATORS (2 X 4 CARBURETORS SET-UPS)	
1050 CFM Four Barrel	Part # 0-9375-1(B) ◆3
1150 CFM Four Barrel	Part # 0-9377-1(B) ◆3

NOTE: 3rd circuit adds another level of transition thus requiring less pump shot

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

DOMINATOR CARBURETORS

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	6000	6500	7000	7500	8000	8500	9000
650	0-7320-1 0-80556-1 0-9377-1	0-80532-1	0-80532-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
625	0-8082-1 / 0-8896-1 0-80586 / 0-9375-1	0-7320-1 0-80556-1 0-9377-1	0-80532-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
600		0-8082-1 / 0-8896-1 0-80586 / 0-9375-1	0-7320-1 0-80556-1 0-9377-1	0-80532-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
575			0-7320-1 0-80556-1 0-9377-1	0-7320-1 0-80556-1 0-9377-1	0-80532-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
550				0-7320-1 0-80556-1 0-9377-1	0-7320-1 0-80556-1 0-9377-1	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525				0-8082-1 / 0-8896-1 0-80586 / 0-9375-1	0-7320-1 0-80556-1 0-9377-1	0-80532-1	Contact Holley Tech Service for a Recommendation
500					0-8082-1 / 0-8896-1 0-80586 / 0-9375-1	0-7320-1 0-80556-1 0-9377-1	0-80532-1
475					0-8082-1 / 0-8896-1 0-80586 / 0-9375-1	0-7320-1 0-80556-1 0-9377-1	0-7320-1 0-80556-1 0-9377-1
450	0-80186-1					0-8082-1 / 0-8896-1 0-80586 / 0-9375-1	0-7320-1 0-80556-1 0-9377-1
400	Contact Holley Tech Service for a Recommendation	0-80186-1	0-80186-1				
375	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-1	0-80186-1			
350	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-1	0-80186-1		
325	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-1	0-80186-1	
300	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-1	0-80186-1

Max Engine RPM

"Holley is the original high performance carburetor and I still consider it the gold standard of performance carburetors".

Warren Johnson,
1st Pro Stock to break 200MPH Barrier
and NHRA Pro Stock's All Time Winning Driver

ULTRA Dominator® HP Carburetors NEW

Holley ULTRA DOMINATOR™

The ultimate high performance racing carburetor for big inch high horsepower engines. The world famous Holley Dominator!

All aluminum construction saves 3.8lbs

Screw-In Air Bleeds: Changeable air bleeds offer precision tuning capabilities

Contoured hex head squirter screws for streamlined airflow

12 hole billet booster inserts for superior atomization and crisp throttle response

Pinned Boosters: Annular booster design delivers excellent vacuum signal for crisp throttle response & early fuel atomization

Billet aluminum fully adjustable metering blocks

20% more fuel capacity vs. a traditional v-bowl eliminates fuel starvation and provides consistent air/fuel ratios

Built in drain plug provides easy access to empty contents of bowl

Lightweight Slotted Mixture Screws:
- For precise settings; won't loosen & can't be bumped out of adjustment
- Four corner idle system for precise idle control

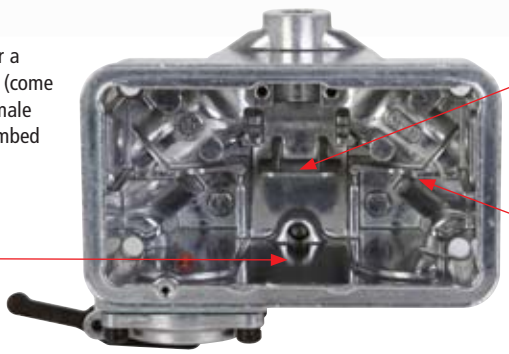
Knurled (hand adjustable) primary and secondary curb idle screws allow for easy idle adjustment without the use of tools

Dual 50cc Accelerator Pumps: Provide the perfect amount of fuel through the transition from idle to full throttle

Fully adjustable external linkage can be adjusted for 1:1 progressive, or soft progressive throttle activation. No linkage parts under the carburetor.

Clear Pyrex® sight windows on both sides of bowls for easy and safe fuel level adjustments

-8 (o-ringed) inlet threads offer a large variety of plumbing options (come standard with -8 o-ring to -6AN male adapter and -8 plug). Can be plumbed from either side



Fuel shelf below the needle and seat to greatly minimize fuel aeration and promote more consistent metering

Fuel trough designed into floor of bowl to route fuel flow directly to the jets and assists in keeping jets covered by fuel

Internal baffling to help control fuel slosh and minimize float level fluctuations in hard launching or cornering situations

Description	Red	Black	Hard Core Gray™
2-CIRCUIT DOMINATORS (1 X 4 CARBURETORS SET-UPS)			
750 CFM Four Barrel	Part # 0-80186-3RD(B)	Part # 0-80186-3BK	Part# 0-80186-3HB
1050 CFM Four Barrel	Part # 0-8082-3RD(B)	Part # 0-8082-3BK	Part# 0-8082-3HB
1150 CFM Four Barrel	Part # 0-7320-3RD	Part # 0-7320-3BK(B)	Part# 0-7320-3HB
3-CIRCUIT DOMINATORS (1 X 4 CARBURETORS SET-UPS)			
1050 CFM Four Barrel	Part # 0-8896-3RD(B)	Part # 0-8896-3BK	Part# 0-8896-3HB
1150 CFM Four Barrel methanol	Part # 0-80556-3RD(B)	Part # 0-80556-3BK	Part# 0-80556-3HB
1250 CFM Four Barrel	Part # 0-80532-3RD(B)	Part # 0-80532-3BK	Part# 0-80532-3HB
3-CIRCUIT DOMINATORS (2 X 4 CARBURETORS SET-UPS)			
1050 CFM Four Barrel	Part # 0-9375-3RD(B)	Part # 0-9375-3BK	Part# 0-9375-3HB
1150 CFM Four Barrel	Part # 0-9377-3RD(B)	Part # 0-9377-3BK	Part# 0-9377-3HB

All trademarks are property of thier respective owners.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

ULTRA DOMINATOR CARBURETORS

Use this chart to determine CFM sizing only if you have a very efficient drag race or circle track engine with quality porting, high lift / duration camshaft profile, high compression ratios and efficient intake and exhaust componentry

Cubic Inches	6000	6500	7000	7500	8000	8500	9000
650	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
625	0-8896-3RD/0-8896-3BK 0-8896-3HB 0-8082-3RD/0-8082-3BK 0-8082-3HB 0-9375-3RD/0-9375-3BK 0-9375-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
600		0-8896-3RD/0-8896-3BK 0-8896-3HB 0-8082-3RD/0-8082-3BK 0-8082-3HB 0-9375-3RD/0-9375-3BK 0-9375-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
575			0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
550				0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation
525				0-8896-3RD/0-8896-3BK 0-8896-3HB 0-8082-3RD/0-8082-3BK 0-8082-3HB 0-9375-3RD/0-9375-3BK 0-9375-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB	Contact Holley Tech Service for a Recommendation
500					0-8896-3RD/0-8896-3BK 0-8896-3HB 0-8082-3RD/0-8082-3BK 0-8082-3HB 0-9375-3RD/0-9375-3BK 0-9375-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-80532-3RD 0-80532-3BK 0-80532-3HB
475					0-8896-3RD/0-8896-3BK 0-8896-3HB 0-8082-3RD/0-8082-3BK 0-8082-3HB 0-9375-3RD/0-9375-3BK 0-9375-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB
450	0-80186-3RD 0-80186-3BK 0-80186-3HB					0-8896-3RD/0-8896-3BK 0-8896-3HB 0-8082-3RD/0-8082-3BK 0-8082-3HB 0-9375-3RD/0-9375-3BK 0-9375-3HB	0-7320-3RD/0-7320-3BK 0-7320-3HB 0-80556-3RD/0-80556-3BK 0-80556-3HB 0-9377-3RD/0-9377-3BK 0-9377-3HB
400	Contact Holley Tech Service for a Recommendation	0-80186-3RD 0-80186-3BK 0-80186-3HB	0-80186-3RD 0-80186-3BK 0-80186-3HB				
375	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-3RD 0-80186-3BK 0-80186-3HB	0-80186-3RD 0-80186-3BK 0-80186-3HB			
350	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-3RD 0-80186-3BK 0-80186-3HB	0-80186-3RD 0-80186-3BK 0-80186-3HB		
325	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-3RD 0-80186-3BK 0-80186-3HB	0-80186-3RD 0-80186-3BK 0-80186-3HB	
300	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-80186-3RD 0-80186-3BK 0-80186-3HB	0-80186-3RD 0-80186-3BK 0-80186-3HB

Max Engine RPM

"Holley and Vesco Racing go way back; the relationship continues today with Rhonnie Vesco's new 310 mph record set in September 2011, powered by a 304 c.i. small block Chevrolet motor and a single Holley carburetor, fuel pump and regulator."

Rick Vesco

Model 2300 HP™

350 CFM Two Barrel

Part # 0-80787-1(B) ◆3

Holley HP SERIES

Features
- HP metering block with changeable emulsion bleeds for infinite tuning
- Choke deleted for improved airflow
- 30cc accelerator pump
- Welded Throttle lever
- Screw In air bleeds
- Straight boosters
- Venturii size 1.187
- Throttle bore 1.500
- Stainless steel throttle plates
- See page 48 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
134-276	metering block
36-322	Tuning kit

Model 2300™

350 CFM Two Barrel

Part # 0-7448(B) ◆3

Original Holley PERFORMANCE

Features
- Manual choke
- 30cc accelerator pump
- 1 timed (spark) port & 1 PCV port
- Intended as stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.
- Ford A/T kickdown
- Does not work with A.O.D. transmissions
- See pages 14 & 15 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-91	Ford automatic transmission bracket kit
20-7	Chrysler Throttle Lever Extension
45-223	Electric choke kit
45-228	Manual choke control cable

Model 4150 HP™

390 CFM Four Barrel

Part # 0-80507-1(B) ◆3

Holley HP SERIES

Features
- NASCAR Approved
- Designed for use on circle track engines
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Straight boosters
- Venturii size 1.062
- Throttle bore 1.437
- Steel throttle plates
- See pages 52 & 53 for more details & applications

Model 2300™

500 CFM Two Barrel

Part # 0-80583-1(B) ◆3

Holley HP SERIES

Features
- HP metering block
- Choke deleted for improved airflow
- 30cc accelerator pump
- Welded Throttle lever
- Screw In air bleeds
- Down Leg Boosters
- Venturii Size 1.375
- Throttle bore 1.687
- Stainless Steel throttle plates
- See page 48 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
134-280	Replacement metering block
112-111	Replacement throttle body assembly
36-181	Jet kit
36-184	Accelerator pump tuning kit
20-12	Pump cam assortment kit

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

Model 2300™

500 CFM Two Barrel

Part # 0-4412C(B) 3 - Dichromate Finish

Part # 0-4412S(B) 3 - Shiny Finish

Features

- Manual choke
- 50cc accelerator pump
- 1 timed (spark) port, 1 full vacuum, & 1 PCV port
- Intended as stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.
- Ford A/T kickdown
- Does not work with A.O.D. transmissions
- See pages 14 & 15 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
20-91	Ford automatic transmission bracket kit
20-7	Chrysler throttle lever extension
45-224	Electric choke kit (requires 45-465 dechoke kit)
45-228	Manual choke control cable
45-465	Dechoke linkage for 45-224 kit

Model 4150 HP™

600 CFM Four Barrel

Part # 0-80540-1(B) 3

Features

- Designed for use on race engines
- Includes notched float and jet extensions
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Straight boosters
- Venturii Size 1.25
- Throttle bore 1.563
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

600 CFM Four Barrel

Part # 0-80801HB(B) 3 - Hard Core Gray™

Features

- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.25
- Throttle bore size: 1-9/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- Casting is hard coat anodized for ultimate corrosion resistance
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

LIGHTWEIGHT ALUMINUM
Model 4150™

600 CFM Four Barrel

Part # 0-80801BK(B) 3 - Black Billet / Shiny Aluminum

Features

- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.25
- Throttle bore size: 1-9/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

LIGHTWEIGHT ALUMINUM
Model 4150™

600 CFM Four Barrel

Part # 0-80801RD(B) 3 - Red Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.25
- Throttle bore size: 1-9/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

Model 4150™

600 CFM Four Barrel

Part # 0-4776C(B) 3 - Dichromate finish

Part # 0-4776S(B) 3 - Shiny finish

Holley DOUBLE PUMPER CARBURETORS

Features
- Mechanical secondaries
- Dual accelerator pumps (Double Pumper®)
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	Throttle cable/return spring bracket kit
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
20-121	700R-4 kickdown throttle arm
20-95	GM A.O.D. transmission bracket kit
17-6	Spread bore manifold adapter
34-150	Chrome fuel line
45-224	Electric choke kit
45-228	Manual choke control cable

Model 4150 HP™

650 CFM Four Barrel

Part # 0-80541-1(B) 3

Holley HP SERIES

Features
- Designed for use on race engines
- Includes notched float and jet extensions
- Recommended for GM Performance Parts circle track crate engines
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Straight boosters
- Venturii Size 1.25
- Throttle bore 1.688
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-80802HB(B) 3 - Hard Core Gray™

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.25
- Throttle bore size: 1-11/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- Casting is hard coat anodized for ultimate corrosion resistance
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-80802BK(B) ◆3 - Black Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.25
- Throttle bore size: 1-11/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-80802RD(B) ◆3 - Red Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.25
- Throttle bore size: 1-11/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

Model 4150™

650 CFM Four Barrel

Part # 0-4777C(B) ◆3 - Dichromate finish

Part # 0-4777S(B) ◆3 - Shiny finish

Holley DOUBLE PUMPER CARBURETORS

Features
- Mechanical secondaries
- Dual accelerator pumps (Double Pumper®)
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
34-150	Chrome fuel line
45-224	Electric choke kit (req 45-465 dechoke kit)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
20-95	GM A.O.D. transmission bracket kit
20-121	GM TH-700R4 transmission cable bracket

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-76650RD(B) ◆3 - Red Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Red anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work with AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings & long lasting shine
- Electric choke for easy cold starting and warm up
- 4 corner idle
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-76650BL(B) 3 - Blue Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Blue anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work with AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Alum construction for weight savings & long lasting shine
- Electric choke for easy cold starting and warm up
- 4 corner idle
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-76650BK(B) 3 - Black Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Black anodized billet aluminum metering blocks/base plate with black hardware
- Ford A/T kickdown, does not work with AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Alum construction for weight savings & long lasting shine
- Electric choke for easy cold starting and warm up
- 4 corner idle
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

LIGHTWEIGHT ALUMINUM
Model 4150™

650 CFM Four Barrel

Part # 0-76650HB(B) 3 - Hard Core Gray™

Holley ULTRA DOUBLE PUMPER™

Features
- Black anodized billet aluminum metering blocks/base plate with black hardware
- Ford A/T kickdown, does not work with AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Alum construction for weight savings
- Electric choke for easy cold starting and warm up
- 4 corner idle
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

Model 4150 HP™

650 CFM Four Barrel

Part # 0-82651(B) 3

Holley STREET HP SERIES

Features
- Mechanical secondaries
- Dual accelerator pumps
- No choke
- Choke horn removed for increased airflow
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing. Street/race calibration for outstanding throttle response & drivability
- See pages 28 & 29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
36-181	Jet kit
36-240	Air bleed kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
34-150	Chrome fuel line
20-60	Ford Trans kickdown spring & bracket

Model 4160™

660 CFM Four Barrel

Part # 0-4224(B) 3

Holley Competition Series

Features
- Model 4160
- 2x4 intake manifold
- 1:1 mechanical linkage
- 50cc center discharge pump
- Side hung float bowls
- Single fuel inlet
- See pages 50 & 51 for more details & applications
- Center squirter

OPTIONAL PARTS & KITS

P/N	Description
1049-949	Air Cleaner Bail
121-325	Accelerator Pump Nozzle

Model 4150™

700 CFM Four Barrel

Part # 0-4778C(B) 3 - Dichromate finish

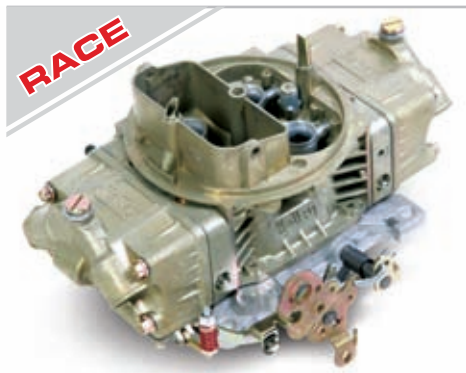
Part # 0-4778S(B) 3 - Shiny finish

Holley Double Pumper Carburetors

Features
- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
34-150	Chrome fuel line
45-224	Elec choke kit (req 45-465 dechoke kit)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
20-121	GM TH-700R4 trans cable bracket
20-95	GM A.O.D. transmission bracket kit



Model 4150™

750 CFM Four Barrel

Part # 0-9379(B) 3

Holley Competition Series

Features
- No choke hardware
- Double 30cc accelerator pumps
- Dual feed fuel inlet
- Four-corner idle system
- Mechanical secondaries
- Annular boosters
- See page 50 & 51 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
20-121	GM TH-700R4 trans cable bracket
20-95	GM A.O.D. transmission bracket kit

Model 4150 HP™

750 CFM Four Barrel

Part # 0-80528-1(B) 3

Holley HP Series

Features
- Designed for use on race engines
- Includes notched float and jet extensions
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Vacuum ports
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Down leg boosters
- Venturii Size 1.376
- Throttle bore 1.687
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Tech Line: 270-781-9741

RACE

Model 4150 HP™

750 CFM Four Barrel

Part # 0-80529-1(B) 3

Holley HP SERIES

Features

- Designed for use on race engines
- Includes notched float and jet extensions
- Vacuum Secondaries with quick change spring cover
- 3 vacuum ports (1 timed, 2 full)
- 30cc accelerator pump
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Double step, down leg boosters
- Venturii Size 1.376
- Throttle bore 1.687
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

RACE

Model 4150 HP™

750 CFM Four Barrel

Part # 0-80535-1(B) 3

Holley HP SERIES

Features

- Designed for use on race engines
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for methanol
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Double step, down leg boosters
- Venturii Size 1.376
- Throttle bore 1.688
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

RACE

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

750 CFM Four Barrel

Part # 0-80803HB(B) 3 - Hard Core Gray™

ULTRA HP

Features

- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1-3/8
- Throttle bore size: 1-11/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- Casting is hard coat anodized for ultimate corrosion resistance
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

RACE

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

750 CFM Four Barrel

Part # 0-80803BK(B) 3 - Black Billet / Shiny Aluminum

ULTRA HP

Features

- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1-3/8
- Throttle bore size: 1-11/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

LIGHTWEIGHT ALUMINUM
Model 4150™

750 CFM Four Barrel

Part # 0-80803RD(B) 3 - Red Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1-3/8
- Throttle bore size: 1-11/16
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features
- 100% Holley - Made in the U.S.A.

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

Model 4150™

750 CFM Four Barrel

Part # 0-4779C(B) 3 - Dichromate finish

Part # 0-4779S(B) 3 - Shiny finish

Holley DOUBLE PUMPER CARBURETORS

Features
- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
34-150	Chrome fuel line
45-224	Elec choke kit (req 45-465 dechoke kit)
45-228	Manual choke control cable
17-6	Spread bore manifold adapter
20-95	GM A.O.D. transmission bracket kit
20-121	GM TH-700R4 trans cable bracket

LIGHTWEIGHT ALUMINUM
Model 4150™

750 CFM Four Barrel

Part # 0-76750RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Red anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work with AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings & shine
- Electric choke for easy cold starting and warm up
- 4 corner idle
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

LIGHTWEIGHT ALUMINUM
Model 4150™

750 CFM Four Barrel

Part # 0-76750BL(B) 3 - Blue Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Blue anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work with AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings & shine
- Electric choke for easy cold starting and warm up
- 4 corner idle
- See pages 26 & 27 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

LIGHTWEIGHT ALUMINUM
Model 4150™

750 CFM Four Barrel

Part # 0-76750BK(B) 3 - Black Billet / Shiny Aluminum

Holley ULTRA DOUBLE PUMPER™

Features
- Black anodized billet aluminum metering blocks/base plate with gold Irridite hardware
- Ford A/T kickdown, does not work w/ AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings & long lasting shine
- Electric choke for easy cold starting and warm up
- 4 corner idle

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm

LIGHTWEIGHT ALUMINUM
Model 4150™

750 CFM Four Barrel

Part # 0-76750HB(B) 3 Hard Core Gray™

Holley ULTRA DOUBLE PUMPER™

Features
- Black anodized billet aluminum metering blocks/base plate
- Ford A/T kickdown, does not work w/ AOD trans
- Mechanical secondaries
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Glass fuel level sight windows for easy and safe initial float level adjustment
- Aluminum construction for weight savings
- Electric choke for easy cold starting and warm up
- 4 corner idle
- Casting is hard coat anodized for ultimate corrosion resistance

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
36-181	Jet kit
36-184	Accelerator pump tuning kit
36-182	Double Pumper tuning kit
20-124	Universal installation kit
20-95	GM A.O.D. transmission bracket kit
20-121	700R-4 kickdown throttle arm
20-91	Ford automatic transmission bracket kit

Model 4150 HP™

750 CFM Four Barrel

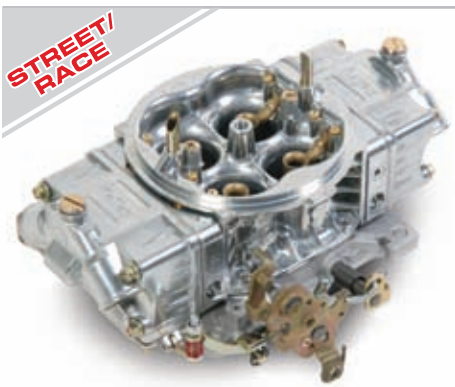
Part # 0-82750(B) 3

Holley STREET HP SERIES

Features
- Vacuum secondaries allows use on a wide range of vehicles
- Dual accelerator pumps
- Choke horn removed for increased airflow
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Street/race calibration for outstanding throttle response & drivability
- See pages 28 & 29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-13	Secondary diaphragm spring kit
20-124	Universal installation kit
36-181	Jet kit
36-240	Air bleed kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
34-39	Billet adjustable fuel log
20-124	Universal Carburetor Installation kit
20-95	GM A.O.D. transmission bracket kit
20-60	Ford Trans kickdown spring & bracket



Model 4150 HP™

750 CFM Four Barrel

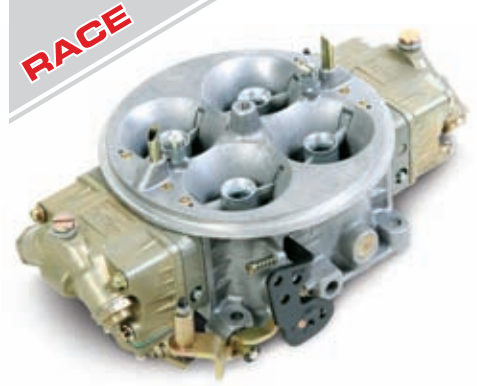
Part # 0-82751(B) 3

Holley STREET HP SERIES

Features
- Mechanical secondaries
- Dual accelerator pumps
- Choke horn removed for increased airflow
- Ford A/T kickdown, does not work with A.O.D. transmissions
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing. Street/race calibration for outstanding throttle response & drivability
- See pages 28 & 29 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
34-150	Chrome fuel line
17-6	Spread bore manifold adapter
20-124	Universal installation kit
36-181	Jet kit
36-240	Air bleed kit
20-122	Pro series secondary linkage
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
34-39	Billet adjustable fuel log
26-137	Secondary adjusting lever kit
20-121	GM TH-700R4 trans cable bracket
20-60	Ford Trans kickdown spring & bracket
20-95	GM A.O.D. transmission bracket kit
36-182	Double Pumper tuning kit



Model 4500 HP™

750 CFM Four Barrel

Part # 0-80186-1(B) 3

Features

- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Includes notched float and jet extensions
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM

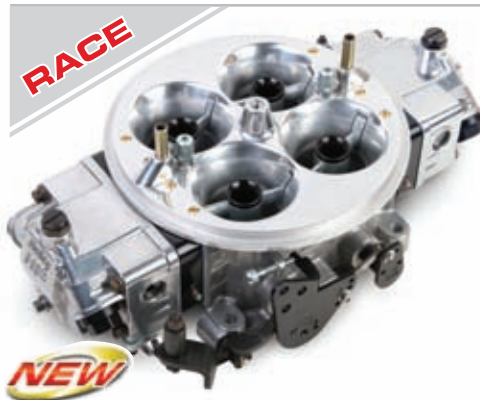
Model 4150™

750 CFM Four Barrel

Part # 0-80186-3HB(B) 3 - Hard Core Gray™

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowl with 20% more capacity
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications



LIGHTWEIGHT ALUMINUM

Model 4150™

750 CFM Four Barrel

Part # 0-80186-3BK(B) 3 - Black Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- HP fuel bowl with 20% more capacity
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM

Model 4150™

750 CFM Four Barrel

Part # 0-80186-3RD(B) 3 - Red Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- HP fuel bowl with 20% more capacity
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- See pages 58 & 59 for more details & applications

Model 4150™

800 CFM Four Barrel

Holley DOUBLE PUMPER CARBURETORS

Part # 0-4780C(B) ◆3 - Dichromate finish

Part # 0-4780S(B) ◆3 - Shiny finish

Features
- Mechanical secondaries
- Dual accelerator pumps
- Manual choke
- Two corner idle
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	GM Throttle cable/return spring bracket kit
36-181	Jet kit
34-150	Chrome fuel line
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
17-6	Spread bore manifold adapter
20-95	GM A.O.D. transmission bracket kit
20-121	GM TH-700R4 transmission cable bracket
45-224	Electric choke kit (req 45-465 dechoke kit)
45-228	Manual choke control cable

Model 4150™

830 CFM Four Barrel

Holley Competition SERIES

Part # 0-9381(B) ◆3

Features
- No choke hardware
- Center hung float bowls
- Dual 30cc accelerator pumps
- Annular style boosters
- Mechanical secondaries
- Four-corner idle system
- See pages 50 & 51 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
20-95	GM A.O.D. transmission bracket kit
20-121	GM TH-700R4 trans cable bracket

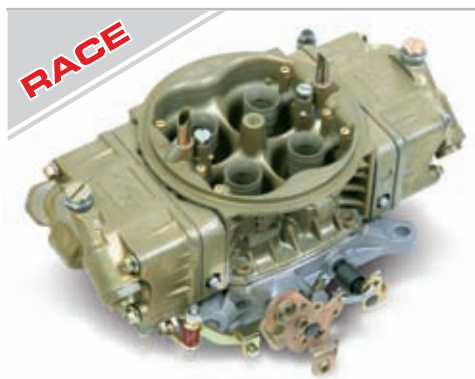
Model 4150 HP™

830 CFM Four Barrel

Holley HP SERIES

Part # 0-80509-1(B) ◆3

Features
- NASCAR Approved
- Designed for use on circle track engines
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Down leg Boosters
- Venturii Size 1.561
- Throttle bore 1.687
- Stainless Steel throttle plates
- See pages 52 & 53 for more details & applications



Model 4150 HP™

830 CFM Four Barrel

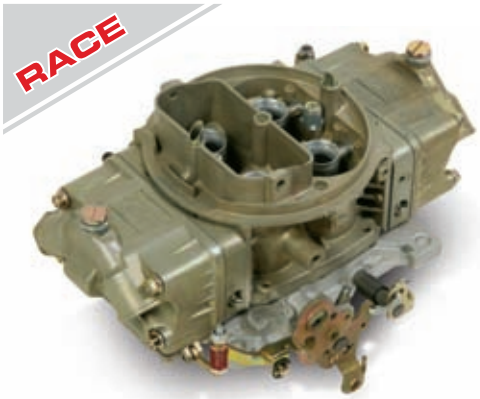
Holley HP SERIES

Part # 0-80511-1(B) ◆3

Features
- NASCAR Approved
- Designed for use on circle track engines
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Includes notched floats and jet extensions
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.561
- Throttle bore 1.687
- Stainless Steel throttle plates
- See pages 52 & 53 for more details & applications

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.



Model 4150™

850 CFM Four Barrel

Part # 0-9380(B) 3

Holley Competition Series

Features
- No choke
- Center hung float bowls
- 30cc Primary accelerator pump
- 50cc Secondary accelerator pump
- Annular-style boosters
- Mechanical secondaries
- Four corner idle system
- See pages 50 & 51 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
20-121	GM TH-700R4 trans cable bracket
20-95	GM A.O.D. transmission bracket kit

LIGHTWEIGHT ALUMINUM

Model 4150™

850 CFM Four Barrel

Part # 0-80804HB(B) 3 - Hard Core Gray™

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.563
- Throttle bore size: 1.750
- 20% more fuel bowl capacity
- Casting is hard coat anodized for ultimate corrosion resistance
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page ?? for more fuel line options

LIGHTWEIGHT ALUMINUM

Model 4150™

850 CFM Four Barrel

Part # 0-80804BK(B) 3 - Black Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.563
- Throttle bore size: 1.750
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page ?? for more fuel line options

LIGHTWEIGHT ALUMINUM

Model 4150™

850 CFM Four Barrel

Part # 0-80804RD(B) 3 - Red Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.563
- Throttle bore size: 1.750
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page ?? for more fuel line options

Model 4150™

850 CFM Four Barrel

Holley DOUBLE PUMPER CARBURETORS

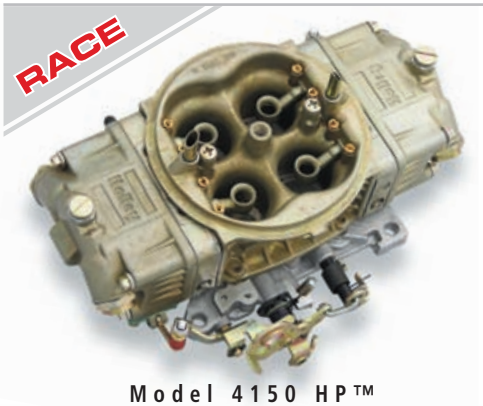
Part # 0-4781C(B) 3 - Dichromate finish

Part # 0-4781S(B) 3 - Shiny finish

Features
- Mechanical secondaries
- Dual accelerator pumps (Double Pumper®)
- Manual choke
- Four corner idle for precise idle control
- Dual feed fuel inlet
- 1 timed (spark) port, 1 full vacuum, and 1 PCV port
- Intended for lightweight vehicles w/ manual trans or automatics with high stall & low gearing
- See pages 24 & 25 for more details & applications

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-88	Throttle cable/return spring bracket kit
36-181	Jet kit
20-12	Pump cam assortment kit
36-184	Accelerator pump tuning kit
20-122	Pro series secondary linkage
36-182	Tuning calibration kit
26-137	Secondary adjusting lever kit
34-39	Billet adjustable fuel log
20-124	Universal install kit
17-6	Spread bore manifold adapter
20-121	GM TH-700R4 trans cable bracket
20-95	GM A.O.D. transmission bracket kit
34-150	Chrome fuel line
45-224	Elec choke kit (req 45-465 dechoke kit)
45-228	Manual choke control cable



Model 4150 HP™

950 CFM Four Barrel

Holley HP SERIES

Part # 0-80496-1(B) 3

Features
- Designed for use on race engines
- Progressive Secondaries
- Dual 30cc accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Double Step, Down leg Boosters
- Venturii Size 1.376
- Throttle bore 1.750
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

METHANOL
Model 4150 HP™

950 CFM Four Barrel

Holley HP SERIES

Part # 0-80498-1(B) 3

Features
- Designed for use on race engines
- Progressive Secondaries
- Dual 50cc accelerator pumps
- Calibrated for methanol
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Double Step, Down leg Boosters
- Venturii Size 1.376
- Throttle bore 1.750
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

950 CFM Four Barrel

ULTRA HP

Part # 0-80805HB(B) 3 - Hard Core Gray™

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.600
- Throttle bore size: 1.750
- 20% more fuel bowl capacity
- Casting is hard coat anodized for ultimate corrosion resistance
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

LIGHTWEIGHT ALUMINUM
Model 4150™

950 CFM Four Barrel

Part # 0-80805BK(B) ◆3 - Black Billet / Shiny Aluminum

ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.600
- Throttle bore size: 1.750
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options

LIGHTWEIGHT ALUMINUM
Model 4150™

950 CFM Four Barrel

Part # 0-80805RD(B) ◆3 - Red Billet / Shiny Aluminum

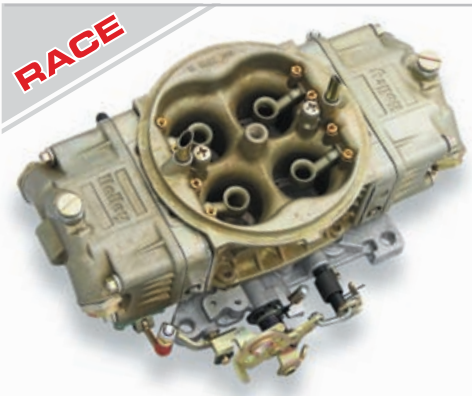
ULTRA HP

Features
- Dual bolt pattern mounting (Holley 4150™/Dominator®)
- 4 corner idle
- Fully adjustable secondary activation
- Down leg boosters
- Adjustable idle bypass valve
- Fully adjustable billet aluminum metering blocks
- Billet base plate
- Venturii size: 1.600
- Throttle bore size: 1.750
- 20% more fuel bowl capacity
- All aluminum construction for 38% weight savings
- See page 54 & www.holley.com for full list of features

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
20-129	Throttle stop bracket
20-130	WOT micro switch bracket
34-45	Swivel Seal fuel line*
34-42	Swivel seal Ano-Tuff fuel line*
37-1548	Fast rebuild kit
36-322	Emulsion bleed kit
36-240	Air bleed assortment
36-181	Jet assortment kit

* See page 98 & 99 for more fuel line options



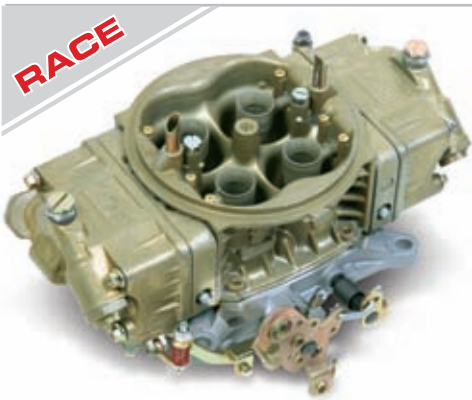
Model 4150 HP™

1000 CFM Four Barrel

Part # 0-80513-1(B) ◆3

Holley HP SERIES

Features
- Designed for use on race engines
- Includes notched float and jet extensions
- Progressive Secondaries
- 30cc primary and 50cc secondary accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Down leg boosters
- Venturii size 1.561
- Throttle bore 1.750
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications



Model 4150 HP™

1000 CFM Four Barrel

Part # 0-80514-1(B) ◆3

Holley HP SERIES

Features
- Designed for use on race engines
- Includes notched float and jet extensions
- Progressive Secondaries
- 30cc primary and 50cc secondary accelerator pumps
- Calibrated for gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.561
- Throttle bore 1.750
- Stainless steel throttle plates
- See pages 52 & 53 for more details & applications

RACE

Model 4500 HP™

1050 CFM Four Barrel

Holley DOMINATOR CARBURETORS

Part # 0-8082-1(B) 3

Features

- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Includes notched float and jet extensions
- Progressive Secondaries
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

RACE

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

1050 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-8082-3HB(B) 3 -Hard Core Gray™

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications

RACE

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

1050 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-8082-3BK(B) 3 - Black Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Hand polished venturii inlets
- See pages 58 & 59 for more details & applications

RACE

NEW

LIGHTWEIGHT ALUMINUM

Model 4150™

1050 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-8082-3RD(B) 3 - Red Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Hand polished venturii inlets
- See pages 58 & 59 for more details & applications

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 271 for symbol explanation.

Model 4500 HP™

1050 CFM Four Barrel

Part # 0-8896-1(B) ◆3

Holley DOMINATOR

Features

- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Includes notched float and jet extensions
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

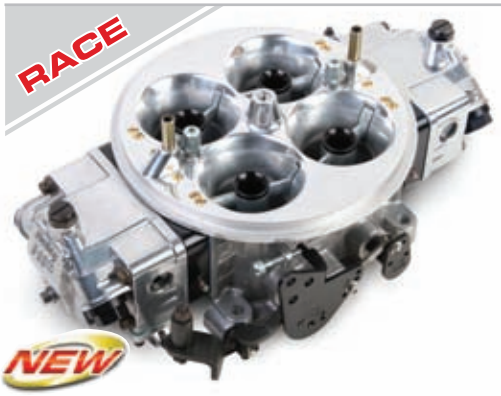
1050 CFM Four Barrel

Part # 0-8896-3HB(B) ◆3 -Hard Core Gray™

Holley ULTRA DOMINATOR™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- Casting is hard coat anodized for ultimate corrosion resistance
- New calibration
- See pages 58 & 59 for more details & applications



LIGHTWEIGHT ALUMINUM
Model 4150™

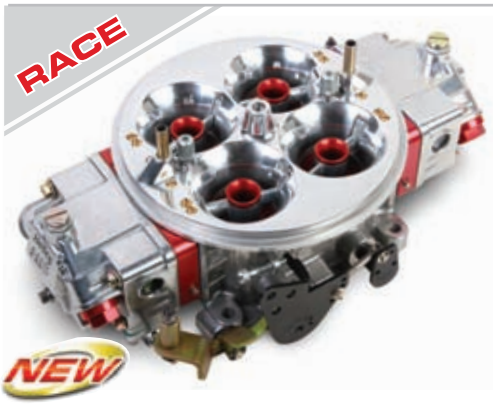
1050 CFM Four Barrel

Part # 0-8896-3BK(B) ◆3 - Black Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications



LIGHTWEIGHT ALUMINUM
Model 4150™

1050 CFM Four Barrel

Part # 0-8896-3RD(B) ◆3 - Red Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

Tech Line: 270-781-9741

METHANOL
Model 4500 HP™

1050 CFM Four Barrel

Part # 0-80586(B) 3

Features

- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for methanol
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

Model 4500 HP™

1050 CFM Four Barrel

Part # 0-9375-1(B) 3

Features

- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1050 CFM Four Barrel

Part # 0-9375-3HB(B) 3 -Hard Core Gray™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1050 CFM Four Barrel

Part # 0-9375-3BK(B) 3 - Black Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1050 CFM Four Barrel

Part # 0-9375-3RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features
- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

Model 4500 HP™

1150 CFM Four Barrel

Part # 0-7320-1(B) 3

Holley DOMINATOR

Features
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Includes notched float and jet extensions
- Progressive Secondaries
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Part # 0-7320-3HB(B) 3 - Hard Core Gray™

Holley ULTRA DOMINATOR™

Features
- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Part # 0-7320-3BK(B) 3 - Black Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features
- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-7320-3RD(B) 3 - Red Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use Drag race or Pro Street engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 2 Circuit Metering
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

Model 4500 HP™

1150 CFM Four Barrel

Holley DOMINATOR

Part # 0-80556-1(B) 3

Features

- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Includes notched float and jet extensions
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-80556-3HB(B) 3 -Hard Core Gray™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-80556-3BK(B) 3 - Black Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

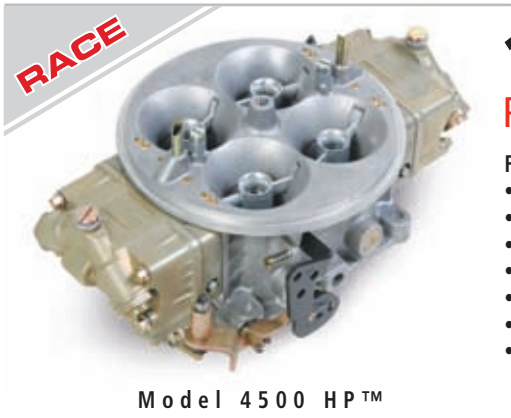
LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Part # 0-80556-3RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features
- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications



Model 4500 HP™

1150 CFM Four Barrel

Part # 0-9377-1(B) 3

Holley DOMINATOR

Features
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.00
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Part # 0-9377-3HB(B) 3 -Hard Core Gray™

Holley ULTRA DOMINATOR™

Features
- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1150 CFM Four Barrel

Part # 0-9377-3BK(B) 3 - Black Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features
- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

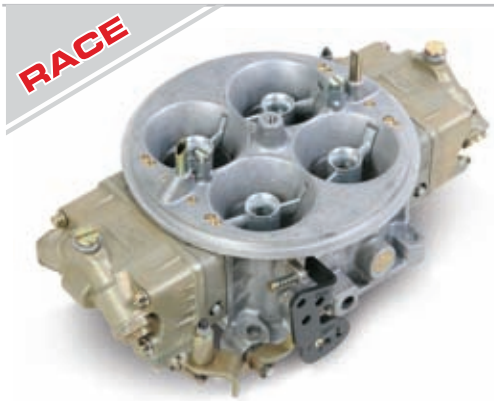
1150 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-9377-3RD(B) 3 - Red Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications



Model 4500 HP™

1250 CFM Four Barrel

Holley DOMINATOR CARBURETORS

Part # 0-80532-1(B) 3

Features

- Designed for use on Drag race engines
- Calibrated for a 1x4 setup
- Includes notched float and jet extensions
- Soft Progressive Secondaries
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Screw in air bleeds
- Annular Boosters
- Venturii Size 1.880"
- Throttle bore 2.125"
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

1250 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-80532-3HB(B) 3 -Hard Core Gray™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.880
- Throttle bore 2.125
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications

LIGHTWEIGHT ALUMINUM
Model 4150™

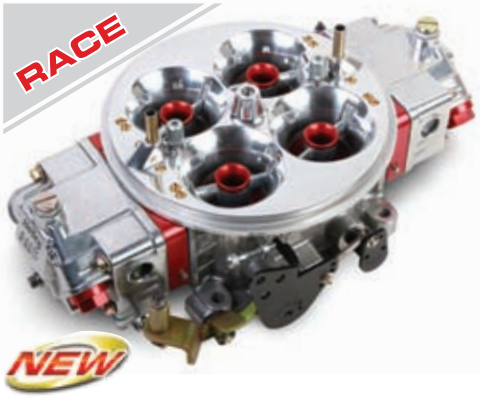
1250 CFM Four Barrel

Holley ULTRA DOMINATOR™

Part # 0-80532-3BK(B) 3 - Black Billet / Shiny Aluminum

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.880
- Throttle bore 2.125
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & application



LIGHTWEIGHT ALUMINUM
Model 4150™

1250 CFM Four Barrel

Part # 0-80532-3RD(B) 3 - Red Billet / Shiny Aluminum

Holley ULTRA DOMINATOR™

Features

- All Aluminum
- Designed for use on Drag race engines
- Calibrated for a 2x4 setup
- Dual 50cc accelerator pumps
- 3 Circuit Metering for enhanced tunability
- Calibrated for Gasoline
- Dual fuel inlets
- Hand polished venturii inlets
- 4 corner idle
- Fully adjustable external linkage
- Screw in air bleeds
- 12 hole Annular Boosters w/ billet insert
- Venturii Size 1.880
- Throttle bore 2.125
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- HP fuel bowls with 20% more fuel capacity
- New calibration
- See pages 58 & 59 for more details & applications

Marine Carburetors

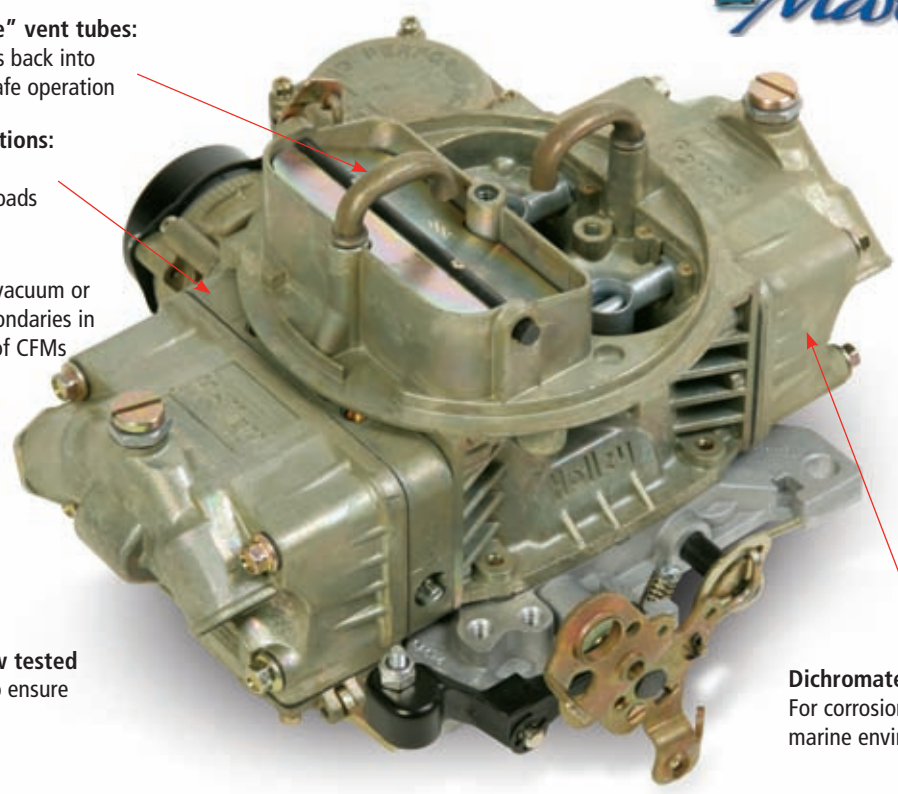
Designed and built specially for marine conditions and usage.

Holley Marine

Marine "J-style" vent tubes: direct fuel/fumes back into carburetor for safe operation

Marine calibrations: Compensate for unique engine loads found on boats

Available with vacuum or mechanical secondaries in a wide variety of CFMs



Power Valve Blow-out Protection

100% wet-flow tested & calibrated to ensure out-of-the-box performance

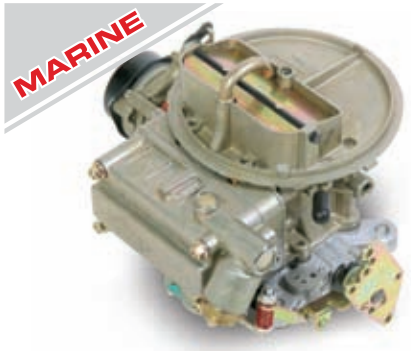
Dichromate Finish: For corrosion resistance in harsh marine environments

MEETS COAST GUARD SPECIFICATIONS

Description	Dichromate Zinc
300 CFM Two Barrel	Part # 0-80320-1
450 CFM Four Barrel	Part # 0-80364
500 CFM Two Barrel	Part # 0-80402-1
600 CFM Four Barrel	Part # 0-80319-1
600 CFM Four Barrel	Part # 0-80318-1
600 CFM Four Barrel	Part # 0-80492
600 CFM Four Barrel	Part # 0-80551
600 CFM Four Barrel	Part # 0-80559

Description	Dichromate Zinc
650 CFM Four Barrel	Part # 0-80552
750 CFM Four Barrel	Part # 0-80537
750 CFM Four Barrel	Part # 0-9015-1
800 CFM Four Barrel	Part # 0-9022
850 CFM Four Barrel	Part # 0-80443
MARINE 4-BBL DOMINATOR® 4500 CARBURETORS	
1050 CFM Four Barrel	Part # 0-80340-1

NOTE: See following pages for detailed descriptions



Model 2300™

300 CFM Two Barrel

Part # 0-80320-1

Application
- Ford Marine 302 CID (5.0 Liter) V-8

Features
- Model 2300
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-30	Renew Kit

Model 4160™

450 CFM Four Barrel

Part # 0-80364

Application
- Ford Marine 302 CID (5.0 Liter) V-8

Features
- Model 4160
- Vacuum Secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-28	Renew Kit
20-13	Secondary diaphragm spring kit
20-59	Quick change secondary spring kit

Model 2300™

500 CFM Two Barrel

Part # 0-80402-1

Features
- Model 2300
- Universal marine calibration
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-30	Renew Kit

Model 4160™

600 CFM Four Barrel

Part # 0-80319-1

Application
- Ford Marine 351 CID (5.8 Liter) V-8

Features
- Model 4160
- Vacuum Secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-47	Renew Kit
20-13	Secondary diaphragm spring kit
20-59	Quick change secondary spring kit

Model 4160™

600 CFM Four Barrel

Part # 0-80318-1

Application
- Ford Marine 460 CID (7.5 Liter) V-8

Features
- Model 4160
- Vacuum Secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-33	Renew Kit
20-13	Secondary diaphragm spring kit
20-59	Quick change secondary spring kit

Model 4160™

600 CFM Four Barrel

Part # 0-80492

Application
- OMC & Volvo Marine 4.3 Liter V-6

Features
- Model 4160
- Vacuum Secondaries
- Automatic electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-29	Renew Kit

Model 4160™

600 CFM Four Barrel

Part # 0-80551

Features
- Model 4160
- Universal marine calibration
- Vacuum Secondaries
- Electric choke
- 30cc accelerator pump
- Single fuel inlet
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-1	Renew Kit
20-13	Secondary diaphragm spring kit
20-59	Quick change secondary spring kit

Model 4150™

600 CFM Four Barrel

Part # 0-80559

Features
- Model 4150
- Performance calibration
- Mechanical secondaries
- Electric choke
- 30cc accelerator pumps (Double Pumper™)
- Dual fuel inlets

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
734-4	Chrome fuel line

MARINE

Model 4175™

650 CFM Four Barrel

Part # 0-80552

Features

- Model 4175
- Quadra-Jet replacement
- Vacuum secondaries
- Electric choke
- 30cc accelerator pump
- 5" airhorn

NOTE: May require spacer to clear water outlet

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-34	Renew Kit
20-13	Secondary spring assortment

MARINE

Model 4150™

750 CFM Four Barrel

Part # 0-80537

Features

- Model 4150
- Performance calibration
- Mechanical secondaries
- Four corner idle system
- Manual choke
- Dual fuel inlets
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-485	Renew Kit
734-4	Chrome fuel line
745-224	Electric choke conversion kit

MARINE

Model 4160™

750 CFM Four Barrel

Part # 0-9015-1

Features

- Model 4160
- Universal marine calibration
- Vacuum secondaries
- Electric choke
- Dual fuel inlets
- 30cc accelerator pump
- 5" airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-720	Renew Kit
20-13	Secondary spring assortment
20-59	Secondary quick change spring kit

Model 4150™

800 CFM Four Barrel

Part # 0-9022

Features

- Model 4150
- Universal Marine calibration
- Mechanical secondaries
- Manual choke
- Dual fuel inlets
- 30cc primary pump
- 50cc secondary pump
- 5″ airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
3-485	Renew Kit
734-4	Chrome fuel line
745-224	Electric choke conversion kit

Model 4150™

850 CFM Four Barrel

Part # 0-80443

Features

- Model 4150
- Universal Marine calibration
- Mechanical secondaries
- Automatic electric choke
- Dual fuel inlets
- 30cc primary pump
- 50cc secondary pump
- 5″ airhorn

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
703-58	Renew Kit
734-4	Chrome fuel line

Model 4500™

1050 CFM Four Barrel

Part # 0-80340-1

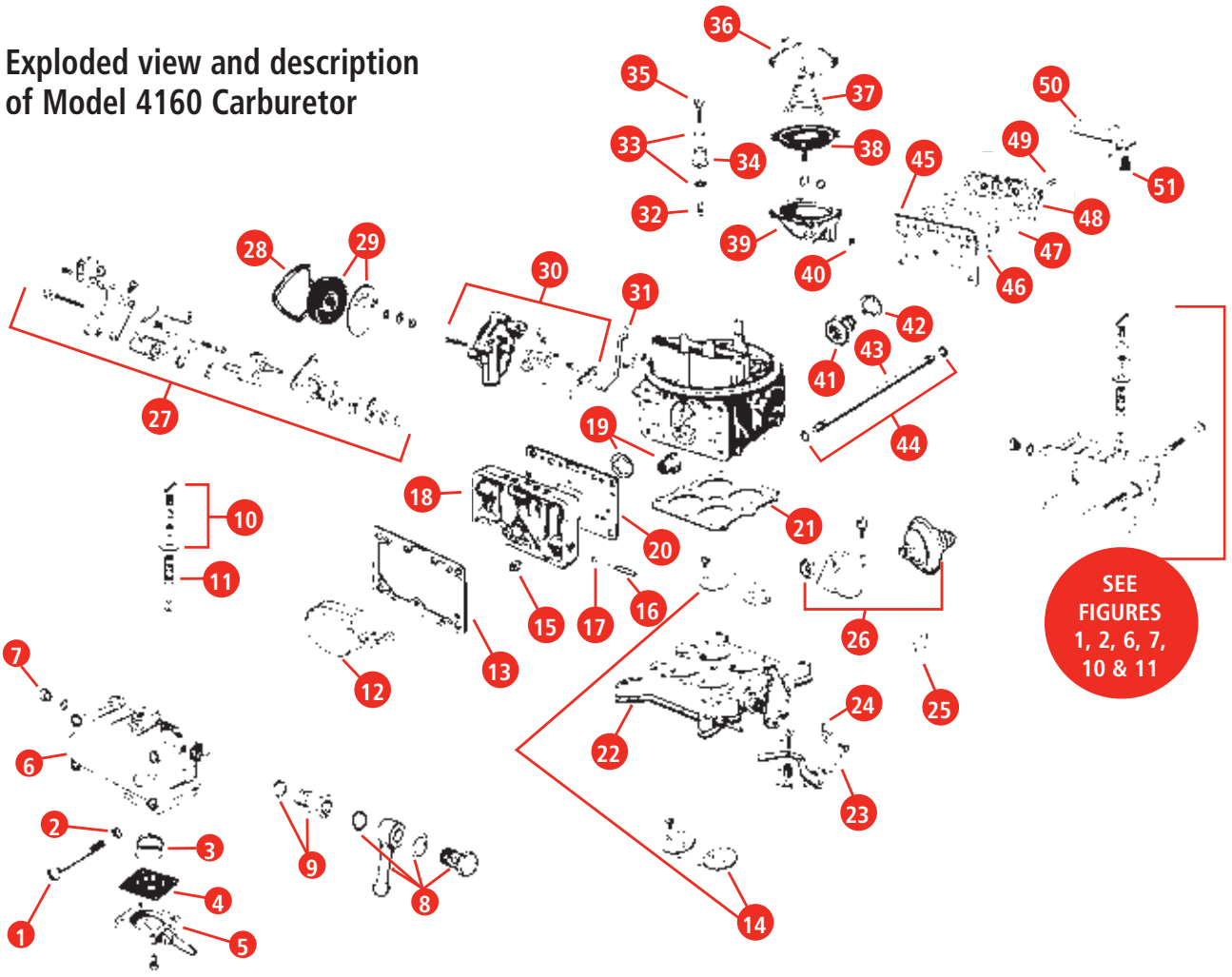
Features

- Model 4500 DOMINATOR HP
- Dual feed float bowls
- Progressive linkage
- Dual 50cc accelerator pumps
- Four corner idle system
- 2-circuit metering
- Replaceable air bleeds
- Nitrophyl™ floats

OPTIONAL PARTS & KITS

P/N	DESCRIPTION
37-1539	Renew Kit
717-8	Throttle bracket

Exploded view and description of Model 4160 Carburetor



NO.	DESCRIPTION
1	Fuel Bowl Screw - **see fuel bowl section**; pg. 96
2	Fuel Bowl Screw Gasket - **108-2-20**; pg. 97
3	Accelerator Pump Spring - (30cc) **20-108-10**; pg. 87 (50cc) **20-109-10**; pg. 87
4	Accelerator Pump Diaphragm - (30cc) **135-5**; pg. 88 (50cc) **135-7**; pg. 88
5	Accelerator Pump cover w/screws - CHROME (30cc) **34-504,** (50cc) **34-505**; pg. 87 - STANDARD (30cc) **26-139,** (50cc) **26-140;** pg. 87 - POLISHED (30cc) **26-139S,** (50cc) **26-140S;** pg. 87
6	fuel bowl - **see numerical listing**; pgs.214-237
7	Sight Plug & Gasket - **26-13** (brass) pg. 97, **26-113** (clear); pg. 97
8	Fuel Inlet Banjo Fitting - **26-25**; pg. 97
9	Universal Fuel Inlet - **see fitting section**; pg. 94
10	Needle & Seat Hardware - **34-7**; pg. 113
11	Needle & Seats (adjustable & non-adjustable) - **see needle & seat section**; pg. 113
12	Float - **see float section**; pg. 95
13	Primary Bowl Gasket - **see gasket section**; pg. 100-106
14	Throttle Plate kit w/ screws - **see throttle plate section**; pg. 90
15	Main Jet - **see jet section**; pg. 109-111
16	Idle Adjusting Needle - **26-101** pg. 112
17	Needle Seal - **26-110-10**; pg. 112
18	Primary Metering Block - **See numerical listing**; pgs. 214-237
19	Power Valve - **see power valve section**; pg. 114-115
20	Metering Block Gasket - **see gasket section**; pg. 78-84
21	Throttle Body Gasket - **see gasket section**; pg. 100-106
22	Base Plate - **see numerical listing**; pgs. 214-237
23	30cc Accelerator Pump Arm - **20-78** (plastic), **20-114** (metal); pg. 87
24	Pump Cam Assortment - **20-11**; pg. 87
25	Secondary Connecting Link - **see linkage section**; pg. 90-91
26	Dashpot/bracket/solenoid - **see bracket section**; pg. 91-92
27	Manual Choke Kit - **45-225**; pg. 92
28	Choke Cap Retainer
29	Electric Choke Cap - **45-258**; pg. 93
30	Electric Choke Kit - **45-223** (internal vacuum source); pg. 92 - **45-224** (external vacuum source); pg. 92
31	Choke Rod Assortment - **45-520**; pg. 93
32	Accelerator Pump Nozzle Check Needle 121-5; pg.88
33	Accelerator Discharge Nozzle Gasket - **1008-844**; pg. 88
34	Accelerator Discharge Nozzle - **see nozzle section**; pg. 88
35	Accelerator Discharge Nozzle Screw - (SOLID) **121-6,** (HOLLOW) **121-7** pg. 88
36	Secondary Diaphragm Cover - (standard) **20-85**; pg. 117, - (quick change) **20-95**; pg. 91
37	Vacuum Secondary Spring - **20-13** (assortment kit); pg. 117
38	Vacuum Secondary Diaphragm - **see secondary diaphragm section**; pg. 116
39	Vacuum Secondary Lower Housing - **34-503** (includes chrome standard top); pg. 117
40	Vacuum Secondary Housing to Main Body Gasket - **108-67-20** (20 pkg.); pg. 101
41	Power Valve - **see power valve section**; pg. 114-115
42	Power Valve Gasket - (full round style) **1008-1597** (10 pkg.), (round w/ protrusions on I.D.)
43	Fuel Transfer Tube - **26-115** (Model 4160),; pg. 97 **26-114** (Model 4150 & 4175),; pg. 97 **26-116** (Model 4165); pg. 97
44	Fuel Transfer Tube Seals - **108-97** (replacement viton seal for new style transfer tube), **26-37** (replacement o-rings for old-style transfer tube); pg. 101
45	Secondary Fuel Bowl Gasket - **see gasket section**; pgs. 100-106
46	Secondary Sealing Plate - **108-122** (only required when main body has secondary power valve cavity); pg. 102
47	Secondary Metering Plate Gasket - **see gasket section**; pg. 100-106
48	Secondary Metering Plate - **see metering plate section**; pg. 112
49	Secondary Plate Screws - **26-123** (clutch head screw) pg. 102
50	Secondary Float - **see float section**; pg. 95
51	Side Hung Float Spring - **20-123;** pg. 95

Viton® is a registered trademark of DuPont Performance Elastomers

Accelerator Pump Cam

20-80
White

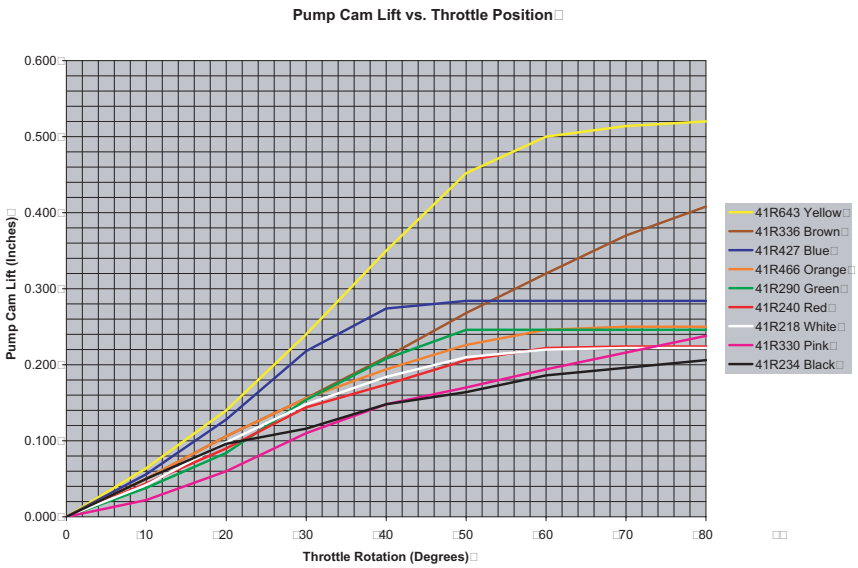
20-81
Yellow

"White" pump cam for Model 4500 DOMINATOR carburetors.
Profile design gives a quick, early shot of fuel but it does not empty the pump. Part # **20-80**

"Yellow" pump cam for Model 4500 DOMINATOR carburetors.
Profile design delivers an early fuel shot and continues until the pump empties. Part # **20-81**

Accelerator Pump Cam Assortment Kit Part # 20-12

Another great tuning kit from Holley. This one will allow you to "tailor" accelerator pump performance to the engine's actual requirements. Each cam has a different shape or profile to give different results. Cam "lift" directly affects the accelerator pump stroke and, therefore, pump capacity. Ramp profile or shape controls the "timing" of the shot. A steeply-rising ramp shape will give a fast, heavy fuel shot right off idle. Conversely, a gently sloping ramp will spread the pump action over a longer period of time.



Accelerator Pump Conversion Kit - 50cc Part # 20-11

Models 2300, 4150 and 4160

Instantaneous response! Pull strongly throughout the RPM band! A "must" for tunnel ram setups! This kit is for those who demand ultimate performance from their Holley carburetor(s). The Holley 50cc accelerator pump will substantially increase fuel capacity over the standard 30cc pump system. Eliminates flat spots off idle or at any other RPM range. This kit includes everything required for easy installation including new pump housing, stud, arm, diaphragm, spring and longer pump housing screws.

Accelerator Pump

Transfer Tube . . . . . Part # **26-23**
Transfer Tube O-Ring . . . . . Part # **26-38**

26-23

Accelerator Pump Spring (10 pack)

30cc . . . . . Part # **20-108-10**
50cc . . . . . Part # **20-109-10**

26-38

20-108-10

20-109-10

20-78

Pump arm

Models 2300, 4150,
4160 (plastic) . . . . . Part # **20-78**
30cc pump arm (metal) . . . . . Part # **20-114**

20-114

Pump cup/stem

Model 4360 . . . . . Part # **135-1**

135-1

Pump cover - chrome

30cc pump . . . . . Part # **34-504**
50cc pump . . . . . Part # **34-505**

Pump covers (including lever & screws)

30cc pump standard . . . . . Part # **26-139**
30cc pump polished . . . . . Part # **26-139S**
50cc pump standard . . . . . Part # **26-140**
50cc pump polished . . . . . Part # **26-140S**

34-504

"Umbrella" Check Valve ..... Part # 26-41

Diaphragms

30cc (rubber) w/o screws ..... Part # **135-5**
30cc (rubber) w/ screws ..... Part # **135-12**
30cc (GFLT)* w/o screws ..... Part # **135-10**
50cc (rubber) w/o screws ..... Part # **135-7**
50cc (rubber) w/ screws ..... Part # **135-14**
50cc (GFLT)* w/o screws ..... Part # **135-9**
50cc (GFLT)* w/ screws ..... Part # **135-15**

*GFLT Diaphragms are compatible for use with all alcohol base fuels.

26-41

135-5

135-7

135-9

135-10

ACCELERATOR PUMP DISCHARGE NOZZLES

A good selection of accelerator pump discharge nozzle sizes is indispensable to the proper tuning of the accelerator pump system. The nozzle hole size determines the rate of fuel discharge. A larger hole will "shoot" the fuel at a faster rate, and with less pressure, than a smaller hole. Sizes are stamped on each nozzle. For example, the number "31" indicates that the nozzle hole size is .031". Various styles of nozzles are offered by Holley, including the following:

NOTE: **Nozzle sizes .040" and larger include a hollow nozzle screw.**

Straight Type

(includes 2 nozzles & 4 gaskets)
Used on Models 4150, 4160 and 4500

PART #	HOLE
121-118	.018
121-121	.021
121-125	.025
121-128	.028
121-131	.031
121-132	.032
121-135	.035
121-137	.037
121-140 includes hollow pump screw	.040
121-142 includes hollow pump screw	.042
121-145 includes hollow pump screw	.045
121-147 includes hollow pump screw	.047
121-150 includes hollow pump screw	.050

screw hole thread size 12-28

121-131

Anti-Pullover Style

(includes 1 nozzle & 2 gaskets)
Originally used on Models 4165 and 4175

The anti-pullover nozzle can be used on other Models as well. This style was designed to combat the condition that's sometimes called "pump pull-over". That is, as the stream of air rushes past the pump discharge nozzle it has the tendency to "pull" the fuel from the nozzle. The following anti-pullover styles are available:

PART #	HOLE SIZE
121-225	.025
121-228	.028
121-231	.031
121-237	.037
121-240	.040

screw hole thread size 12-28

121-231

Tube Type

(includes 2 nozzles & 4 gaskets)
Used on Models 4150, 4160 and 4500

PART #	HOLE SIZE
121-25	.025
121-28	.028
121-31	.031
121-35	.035
121-37	.037
121-40 includes hollow pump screw	.040
121-42 includes hollow pump screw	.042
121-45 includes hollow pump screw	.045

screw hole thread size 12-28

121-40

Discharge Nozzle Screws

PART #	DESCRIPTION
121-6	Solid
121-7	Hollow
121-8	Hollow (hex head) NEW

Designed for nozzle size .040 & up

Thread 12-28

Accelerator Pump Tuning Kit

Part # **36-184**(B)

Contains a selection of accelerator pump hardware components including pump diaphragms, pump nozzles, pump cams and related parts. For Holley 2-bbl and 4-bbl performance carburetors. See "Kits and Assortments" page in this section for details.

36-184

Center Squirter Nozzle

(Used on 0-4224)

PART #	Hole Size
121-325 (includes 2 gaskets)	.025

Squirter Nozzle Gaskets

PART #	Quantity
1008-844	10/Pkg.

Accelerator Pump Nozzle Check Needle..... Part # 121-5

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

ADAPTERS

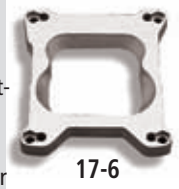
2300 Flange to Large Rochester 2GC . . . Part # **17-43**

Cast aluminum, open (large Rochester pattern 3-3/4" x 2")

17-43

Square Flange to Spread Bore . . . . . . Part # **17-6**

Cast aluminum, 5/8" thick, This adapter will allow any spread bore carburetor to be mounted on manifolds designed originally for 4150 or 4160 carburetors. **WARNING:** Do not use on manifold with "angle-mounted" carburetor


17-6

Square Flange to DOMINATOR . . . . . . Part # **7539**

Cast aluminum, 2" height, This adapter will allow any 4150 or 4160 carburetor to be mounted on a manifold designed originally for a DOMINATOR carburetor

7539

DOMINATOR to Square Bore

Cast aluminum,These adapters allow a DOMINATOR carburetor to be mounted on a manifold designed originally for a 4150 or 4160 carburetor

2-1/4" height . . . . . Part # **17-9**

2" height . . . . . Part # **7466**

17-9

108-37

SPACERS

Spread Bore . . . . . . Part # **108-37**

Phenolic, 5/8" height, will not fit Q-Jet

17-72

2300 Flange . . . . . . Part # **17-72**

Phenolic, 1-11/16" bores 1" height

4150 Flange

Phenolic, 1-9/16" bores

1/2" height . . . . . Part # **17-59**

17-59

Phenolic, open

1/2" height . . . . . Part # **17-62**

17-62

SPACERS (Cont'd)

4150/AFB Flange

Cast aluminum, open

1" height . . . . . Part # **17-27**

17-27

1" height . . . . . Part # **7465**

17-34

Dominator Flange

Phenolic, open,

1" height . . . . . Part # **17-70**

17-57

WEDGE PLATES

Spacer, Wedge Plate (aluminum) . . . . . . Part # **717-1**

7° wedge with square bore flange allows carburetor to sit level on tilted engine installations. Includes gaskets, studs & nuts.

717-1

Spacer, Wedge Plate (aluminum) . . . . . . Part # **717-2**

12° wedge with square bore flange allows carburetor to sit level on tilted engine installations. Includes gaskets, studs & nuts.

717-2

PLENUM DIVIDER KITS

Square Bore Flange . . . . Part # **7460**

Cast aluminum, 5/8" height Allows the use of a plenum divider on an open plenum manifold. **WARNING:** Do not use on manifold with "angle-mounted" carburetor

7460

SEALING PLATE

Spread Bore to Square Bore Flange . . . . Part # **9006**

1/16" height, Allows a square bore carburetor to mount directly to a spread bore manifold with dual bolt pattern and seal properly

9006

Universal Carb Install Kit . . . . . . Part # **20-124**

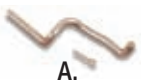
The kit contains all the hardware necessary for most installations of a new 4 bbl carburetor including: mounting studs (including an extra long one for securing throttle cable / kickdown cable brackets), washers, nuts, air cleaner stud, vacuum caps, 3 different throttle cable balls, bushing adapter for large hole of throttle lever, air cleaner gasket and base gaskets for square and spread bore carbs.

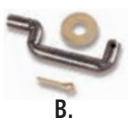
20-124

26-137

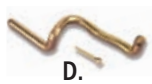
Secondary Adjusting Lever Kit . . . . . .Part # 26-137

Allows quick and easy adjustment of secondary throttle blade idle setting of Holley 4150 series mechanical secondary carburetors without having to remove the carburetor from the intake manifold.


A.


B.

C.


D.

Secondary Connecting Rods

A. Model 4160/4010 vacuum secondary connecting rod . . . . . Part # **20-53**

B. Model 4150/4010 mechanical secondary connecting rod . . . . . Part # **20-54**

C. Model 4175/4011 vacuum secondary connecting rod. . . . . Part # **20-55**

D. Model 4150 vacuum secondary connecting rod. . . . . Part # **20-65**

E. F.

G. H.

Secondary Linkage

E. 1:1 linkage ratio, Model 4500 DOMINATOR. . . . . Part # **20-5**

F. Progressive linkage, Model 4500 DOMINATOR. . . . . Part # **20-6**

G. "Soft" progressive linkage, Model 4500 DOMINATOR. . . . . Part # **20-20**

20-122

Pro Series Secondary Linkage . . . . .Part # 20-122

Universal kit provides a bulletproof method of adjusting secondaries on all Double Pumpers, HPs and Ultra HP carbs. Allows user to pick between 1:1 or progressive secondary linkage. Provides infinite adjustment of secondary throttle blades.

I

J.

K.

N.

O.

P.

26-215

Spark Fitting. . . . . .Part # 26-59

H. Spark Fitting - Metering Block 180° style

Throttle Lever & Cruise Control Studs

I. Throttle & cruise control stud (GM) . . . . . Part # **20-36**

J. Throttle stud; 7/32" dia . . . . . Part # **20-37**

K. Throttle stud; 1/4" dia . . . . . Part # **20-38**

L. Throttle stud; 5/16" dia . . . . . Part # **20-39**

M. Transmission kickdown stud Part # **20-40**

N. Throttle & cruise control stud Part # **20-64**

O. Throttle & cruise control stud (Chrysler) . . . . . Part # **20-67**

P. Throttle ball assortment. . . . . Part # **20-2**

NEW Hand Adjustable Throttle Stop Screw

4150 Ultra HP . . . . . Part # **26-215**

4500 Ultra Dominator. . . . . Part # **26-216**

Q.

Throttle Cable Clip

Q. Cable clip. . . . . Part # **26-104-10**

R.

Throttle Lever Stud Bushing

R. Stud bushing . . . . . Part # **26-103**

4021

Throttle Linkage Kits

Chevy SB (2x4 tunnel ram/ side-mounted carbs . . . . . Part # **4021**

Chevy BB (2x4 tunnel ram/ side-mounted 4150 carbs) . . . . . Part # **4022**

Chevy BB (2x4 tunnel ram/side-mounted DOMINATOR carbs) . . . . . Part # **4032**

Chrysler (2x4 tunnel ram/ side-mounted carbs) . . . . . Part # **4023**

Ford 289/302-351C (2x4 tunnel ram/ side-mounted carbs) . . . . . Part # **4025**

Ford 429 wedge-460 (2x4 tunnel ram/ side-mounted carbs) . . . . . Part # **4027**

Universal (2x4 tunnel ram/ in-line mounted carbs) . . . . . Part # **4000**

4000

Throttle Plate Kits

Each kit contains 4 plates & 8 screws

1-7/16" plate diameter, .152" hole size . . . . . Part # **26-93**

26-93

1-11/16" plate diameter, Ø hole size . . . . . Part # **26-94**

1-11/16" plate diameter, .093" hole size . . . . . Part # **26-95**

26-94

1-11/16" plate diameter, .150" hole size . . . . . Part # **26-96**

1-3/4" plate diameter, .Ø hole size. . . . . Part # **26-97**

1-3/4" plate diameter, .100" hole size . . . . . Part # **26-98**

1-3/4" plate diameter, .125" hole size . . . . . Part # **26-99**

2" plate diameter, Ø hole size . . Part # **26-100**

20-3

Throttle Shaft Conversion Kits

1:1 linkage ratio, 1-11/16" throttle bore size. . . . . Part # **20-3**

20-48-1

Throttle Shaft Service Kits

With Ford A/T kickdown lever; R1850 carburetor . . . . . Part # **20-48-1**

With Ford A/T kickdown lever; R3310 carburetor . . . . . Part # **20-49-1**

Throttle Cable Bracket

Chrome throttle cable bracket and throttle return spring installation. Includes dual stainless steel throttle return springs (P/N 20-89). Works on Holley Models 4150 and 4160 carburetors (GM only) . . . . . .Part # **20-88**

20-88

These throttle cable brackets are designed to be used with Holley spread bore Model 4165/4175 carburetors. They mount off the back carburetor mounting ear and accept the Chevrolet throttle cable. . . . . Part # **20-32**
Part # **20-44**

20-32

Throttle Return Springs (2) . . . . . Part # 20-89

Throttle Solenoid Bracket

Can be used on many Holley aftermarket carburetors. Use with solenoid P/N 46-74.. . . . . Part # **20-9**

Used on Holley Model 4165/4175 carburetors. Used with solenoid P/N 46-74. . . Part # **20-47**

20-47

Transmission Kickdown Throttle Linkage . . . . . .Part # 20-35

This part will bolt to the throttle lever of a Holley Model 4165/4175 carburetor. It will provide an effective mounting point for the transmission kick-down carburetor hookup.

20-35

TH-350 Transmission Kickdown Cable Manifold Bracket . . . . . .Part # 20-45

This bracket is designed to bolt on to a small block Chevrolet V8 intake manifold. It acts as a convenient mounting point for the TH-350 kickdown cable.

20-45

200R4/700R-4 Kickdown Throttle Arm. . . . . .Part # 20-121

Corrects geometry on throttle arm for proper shifts and kickdown action includes bolts and instructions

20-121

200R4/TH-700R4 Transmission Kickdown Cable Carb Bracket

This bracket is designed to be used only on Holley Model 4150 or 4160 carbs. It bolts on the carb flange ear and provides an effective mounting point for the AOD transmission cable and throttle cable. . . . . Part # **20-95**

For Model Holley Model 4011 carbs, bolts on the carb flange ear and provides an effective mounting point for the AOD transmission cable and throttle cable . . . . . Part # **20-100**

20-95

534-202

TPS Kit 4150/4160 NEW
For electric choke Holley carbs Part # **534-202**

Throttle Stop Bracket NEW
For 4150 Ultra HP. . . . . Part # **20-129**

WOT Microswitch Bracket NEW
For 4150 Ultra HP. . . . . Part # **20-130**

20-129

FORD BRACKETS

Transmission Kickdown Lever Extensions. . . . . .Part # 20-41

This handy part is used to extend the Ford O.E. transmission kickdown lever when converting from a 2 bbl to a 4 bbl carburetor.

20-41

Transmission Kickdown Spring & Bracket

The bracket has one mounting hole and a locator pin. For carburetors with a 30cc accelerator pump. . . . . Part # **20-60**

20-60

Bracket has two mounting holes. For carburetors with a 30cc accelerator pump. . . . . .Part # **20-91**

20-91

CHRYSLER THROTTLE LEVER EXTENSIONS

Throttle Lever Extension

This part was originally released for use with Holley square flange carburetors, lists R7987 and R8006. It will relocate the throttle lever mounting point for the accelerator cable.. . Part # **20-14**

20-14

This most popular Chrysler throttle lever extension will install on any Holley square flange carburetor with the universal throttle linkage. It readily accepts the Chrysler throttle lever stud for a simple and convenient throttle hookup. . . . . Part # **20-7**

20-7

UNIVERSAL BRACKETS

Dashpot Bracket

This universal bracket is designed for use with all Holley carburetors that have the universal throttle lever and two threaded bracket mounting holes machined in the throttle body.
Use dashpot **P/N 11-4** . . . . . Part # **20-72**

20-72

This universal bracket is designed for Holley Model 4160 carburetors with universal throttle lever and two threaded bracket mounting holes machined in throttle body.
Use dashpot **P/N 11-4**. . . . . .Part # **20-58**

20-58

Universal bracket designed for Holley Model 4160 carburetors with universal throttle lever. Bracket has one mounting hole and locating pin. Will fit on throttle body that has one machined bracket mounting hole and one "blank" hole.
Use dashpot **P/N 11-4** . . . . . Part # **20-17**

20-17

UNIVERSAL BRACKETS (Cont'd)

20-112

Throttle Cable Bracket - Billet Aluminum . . . Part # 20-112

The perfect finishing touch for street rods, street machines and street/strip cars and trucks. Why go cheap on a throttle return bracket when you can get a good looking, quality piece made of billet aluminum? Let's face it, the throttle cable/return spring bracket is one of the first things your eyes focus on when you lift the hood of any car. You can't help but miss it because it's right out there in the open!

If you're going the route, go the whole way with something that looks good while providing a real measure of safety. This red anodized bracket is multi-adjustable to work on Holley Models 4150 and 4160 carburetors. It includes a dual return spring combination that's perched on a uniquely effective mount. Hardware is all stainless steel to stand up to the rigors of time.The Holley name is boldly engraved and provides a very special touch to this outstanding product.

20-119

Dentent Cable Bracket . . . . . .Part # 20-119

Fits Holley (P/N 20-112) billet cable bracket for 4150-4160 carbs. Adjustable to work with TH350, 700R4 200R4

11-4

Universal Dashpot . . . . .Part # 11-4

Universal dashpot is designed to be used on manual-transmission-equipped vehicles. Its purpose is to prevent engine stalling on sudden deceleration. This dashpot can be used with Holley brackets P/Ns **20-72**, **20-58** and **20-17**.

46-74

Universal Throttle Solenoid . . . . . .Part # 46-74

(includes nut 26-57)
This universal solenoid can be used with Holley bracket
4150 & 4160 Models P/Ns **20-9**
4165 & 4175 Models P/Ns **20-47**.
Also replacement for GM p/n 2060106

NOTE: use for 4150, 4160 & HPs without Ford kickdown

26-57

Universal Solenoid & Dashpot Bracket Locknut. . . . . .Part # 26-57

Hex Size: 1.25"; Thread Size: 7/8"-14

CHOKES SERVICE PARTS

45-228

Choke Control Cable (manual) . . . . . .Part # 45-228

The perfect item to complete your purchase of the Holley manual choke conversion kit. Can also be used on all Holley manual choke carburetors (like the Double Pumpers) or any other manual choke carburetor. Cable length is 6 feet

45-229

Choke Control Cable (manual) Mounting Hardware

Universal bracket mounts inside vehicle, under dashboard, to secure control cable.. . . . . Part # 45-229

45-456

Choke Control Cable (manual) Mounting Hardware

Manual choke cable clamp kit for use only on Holley carburetor Models 4010, 4150 and 4160. Mounts on vacuum secondary housing cover. . . . . Part # 45-456

Choke Conversion Kits (Electric & Hot Air)

These kits can be used to convert Holley carburetors which originally came equipped either with a hot air or manually-operated choke to full automatic/electric operation.

45-223

Carburetors designed with an "internal vacuum source" such as 0-1850, 0-3310, 0-6425 or 0-7448.. . . . . Part # 45-223 (standard finish)
Part # 45-223S (shiny finish)

45-224

Carburetors designed with an "external vacuum source" such as 0-4412, 0-4776, 0-4777, 0-4778, 0-4779, 0-4780, 0-4781
NOTE: 4412 requires P/N 45-465 cam lever when using 45-224 electric choke . . . . . Part # 45-224 (standard finish)
Part # 4-224S (shiny finish)

45-226

Carburetors originally designed with a integral hot air choke; converts to electric.. . . . . Part # 45-226

Dechoke linkage for 45-224 (required for 4412 2bbl). . . . . Part # 45-465

45-225

Choke Conversion Kit (Manual)

All the parts required for a fast, easy changeover to hand choke operation. For all carburetor Models 2300, 4150 and 4160 carburetors with choke hardware mounting bosses on side of main body.. . . . . Part # 45-225 (standard finish)
Part # 45-225S (shiny finish)

45-377

Choke Thermostat Cap Retainer Kits. . . . . .Part # 45-377

Used on Holley carburetor Models 2300, 4150 and 4160.

Electro-Dyn Heat Sensor . . . . . .Part # 45-267

This sensor allows the choke to automatically speed up or slow down its operation by sensing intake manifold and engine block heat.

45-267

Fast Idle Cam . . . . . .Part # 45-376

Used on Holley carburetor Models 4150 and 4160.

45-376

Fast Idle Cam Plate - Chrome . . . . . .Part # 34-506

Used on Holley carburetor Models 4010, 4011, 4150 and 4160. Originally equipped with metal housing

34-506

Miscellaneous Choke Parts

Used on Holley carburetor Models 4150 and 4160.

Choke rod . . . . . Part # 45-520
Choke plate. . . . . Part # 45-458
Choke shaft - metal (.317 dia.). . Part # 45-457

45-520

45-458

45-457

Replacement Electric Choke Caps

Models 4165, 4175 and 4360 . . .Part # 45-230

Carburetor Models 2300, 4150, 4160, 4010 and 4011. Also for Holley choke conversion kits P/Ns 45-223, 45-224, 45-226, . . Part # 45-258

45-258

Carburetor Main Body Retrofit Kits

This retrofit main body kit converts 0-4777 (650 CFM), 0-4778 (700 CFM) and 0-4779 (750 CFM) shiny or dichromate carburetors to a 750 CFM HP main body for increased horsepower, torque and airflow. Eliminates choke tower and associated hardware of standard Holley Double Pumper. Reduces turbulence and smoothes air entry into the venturi. Pre-calibrated at the factory for optimum performance and drivability on a wide variety of applications. Includes assembled main body with adjustable screw-in air bleeds, down-leg boosters, accelerator pump shooters, vent tubes, carb to baseplate gasket, 2 metering block gaskets, 2 float bowl gaskets, 8 bowl screw gaskets and main jets to properly calibrate carb for street or strip

HP main body retrofit kit (shiny) . . . . . Part # 134-300S(B)

HP main body retrofit kit (classic dichromate) . . . Part # 134-300C(B)

134-300S

FUEL FILTERS

This filter features a tube-style design. It holds a very fine 7 micron paper element that's capable of filtering up to 750 gallons of fuel an hour. The filter is constructed of .150" wall aluminum tubing with an outer diameter of 2.5" and a length of 10". Removable end caps have AN pipe threads and are sealed with an O-ring. The caps have female 1/2" pipe threads so any fitting can be installed. The filter is anodized for appearance and protection against corrosion. . . . . Part # 162-517

162-517

Replacement paper filter element for 162-517 fuel filter. . . . . Part # 162-518

162-518

Inlet screen filter for square bowl Part # 26-141

FUEL FILTERS & ELEMENTS

Carburetor Fuel Inlet Brass Filter . . . . . .Part # 162-500

Moraine fuel inlet filter is brass and fits Holley 4-bbl carburetors with center-hung-style float bowls. Also is a stock replacement for Rochester Quadra-Jet carburetors. 2 per package

162-500

In-line Filters

Hose size: 3/8" Chrome finish. . . Part # 162-523

Hose size: 5/16" Chrome finish. . Part # 162-524

162-523

Holley® Billet Fuel Filters

	FILTERS		
	10 Micron	40 Micron	100 Micron
100 GPH Billet HP™(3/8" NPT)	162-550	162-562	162-551
175 GPH Billet HP™ (3/8" NPT)	162-552	162-563	162-553
175 GPH Billet HP™ (-8AN)	162-554	162-555	162-564
260 GPH Billet Dominator™ (-12AN)	162-570	162-571	162-572

	REPLACEMENT ELEMENTS		
	10 Micron	40 Micron	100 Micron
100 GPH	162-556	162-565	162-557
175 GPH	162-558	162-566	162-559
260 GPH	162-567	162-568	162-569
260 GPH Billet Dominator™ (-12AN)	162-570	162-571	162-572

Fuel Inlet Fitting

26-73

For center hung fuel bowl, aluminum red anodized
Size: 7/8-20 to -6AN . . . . . Part # **26-73**

For center hung fuel bowl, aluminum red anodized
Size: 7/8-20 to -8AN . . . . . Part # **26-74**

26-75

For side hung fuel bowl, aluminum red anodized
Size: 9/16-24 to -6AN . . . . . Part # **26-75**

26-143-1

NEW Short -6AN Fuel inlet fitting (black) w/ -8AN o-ring threads for 4150 Ultra HP fuel bowls . . . Part # **26-142-1**

NEW Short -6AN Fuel inlet fitting (red) w/ -8AN o-ring threads for 4150 Ultra HP fuel bowls . . . Part # **26-142-2**

NEW Short -8AN Fuel inlet fitting (black) w/ -8AN o-ring threads for 4150 Ultra HP fuel bowls . . . Part # **26-143-1**

26-76

NEW Short -8AN Fuel inlet fitting (red) w/ -8AN o-ring threads for 4150 Ultra HP fuel bowls. . . . Part # **26-143-2**

NEW Short Fuel inlet plug (black) w/ -8AN o-ring threads for 4150 Ultra HP fuel bowls . . . . . Part # **26-144-1**

26-18-2

NEW Short Fuel inlet plug (red) w/ -8AN o-ring threads for 4150 Ultra HP fuel bowls . . . . . Part # **26-144-2**

26-26

Fuel Inlet Plug

Aluminized red anodized
Size: 7/8-20. . . . . Part # **26-76**

26-145

Steel
Size: 7/8-20 2 per pkg. . . . . Part # **26-18-2**

NEW Steel (small hex) . . . . . Part # **26-145**
size 7/8-20

26-27

Inverted Flare Fittings

Inverted Flare Fitting, Tube: 3/8", Thread:
7/8-20 (A) x 5/8-18 (B) . . . . . Part # **26-26**

Inverted Flare Fitting, Tube: 5/16", Thread:
7/8-20 x 1/2-20. . . . . Part # **26-27**

26-71

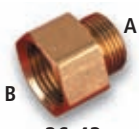
Inverted Flare Fitting, Tube: 5/16", Thread:
9/16-24 x 1/2-20. . . . . Part # **26-71**

26-86

Inverted Flare Fittings (Cont'd)

Inverted Flare Fitting, Tube: 5/16", Thread:
7/16-20 x 1/2-20. . . . . Part # **26-86**

Inverted Flare Fitting, Tube: 1/4", Thread:
7/8-20 x 7/16-24. . . . . Part # **26-28**



26-43

Inverted Flare Fitting, Tube: 3/8", Thread: 9/16-24
(A) x 5/8-18 (B). . . . . Part # **26-43**

26-29

Standard Fittings

Standard Fitting, Hose: 3/8",
Thread: 9/16-24 (A) . . . . . Part # **26-29**

Standard Fitting, Hose: 5/16",
Thread: 9/16-24 (A) . . . . . Part # **26-24**

26-25

Swivel Fitting, Hose: 5/16",
Thread: 9/16-24 . . . . . Part # **26-25**

Standard Fitting (90°), Hose: 5/16",
Thread: 1/2-20 . . . . . Part # **26-44**

26-69

Fittings for Fuel Pressure Gauges. . . . . Part # 26-69

Fuel Pressure Gauge Fitting, 90° male elbow

26-70

Fuel Line Fitting . . . . . Part # 26-70

Fuel Line Adapter, Connect a 3/8" fuel line to a 5/16" fuel line

Fitting Gaskets

108-1

Fuel bowl inlet fitting gasket,
Size: 9/16" . . . . . Part # **108-1**

O-ring inlet fitting for
Ultra HP aluminum bowls. . . . . Part # **108-125**

26-102

Fuel bowl inlet fitting gasket,
Size: 7/8" . . . . . Part # **108-8**

Fuel bowl inlet fitting gasket,
Size: 7/8" - Nylon . . . . . Part # **26-102**

Floats for Holley 2-bbl and 4-bbl performance carburetors come in two basic designs: side hung and center hung. A "side hung float" is so-called because the float arm is attached to the side of the float and it's hung or pivoted from the side of the float bowl. A "center hung float" has its float arm attached to the float center and it's hung or pivoted from the center of the float bowl.

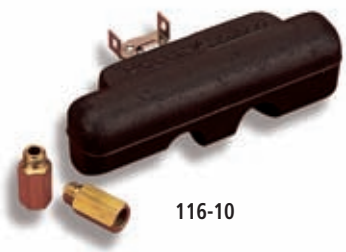
The float material used in any particular carburetor is very often dependent on the carburetor usage. For example, carburetors designed to run on alcohol must use a brass float: carburetors set up for "blow-through" forced induction systems need to use nitrophyl floats; carburetors used on a "draw-through" forced induction system could use either a brass or a nitrophyl float. Today, Holley float designs are manufactured in only brass or nitrophyl, and they are interchangeable, except on secondary 4160 w/ brass center hung floats.

Most Holley performance carburetors have externally-adjustable floats. This feature greatly facilitates one's ability to help keep the carburetor in perfect tune.

116-4

116-3

20-105


116-10

116-15

116-13

Side Hung Float

Nitrophyl (adjustable) . . . . . Part # **116-1**

Nitrophyl (non-adjustable) . . . . . Part # **216-43**

Brass . . . . . Part # **116-4**

Side Hung Float Spring . . Part # **20-123**

Center Hung Float

Brass . . . . . Part # **116-2**

Nitrophyl . . . . . Part # **116-3**

Float Hanger Hardware Kit

Includes fuel bowl hardware for float installation . . . . . Part # **20-105**

Notched Float Hardware Kits

A notched float is an absolute necessity when using main jet extensions! This factory, center hung nitrophyl float is designed with "notches" to clear main jet extensions. This allows the float to operate normally without the possibility of interference from the extensions.

Notched float with two main jet extensions. . . . . Part # **116-10**

Notched float without main jet extensions. . . . . Part # **116-11**

Wedged Floats

A wedged float is a necessity for the circle racer. The wedge is designed so that when you are in a turn, and the fuel has sloshed up the side of the bowl, the fuel will ride up the wedge and allow the float to stay open and not close off prematurely. Holley's new wedged floats also feature a new reinforced float bracket assembly that allows more fuel to flow thru the bracket especially when using a bottom feed needle and seat. Made from Nitrophyl®, the new Holley wedged floats weigh in at approximately 12.8 to 13.2 grams and are available as a primary float, secondary float with notches for jet extensions and a secondary float with notches that includes the jet extensions.

Primary wedged float . . . . . Part # **116-13**

Secondary wedged float without main jet extensions. . . . . Part # **116-14**

Secondary wedged float with main jet extensions . . . . . Part # **116-15**

All trademarks are property of their respective owners

34-2

Fuel Bowl Conversion Kit . . . . . Part # 34-2

Fits Model 4150/4160 single pump carburetors. Converts a carburetor equipped with single inlet, side-hung style fuel bowls, with transfer tube, to dual inlet center-hung fuel bowls. Dual inlet bowls can be plumbed from either side.

Replacement Fuel Bowl Kits

134-101

Replacement primary fuel bowl. Side-hung-float style with provision for transfer tube and accelerator pump. Used on Model 4160 carburetors. (for adjustable needle & seat). . . . . Part # 134-101 (standard finish)
Part # 134-101S (shiny finish)

134-103

Replacement secondary fuel bowl. Side-hung-float style with transfer tube provision only (for adjustable needle & seat). . . . . Part # 134-105 (standard finish)
Part # 134-105S (shiny finish)

134-104

Replacement primary fuel bowl. Center-hung-float style with provision for accelerator pump and fuel inlet. Used on 3310 and Double Pump carburetors.. . . . . Part # 134-103 (standard finish)
Part # 134-103S (shiny finish)

134-102S

Replacement secondary fuel bowl. Center-hung-float style with provision for accelerator pump and fuel inlet. Used on Double Pump carburetors. . . . . Part # 134-104 (standard finish)
Part # 134-104S (shiny finish)

134-108

Replacement secondary fuel bowl. Center-hung-float style with fuel inlet provision only. . . . . Part # 134-102 (standard finish)
Part # 134-102S (shiny finish)

Replacement primary fuel bowl. Standard finish. Center-hung-float style with provision for dual fuel inlets. Used on DOMINATOR carburetors . . . . . Part # 134-108 (standard finish)

134-112

Replacement secondary fuel bowl. Standard finish. Center-hung-float style with provision for accelerator pump and dual fuel inlets. Used on DOMINATOR carburetors.. . . . . Part # 134-112 (standard finish)

134-281

Replacement Fuel Bowl Kits (Cont'd)

Replacement primary fuel bowl for 0-1850 & 0-80457 with non-adjustable needle & seat . . . . . Part # 134-281 (standard finish)
Part # 134-281S (shiny finish)

134-281S

Replacement secondary fuel bowl for 0-1850 & 0-80457 with non-adjustable needle & seat . . . . . Part # 134-282 (standard finish)
Part # 134-282S (shiny finish)

134-282

134-282S

Replacement primary fuel bowl. Side-hung-float style with provision for side fuel inlet off the front face of the bowl. Does not have vent provision. Used on Models 4165 and 4175 spread bore carburetors. . . . . Part # 134-110 (standard finish)

134-110

MARINE Fuel Bowls

Used on Holley Model 2300 two-barrel carburetors. This is a side-hung float design that accepts only the non-adjustable-style needle and seat assembly. The fuel inlet fitting is located off the side wall of the bowl. (front inlet) Part # 34R10935AQ

34R10935AQ

Used on some Holley Model 4160 carburetors. This primary bowl is a side-hung float design, with transfer tube provision, that accepts only the non-adjustable-style needle and seat assembly. The fuel inlet fitting is located off the side wall of the bowl. (front inlet) . . . . . Part # 34R10918AQ

34R10918AQ

Used on some Holley Model 4160 carburetors. This primary bowl is a side-hung float design, with transfer tube provision, that accepts only the non-adjustable-style needle and seat assembly. The fuel inlet fitting is located off the side wall of the bowl. (side inlet). . . . . Part # 34R7800-3AMQ

34R7800-3AMQ

Used on Holley Model 4160 carburetors. This secondary bowl is a side-hung float design, with transfer tube provision, that accepts only the non-adjustable-style needle and seat assembly. . . . Part # 34R5972AQ

34R5972AQ

Fuel Bowl Screws

Long . . . . . Part # 26-124
Short . . . . . Part # 26-125

Aluminum V-Bowls with Clear Sight Glass

Primary fuel bowl, center-hung float style with provisions for accelerator pump and fuel inlet . . . . . Part # 134-71S

134-71S

Secondary fuel bowl, center-hung float style with provisions for fuel inlet only. Used on vacuum secondary carbs. . . . . Part # 134-72S

Secondary fuel bowl, center-hung float style with provisions for accelerator pump and fuel inlet . . . . . Part # 134-73S

Ultra HP Fuel Bowl Primary or Secondary Shiny Finish. . . . . Part # 134-78S

134-78S

Fuel Bowl - Quick Change Jet Kits

Cool your jets! Getting hot under the collar when jet-changing can now be a thing of the past. Holley makes it easy with a "quick change jet kit". Designed for the center-hung-style "race" fuel bowl, the kit will allow you to change jets without having to remove the fuel bowl. Simply unscrew the jet "plugs" which thread into the bowl and use the Holley jet tool to remove the old jet. Screw in the new jets, replace the plugs, and you're ready to ride.

Holley quick change jet kits come complete, ready for installation. They include the quick change fuel bowls, gaskets, washers, seals, fuel bowl plugs and jet tool. Everything that you need for an easy conversion. "Quick Change". A new standard of convenience from Holley.

Model 4500 DOMINATOR carburetors. Primary and secondary dual inlet fuel bowls . . . . . Part # 34-24 (standard finish)

34-509

Model 4150/4160 carburetors. Primary fuel bowl with single fuel inlet . . . . . Part # 34-25 (standard finish)

Model 4150 carburetors. Secondary fuel bowl with single fuel inlet and accelerator pump . . . . . Part # 34-26 (standard finish)

34-27

Model 4150 carburetors. Secondary fuel bowl with single inlet and no accelerator pump . . . . . Part # 34-27 (standard finish)

Service Parts

Replacement jet removal tool. . Part # 26-68

Fuel bowl plug gasket (10) . . . . Part # 108-77

Fuel bowl plug (2). . . . . Part # 26-85

26-68

26-85

Fuel Bowl Kits with Sight Windows

Holley's fuel bowl sight plug window kits will enable you to eyeball the carburetor's fuel level without ever having to remove another sight plug. No muss, no fuss, no mess. Fuel bowls come polished.

Single inlet fuel bowl. Contains primary and secondary bowls (v-bowl). Part # 34-37

Dual inlet fuel bowl. Contains primary and secondary bowls (HP & HPDominator v-bowl) . . . . . Part # 34-38

Sight window service part . . . . Part # 26-112

Fuel Bowl Screw Gasket Kits

Standard replacement paper gasket. . . . . Part # 108-2-20

Reusable nylon gasket. . . . . Part # 108-98-10

108-98-10

Fuel Bowl Sight Plug & Gasket Kits

Standard replacement. . . . . Part # 26-13

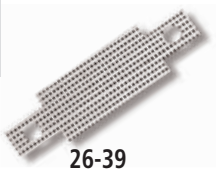
26-13

Replacement see-thru sight plug with O-ring seal (not required for permanent installation). . . . . Part # 26-113

26-113

Fuel Bowl Vent Screen

Helps to prevent fuel from spilling out of the fuel bowl vent tubes. . . . . Part # 26-39



26-39

Fuel Bowl Vent Baffle/Whistle

Designed to be used only with the center-hung style float bowl. They act to prevent fuel from splashing out the vent tube . . Part # 26-89 (1-7/16" length)

Fuel Transfer Tubes

Carb Models 4150 & 4175 . . . Part # 26-114

Carb Models 4160 . . . . . Part # 26-115

Carb Models 4165 . . . . . Part # 26-116

26-115

Fuel Transfer Tube Seals

Works on old-style transfer tubes 2/pkg o-ring. . . Part # 26-37

108-97

Replacement Viton seal for new-style transfer tube . . . . . Part # 108-97

Fuel Bowl Vent Tubes

Replacement vent tube with angle cut (10 pack). . . . . Part # 26-107-10

26-107-10

Viton® is a registered trademark of DuPont Performance Elastomers

Fuel Line Selection Chart

	APPLICATION	CARBURETOR NUMBERS	DESCRIPTION
	4150/4150HP Models with 7/8-20 threads Center to Center = 9.50"	Fits popular list numbers such as 0-4776, 0-4777, 0-4778, 0-4779, 0-80575S, 0-80529-1 and the Street Avenger series etc.	-8AN O-ring port inlet. Tapped for 1/8" NPT pressure gauge
			3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge
			-6AN male inlet
			-6AN Male on both ends
			-8AN Male Inlet
			-8AN Male on both ends
	4150/4150HP Models with 5/8-18 inverted flare fuel fittings Center to Center = 9.50"	Fits popular list numbers such as 0-4776, 0-4777, 0-4778, 0-4779, 0-80575, 0-80529-1 and the Street Avenger series etc.	5/8-18 NPT female inlet. Tapped for 1/8" NPT pressure gauge
	4160 Models with 5/8-18 inverted flare fuel fittings Center to Center = 8.80"	Fits Popular list numbers such as 0-3310, 0-80508, etc	5/8-18 NPT female inlet. Tapped for 1/8" NPT pressure gauge
	4500 Model Dominators with 7/8-20 threads Center to Center = 11.50"	Fits popular list numbers such as 0-8082-1, 0-8896-1, 0-80586, 0-9375-1, 0-9377-1 etc.	-8AN O-ring port inlet. Tapped for 1/8" NPT pressure gauge
			3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge
			-6AN male inlet
			-6AN Male on both ends
			-8AN Male Inlet
			-8AN Male on both ends
	4500 Models with 5/8-18 inverted flare fuel fittings Center to Center = 11.50"	Fits popular list numbers such as 0-8082-1, 0-8896-1, 0-80586, 0-9375-1, 0-9377-1 etc.	3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge
	Universal Fits 4160,4150, and 4500 Models with dual inlet bowls and 7/8-20 Threads		3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge
	Universal Fits 4150, 4500 Models with 7/8 -20 threads		-8 male inlet.3/8" NPT outlet at rear of log.
	Universal Fits 4160,4150, and 4500 Models with 5/8-18 Threads		1/4" NPT female inlet. Tapped for 1/8" NPT pressure gauge
	Universal Fits 4010, 4011 Models		1/4" NPT female inlet. Tapped for 1/8" NPT pressure gauge
	4150 HP Models with -8 O-Ring threads / Center to Center = 9.75 *Carburetor requires a male A.N. fitting to use reccomended lines	0-80801RD, 0-80801BK, 0-80801HB, 0-80802RD, 0-80802BK, 0-80802HB, 0-80803RD, 0-80803BK, 0-80803HB, 0-80804RD, 0-80804BK, 0-80804HB, 0-80805RD, 0-80805BK, 0-80805HB	-6 single in (male)
			-8 single in (male)
			-8 dual in (male)
	4500 HP Models with -8 O-Ring threads 11.75 *Carburetor requires a male A.N. fitting to use reccomended lines	0-80186-3RD, 0-80186-3BK, 0-80186-3HB, 0-8082-3RD, 0-8082-3BK, 0-8082-3HB, 0-7320-3RD, 0-7320-3BK, 0-7320-3HB, 0-8896-3RD, 0-8896-3BK, 0-8896-3HB, 0-80556-3RD, 0-80556-3BK, 0-80556-3HB, 0-80532-3RD, 0-80532-3BK, 0-80532-3HB, 0-9375-RD, 0-9375-BK, 0-9375-HB, 0-9377-3RD, 0-9377-3BK, 0-9377-3HB	-8 dual in (male)

CHROME	BENT TUBE	SWIVEL SEAL™	B-NUT DISASSEMBLY SWIVEL SEAL™	BLACK ANODIZED BILLET	B-NUT DISASSEMBLY SWIVEL SEAL ANO-TUFF & PROLITE 350 HOSE
-	-	-	-	-	-
-	103176ERL	-	-	-	
-	-	101175ERL	-	-	
-	-	101176ERL	-	-	
-	-	101275ERL	-	-	
-	-	101276ERL	-	-	
34-150	-	-	-	-	
34-160	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	102275ERL	-	-	
-	-	102276ERL	-	-	
34-550	-	-	-	-	
-	-	-	-	-	
-	-	-	-	34-39	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	34-45 / 104185ERL	-	34-42 / AT104195ERL
-	-	-	34-46 / 104285ERL	-	34-43 / AT104295ERL
-	-	-	34-47 / 104286ERL	-	34-44* / AT104286ERL
-	-	-	34-49 / 105285ERL	-	34-48 / AT105296ERL

Chrome fuel lines for Holley 2010 & 2300

34-21

Universal 180°. Features 3/8" hose end & 5/8-18 inverted flare fitting

34-22

Universal 90°. Features 3/8" hose end and 5/8-18 inverted flare fitting

Viton® is a registered trademark of DuPont Performance Elastomers *Stainless hose

108-4

Air Cleaner Gasket. . . Part # **108-4**
Diameter: 5″
Thickness: .060″
Quantity: 3/pkg

Air Cleaner Gasket. . . Part # **108-62**
Diameter: 5″
Thickness: .200″

108-71

Air Cleaner Gasket. . . Part # **108-73**
Diameter: 7″
Thickness: .060″

Air Cleaner Gasket. . . Part # **108-71**
Diameter: "D"-shaped
Application:
3x2 Carburetors
Quantity: 3/pkg

108-9

Base Gasket . . . . . Part # **108-9**
Model: 2010 and 2300
Bore Size: 1-13/16″
Thickness: .060″

108-52

Base Gasket and Studs. Part # **108-52**
Model: 2010 and 2300
Bore Size: 1-1/2″
Thickness: .250″

108-51

Base Gasket and Studs. Part # **108-51**
Model: 4150, 4160 and 4180
Bore Size: 1-9/16″
Thickness: .260″

108-58

Base Gasket . . . . . Part # **108-58**
Model: 4150, 4160 and 4180
Bore Size: 1-9/16″
Thickness: .204″

108-18

Base Gasket . . . . . Part # **108-18**
Model: 4010, 4150 and 4160
Bore Size: 1-3/4″
Thickness: 5/16″

108-12

Base Gasket and Studs. Part # **108-12**
Model: 4010, 4150 and 4160
Bore Size: 1-3/4″
Thickness: 5/16″

108-10

Base Gasket . . . . . Part # **108-10**
Model: 4150 and 4160
Bore Size: 1-13/16″
Thickness: 1/16″

Base Gasket . . . . . Part # **108-76**
Model: 4150 and 4160
Bore Size: 1-13/16″
Thickness: 5/32″

108-25

Base Gasket . . . NEW Part # **108-124**
Model: 4150 Ultra HP

Base Gasket
Model: 4165 and 4175
Bore Size: 1-1/2″ pri
2″ sec, ... Part # **108-25**
1-3/8″ pri
2″ sec. . . . . Part # **108-118**
Thickness: 1/4″

108-84-2

Base Gasket . . . . . Part # **108-84-2**
Model: 4500 and 4500 DOMINATOR HP, 2 per pkg. open style. Thickness: 1/16″

108-99

Base Insulator (Phenolic) . Part # **108-37**
Model: 4011, 4165 and 4175
Bore Size: 1-3/8″ primary, 2-3/8″ secondary
Thickness: 5/8″

Base Gasket . . . . . Part # **108-99**
Model: 4500 Dominator HP, 4 hole style
Thickness: .060″

Base Plate . . . . . Part # **108-20**
Model: Rochester, Quadra-Jet
Bore Size: 1-3/8″ primary, 2-3/8″ secondary
Thin stainless steel

108-20

Fuel Bowl Plug Gasket - Quick Change . . . . . Part # **108-77**
All Holley quick change fuel bowls

108-77

Fuel Bowl Screw Gasket . Part # **108-2-20**

All Holley fuel bowl . . . . . screws, 20/pkg

108-2-20

Heat Shield . . . . . Part # **108-70**

Model: 4010, 4150 and 4160

108-70

Transfer Tube O-Ring "old style" . . . . . Part # **26-37**

Use with fuel transfer tube P/N 26-19, P/N 26-20 and P/N 26-21

Transfer Tube Seal "new style" . . . . . Part # **108-97**

Use with fuel transfer tube P/N 26-114, P/N 26-115 and P/N 26-116

108-97

Vacuum Passage Gasket – Cork. . . . . Part # **108-67-20**

Seals vacuum passages to vacuum secondary and automatic choke housings, 20/pkg

108-67-20

Throttle Body Gasket . . Part # **108-40**

Model: 2300 carburetor List R4412. (single)

108-40

Throttle Body Gasket . . Part # **108-74**

Model: 2300 carburetor List R7448 (single)

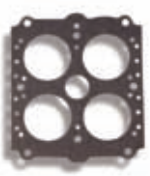
108-74

Throttle Body Gasket . . Part # **108-61**

Models 4150/4160 carburetors (single) Bore Size: 1-7/16" x 1-7/16"

Throttle Body Gasket . . Part # **108-3**

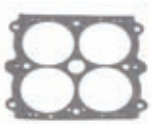
Models 4150/4160 carburetors (single) Bore Size: 1-9/16" x 1-9/16"



108-61

Throttle Body Gasket . . Part # **108-5**

Models 4150/4160 carburetors (single) Bore Size: 1-11/16" x 1-11/16"



108-7

Throttle Body Gasket . . Part # **108-7**

Models 4150/4160 carburetors (single) Bore Size: 1-3/4" x 1-3/4"

Throttle Body Gasket . . Part # **108-57**

Models 4180 carburetor (single)

108-92-2

Blue Non-Stick Fuel Bowl Gasket. . . . . Part # **108-92-2** 2/pkg

For Model 4165 and some 4150/4160 (primary side) . . . Part # **8R1910-1** 100 or more & 2300. Primary bowl gasket for 4175, except computer-contolled. Available in 2/pkg or bulk orders of 100 or more

108-83-2

Blue Non-Stick Fuel Bowl Gasket. . . . . Part # **108-83-2** 2/pkg

Models 2300, 4150/60 & 4500 two circuit carbs. . . . . Part # **8R1911-1** 100 or more Available in 2/pkg or bulk orders of 100 or more

108-28-2

Metering Block Gasket . Part # **108-28-2** 2/pkg

Primary metering block gasket for Model 4160 . . . . . Part # **8R1906-1** 100 or more Chrysler applications beginning in 1968. Available in 2/pkg or bulk orders of 100 or more

108-34-2

Metering Block Gasket . Part # **108-34-2** 2/pkg

For Model 4160, list 0-6270-1 for 340 Chrysler. . . Part # **8R1912** 100 or more Available in 2/pkg or bulk orders of 100 or more

108-35-2

Metering Block Gasket . Part # **108-35-2** 2/pkg

For Model 2300, list 6425, 650 CFM two barrel . . Part # **8R1919** 100 or more Available in 2/pkg or bulk orders of 100 or more

108-100

Metering Block Gasket . Part # **108-100** 2/pkg

3-circuit Model 4150 competition carburetor

Metering Block Gasket . Part # **108-36-2** 2/pkg

Primary & Secondary metering block gasket . . . . Part # **8R2224-1** 100 or more for Model 4500's w/ intermediate systems, Available in 2/pkg or bulk orders of 100 or more

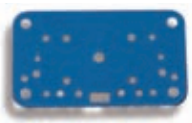
108-36-2

108-55-2

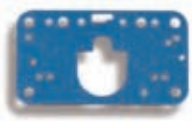
Metering Block Gasket . Part # **108-55-2** 2/pkg
Primary metering block gasket for Model 4180 . . . . Part # **8R1915** 100 or more
Available in 2/pkg or bulk orders of 100 or more.

108-89-2

Blue Non-Stick Metering Block Gasket . . Part # **108-89-2** 2/pkg
For most Model 4150's, some 4160's early 4165's . . Part # **8R1907-1** 100 or more
& most 2300's Secondary metering block gasket on double pumpers. Not used w/ accelerator pump transfer tube. Used on 4500's w/o intermediate idle system. Available in 2/pkg or bulk orders of 100 or more.


108-90-2

Blue Non-Stick Metering Block Gasket . . Part # **108-90-2** 2/pkg
Used as a secondary bowl & metering plate gasket on many 4160's & 4175's Part # **8R1908-1** 100 or more
Available in 2/pkg or bulk orders of 100 or more.


108-91-2

Blue Non-Stick Metering Block Gasket . . Part # **108-91-2** 2/pkg
Used as primary & secondary metering block . . . . . Part # **8R1909-1** 100 or more
gaskets on 4165/75 & a few 4150 carburetors. Used on primary side of some 4160's Used on same carburetors as 108-29 when equipped w/ accelerator pump transfer tube. Not interchangeable with 8R1907 or 108-89-2.Available in 2/pkg or bulk orders of 100 or more.

108-121

Blue Non-Stick Metering Block Gasket . . Part # **108-121** 2/pkg
Primary & Secondary metering block gasket . . . . Part # **8R2224-1** 100 or more
for Model 4500's w/ intermediate systems, Available in 2/pkg or bulk orders of 100 or more

Fuel Bowl Gasket . . . . . Part # **108-56-2** 2/pkg
Primary-bowl gasket for Model 4180. Available in . . . Part # **8R1916** 100 or more
2/pkg or bulk orders of 100 or more.

Fuel Bowl Screw & Gasket Kits

Primary Side (Models 4500, 4175, 4150, 4160) . . . . . Part # **26-124**
Consist of:
(1) 8R1911-1 primary fuel bowl gasket for 2-circuit metering
(1) 8R1910-1 primary fuel bowl gasket Models 4165 & 4175
(4) primary fuel bowl screws & (4) 8R657 fuel bowl screw gaskets

26-125

Secondary Side (Models 4160 and 4175) . . . . . Part # **26-125**
Consist of:
(1) 8R1908-1 secondary metering body gasket
(4) secondary side fuel bowl screws & (4) 8R657 fuel bowl screw gaskets

Secondary Side (Models 4165). . . Part # **26-126**
Consist of:
(1) 8R1910-1 secondary metering body gasket
(4) secondary side fuel bowl screws & (4) 8R657 fuel bowl screw gaskets

Metering Plate Screws/Gaskets . . . . . Part # **26-123**
This kit contains (6) metering plate screws & (1) each of two styles of metering plate gaskets used in Holley 4160 & 4175 carbs. They are also used on the outboard side of a tri-power set-up.

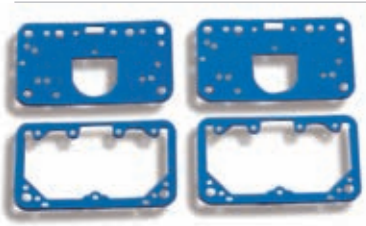
108-27-2

Secondary Metering Plate Gasket . . . . . Part # **108-27-2** 2/pkg
For some Model 4160s. same pattern used on . . . . . Part # **8R1899** 100 or more
metal 34R-1993 metering body plate. Available in 2/pkg or bulk orders of 100 or more.

108-13-2

Secondary Metering Plate Gasket . . . . . Part # **108-13-2** 2/pkg
For Model 4160 Chrysler & outboard Model 2300 on some 3 x 2 applications with diaphragm-operated throttles.

Secondary Sealing Plate. . . . . Part # **108-122**


108-200

These **gasket assortments** have been selected to cover popular Holley four barrels. Each contains the quantities of gaskets shown.

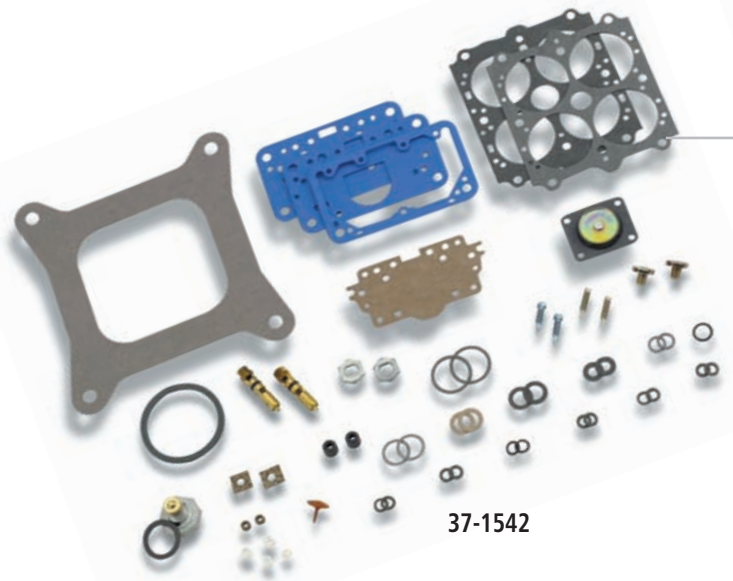
PART # 108-200	PART # 108-201	PART # 108-202	PART # 108-203
(2) 108-89-2	(1) 108-27-2	(1) 108-27-2	(2) 108-91-2
(2) 108-83-2	(1) 108-89-2	(1) 108-90-2	(2) 108-92-2
	(1) 108-90-2	(1) 108-91-2	
	(1) 108-83-2	(1) 108-92-2	

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Trick Kit®

- One kit services all Holley performance carburetors
- Uses genuine Holley quality service parts
- Extra parts provided for performance tuning (pump cams, squirters, etc.)
- Explicit step-by-step instructions
- Includes detailed tuning guide
- Packaging serves as a handy parts tray
- Designed as a master parts package for the serious tuner

37-933



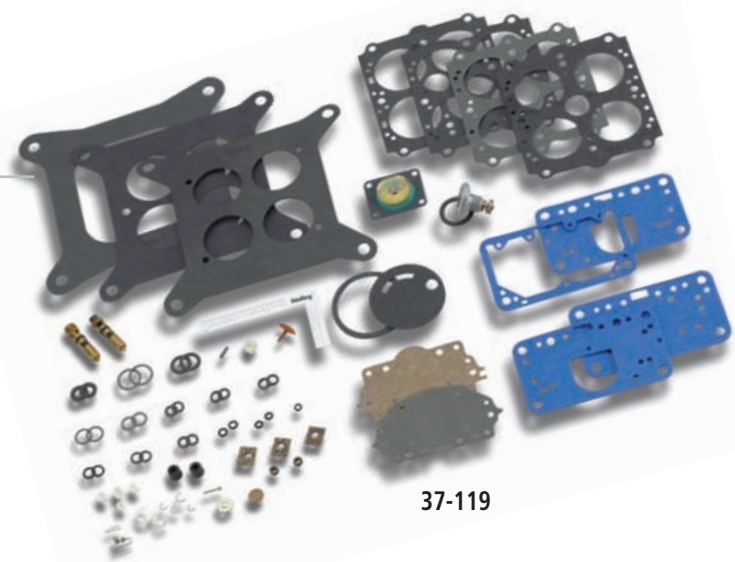
37-1542

Fast Kit®

- Five kits service all Holley performance carburetors
- Uses genuine Holley quality service parts
- Explicit step-by-step instructions
- Includes detailed tuning guide
- Packaging serves as a handy parts tray
- Competitively priced
- Ideal for a quick carburetor freshening

Renew Kit®

- Eleven kits service all Holley performance carburetors
- Uses genuine Holley quality service parts
- Explicit step-by-step instructions
- Includes detailed tuning guide
- Packaging serves as a handy parts tray
- Competitively priced
- Includes small parts for a complete detailed rebuild



37-119

Note: Photos may not be representative of complete kit.

Holley Trick Kit® Part # 37-933

When your Holley performance carburetor is due for a performance rebuild, it's time to get the Holley Trick Kit®, P/N 37-933. This Holley Trick Kit® contains all the parts that you'll need to perform a complete carburetor rebuild on your Holley vacuum secondary or double pump carburetor. Plus it's got extra parts related to carburetor calibration that are required to accomplish a real performance tune. These include accelerator pump discharge nozzles, accelerator pump cams, vacuum secondary springs and extra gaskets. A carburetor exploded view and a detailed tuning guide is also included. The packaging serves as a handy parts tray. This Holley Trick Kit® has it all.

R1848-1
R1849
R1850-2
R1850-3
R1850-4
R1850-5
R2818-1
R3124
R3247
R3310-1
R3310-2
R3310-3
R3310-4
R3310-5
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R3310-6
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R4053
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R4056-1
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R84781
R87448
R89834
R83670
R83770
R85670
R85770

Holley Fast Kit®

Five (5) Holley Fast Kits® cover the entire spectrum of Holley performance carburetors. Holley Fast Kits® include only genuine Holley parts and are also competitively priced. When your Holley is rebuilt using a genuine Holley Fast Kit®, you're assured that original Holley quality is being maintained. Detailed instructions are included. Ideal for a quick refresher of your carburetor.

37-1542
Fits Model 4160

R1848-1
R1849
R1851-2
R1850-3
R1850-4
R1850-5
R1850-10
R1850-11
R1850-12
R1850-13
R3310-2
R3310-3
R3310-4
R3310-5
R3310-6
R3367
R3370
R3810
R3811
R4235
R4236
R4452-1
R4548
R6270-1
R6291
R6299-1
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R6619-1
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R81850
R83310
R83310-1
R83311
R83312
R89834

37-1543
Fits Model 2300

R4412
R4412-1
R4412-2
R4412-3
R7448
R9647
R84412
R87448

37-1544
Fits Model 4150

R4295
R4776
R4776-1
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R83670
R83770
R85670
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R86670
R86770
R76650
R76750

37-1546
Fits Model 4150HP

R80496
R80496-1
R80497
R80507
R80507-1
R80508
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R80540-1
R80541
R80541-1
R80542
R80542-1
R80674
R80675
R80676
R82750
R82751
R82651

37-1548
Fits Model 4150 Ultra HP

NEW

R80801
R80802
R80803
R80804
R80805

37-1547
Fits Model 4500

R4575
R6214
R6464
R7320
R7320-1
R8082
R8082-1
R8082-2
R8896
R8896-1
R9375
R9375-1
R9377
R9377-1
R9377-2
R80186
R80186-1
R80532
R80532-1
R80533
R80533-1
R80556
R80556-1
R80578
R80672
R80673

Holley Renew Kit®

Purchase a Holley Renew Kit® next time a carburetor rebuild is due and you'll be assured of using only genuine Holley factory service parts. This really is the only sure way of knowing that your Holley carburetor will be brought back to original specifications and "like new" condition. The Renew Kit® package includes new gaskets, O-rings, pump diaphragm(s), needle and seat(s), power valve(s), and a detailed instruction sheet to take you step-by-step through the rebuilding process. All the parts and information necessary for a professional rebuild are included. Leave the "guessing" to others. Be assured with Holley brand Renew Kits.

37-119

R1848-1
R1849
R1850-2
R1850-3
R1850-4
R1850-5
R3367
R3370
R4452-1
R4548
R6291
R6520
R6909
R7053-1
R7154
R7413
R9040
R80431
R80432
R80457
R80457-1
R80457-2
R81850

37-474

R4412
R4412-1
R4412-2
R4412-3
R9011
R84412

37-485

R4295
R4296
R4776
R4776-1
R4776-2
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R4777-5
R4777-6
R4778
R4778-1
R4778-2
R4778-3
R4778-4
R4778-5
R4778-6
R4779
R4779-1
R4779-2
R4779-3
R4779-4
R4779-5
R4779-6
R4779-7
R4779-8
R4780
R4780-1
R4780-2
R4780-3
R4780-4
R4780-5
R4780-6
R4781
R4781-2
R4781-3
R4781-4
R4781-5
R4781-6
R4781-7
R4788
R4788-1
R6109
R8156
R8162
R8804
R9022
R9379
R9380
R9381
R80427
R80537
R80776
R80777
R80778
R80779
R80780
R80781
R84476
R84777
R84778
R84779
R84780
R84781
R76650
R76750

37-605

R6210-1
R6210-2
R6210-3
R6211
R6211-1
R66262
R6468-1
R6468-2
R6497
R6498
R6512
R6528
R6711
R6772
R6773
R6774
R6853
R7054

37-720

R6619-1
R8007
R9013
R9015
R9834
R9834-1
R9834-2
R9834-3
R89834

37-754

R3310-2
R3310-3
R3310-4
R3310-4
R3310-5
R3310-6
R80508
R80508-1
R83310
R83310-1
R83311
R83312

37-1536

R6270-1
R6895
R6919
R6989
R7009-1
R7410
R7411
R7448
R7985
R7986
R7987
R8004
R8005
R8006
R8181
R9002
R9210
R9219
R9254
R9647
R9776
R80095
R80098
R80099
R80111
R80112
R80120
R80133
R80134
R80135
R80136
R80137
R80163
R80164
R80165
R80166
R80450
R80451
R80452
R80453
R80454
R80460
R87448

37-1537

R2818-1
R3659
R3660
R3807
R3810
R3811
R4055-1
R4056-1
R4144-1
R4224
R4365-1
R4514-1
R4609
R4628
R4647
R4653
R4670
R4672
R4782
R4783
R4790
R4791
R4792
R6105
R6105-1
R6106
R6107
R6107-1
R6129
R6212
R6213
R6499
R6710
R6910
R7002-1
R7004-1
R7004-2
R7005-1
R7005-2
R7006-1
R7006-2
R7010
R7351
R7397
R7855
R8059
R8059-1
R8060
R8060-1
R8276
R8302
R8546
R8679
R8700
R8879
R9023
R9895
R9923
R9948
R9976
R80128
R80139
R80155
R80169
R80491
R80555

37-1539

R3124
R3247
R3310-1
R3418
R3613
R3910
R4053
R4118
R4346
R4490
R4555
R4575
R4742
R4800-1
R4801-1
R4802-1
R4803-1
R6238-1
R6239-1
R6299-1
R6464
R6708
R6708-1
R6709
R7320
R7320-1
R8082
R8082-1
R8082-2
R8572
R8896
R8896-1
R9029
R9188
R9375
R9375-1
R9377
R9377-1
R9377-2
R9645
R9646
R75010
R75011
R80145
R80159
R80186
R80186-1
R80340
R80340-1
R80436
R80496
R80496-1
R80497
R80498
R80498-1
R80507
R80509
R80511
R80512
R80513
R80514
R80519
R80528
R80528-1
R80529
R80529-1
R80531
R80532
R80533
R80535
R80535-1
R80540
R80541
R80542
R80556
R80672
R80673
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R80675
R80676
R82750
R82751

37-1540

R7454
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R7555
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R7955
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R7958
R8001
R8002
R8003
R8149
R8149-1
R8158
R8203
R8204
R8206
R8479
R8516
R8517
R8642
R8677
R8771
R8874
R8914
R8958
R9112
R9162
R9185
R9192
R9193
R9694
R9777
R9931
R9935
R9973

37-1541

R82010
R82011
R82012
R84010
R84010-1
R84010-2
R84010-3
R84011
R84011-1
R84011-2
R84011-3
R84012
R84012-1
R84012-2
R84012-3
R84013
R84013-1
R84013-2
R84013-3
R84014
R84014-1
R84014-2
R84014-3
R84015
R84015-1
R84015-2
R84015-3
R84016
R84016-1
R84016-2
R84016-3
R84017
R84017-1
R84017-2
R84017-3
R84018
R84018-1
R84018-2
R84020
R84020-1
R84020-2
R84020-3
R84021
R84021-1
R84021-2
R84021-3
R84022
R84022-1
R84023
R84023-1
R84023-2
R84024
R84024-1
R84026
R84026-1
R84026-2
R84028
R84035
R84035-1
R84035-2
R84038
R84039
R84040
R84040-1
R84041
R84041-1
R84042
R84044
R84044-1
R84047
R84047-1

37-934

R80570
R80870
R81570

37-935

R80670
R80670-1
R80770
R80770-1
R81670
R81770
R80783
R83670
R85670
R83770
R85770
R86770
R86670

37-936

R80681
R90470
R90670
R90770
R93670
R93770

Marine Carb Renew Kits®

Renew Kit® original equipment marine rebuild kits are available for all Holley marine carburetors as well as Carter and Rochester. Each kit contains all parts and gaskets that are necessary to restore "like new" performance to your marine carburetor. Detailed instructions are also included to guide you through the rebuilding process. Start off the season with a quality Holley Renew Kit® marine repair kit. It's your guarantee for trouble-free cruising.

Part #	Holley Marine Carburetors
3-396	R6105, R6105-1, R6106, R6107, R6107-1
3-474	R9011
3-485	R9022, R80427, R80466
3-606	R9023
3-720	R9013, R9015, R80341
3-888	R6150
3-1184	R6361, R8572, R9029, R80159
3-1445	R84018, R84018-1, R84018-2, R84023, R84023-1, R84023-2, R84028, R84038, R84039, R84044, R84044-1
3-1447	R84022, R84022-1, R84024, R84024-1, R84026, R84026-1, R84026-2, R84040, R84040-1, R84041, R84041-1, R84042
37-1539	R75010, R75011, R80340, R80340-1
703-1	R4473, R6151, R6152, R6407, R80551
703-28	R9393, R9394, R9399, R9399-1, R50405, R50405-1, R50418, R50462, R50462-1, R50468, R50468-1, R80262, R80264, R80364
703-29	R50419, R50419-1, R50419-2, R50463, R50463-1, R80265, R80315, R80315-1, R80403, R80403-1, R80473, R80473-1, R80492
703-30	R50417, R50417-1, R50461, R50461-1, R50467, R50467-1, R80263, R80320-1
703-32	R7036
703-33	R7128, R7159, R7163, R8159, R9392, R50464, R50470, R80318-1
703-34	R80310, R80310-1, R80310-2, R80391, R80552
703-35	R80311, R80311-1, R80311-2, R80330, R80330-1, R80444
703-36	R80312, R80312-1, R80402, R80402-1
703-40	R80328, R80328-1, R80328-2

Part #	Holley Marine Carburetors
703-41	R80313, R80313-1, R80316, R80316-1, R80321, R80321-1, R80385
703-45	R80309, R80408
703-46	R80180
703-47	R50469, R50469-1, R80319-1, R80383, R80383-1, R80456-1
703-48	R80378, R80378-1
703-49	R80382, R80382-1, R80382-2, R80386, R80386-1
703-50	R80390
703-51	R82020, R82021, R82028, R82028-1, R82029
703-53	R50483, R50483-1, R84046, R84046-1
703-55	R80434
703-58	R80443
703-59	R84037
703-60	R84050
703-66	R80487 Carter
3-352	4695
3-588	3213, 3214, 3392, 3543, 3980, 4476, 4699, 6130, 6212
3-592	2955, 3660, 6310 Rochester
3-466	7023080, 7023186, 7023188, 7023189, 7024080, 7024081, 7024187, 7024188
3-539	7020994, 7020996, 7024083, 7024087, 7024089, 7024180, 7024181, 7025183, 7025184, 7025638, 7025662
3-555	7023182, 7024088
3-670	7044187
703-39	17080560, 17080561, 17080563, 17080564, 17080565, 17084516, 17085013

Electric Fuel Pressure Gauge

Features

- Allows you to monitor fuel pressure while driving
- Dash mounting
- Includes sending unit
- Eliminates guesswork helps pinpoint fuel delivery problems
- Easily plumbs near carburetor fuel inlet

Electric Fuel Pressure Gauge Kit 0-15 psi . . . . . Part # **26-503**

90° elbow to attach to Holley fuel lines . . . . . Part # **26-69**

26-503

Mechanical Fuel Pressure Gauge

Holley offers two (2) types of mechanical fuel pressure gauges: dry and liquid filled. The "dry" gauges are offered in 0-15 and 0-30 PSI increments and are budget priced but not short on quality. The "liquid filled" gauges are also offered in the 0-15 and 0-30 PSI ranges. They contain a liquid glycerin which dampens the needle movement and makes it more linear in operation. Liquid gauges are premium quality instruments which will give years of service.

Features

- 1 1/2" Diameter
- Chromed steel case
- 1/8" NPT brass fitting
- Includes elbow fitting on non-liquid filled (P/N 26-500 & 26-502 only)
- Fits Holley chromed fuel lines and fuel block

26-504

0-15 psi gauge (non-liquid filled) . . . . . Part # **26-500**

0-30 psi gauge (non-liquid filled) . . . . . Part # **26-502**

0-15 psi gauge (liquid filled). . . . . Part # **26-504**

0-30 psi gauge (liquid filled). . . . . Part # **26-505**

90° elbow to attach to Holley fuel line. . . . . Part # **26-69**

90520

Vacuum Boost Gauge Part # 90520

Reads 0-30 inches of vacuum and 0-15 lbs. of boost. Fits standard 2-1/16" diameter gauge hole. Mounting hardware is included.

Vacuum Gauge Part # 26-501

Features

- 2" Diameter
- 0-30 in. HG
- Chromed steel case
- 1/8" NPT brass fitting
- Hose fitting included

26-501

CARBURETOR SMALL PART KITS

Hard-to-find parts are no longer "hard to find" with Holley parts kits. Available carburetor and electric fuel pump small parts kits now eliminate the problem of finding the correct components when rebuilding. The following kits are available:

34-10

Carburetor Small Parts Kit . . . . . .Part # 34-10

This kit consists of a selection of commonly used O-rings, E-rings, C-rings, check balls, washers, cotter pins and rod retainers.

20-124

Universal Carb Install Kit . . . . . .Part # 20-124

The kit contains all the hardware necessary for most installations of a new 4 bbl carburetor including: mounting studs (including an extra long one for securing throttle cable / kickdown cable brackets), washers, nuts, air cleaner stud, vacuum caps, 3 different throttle cable balls, bushing adapter for large hole of throttle lever, air cleaner gasket and base gaskets for square and spread bore carbs.

36-117

Carburetor Small Gasket & Plug Kit . . . . . .Part # 36-117

This kit consists of various small gaskets, plugs and seals for transfer tubes, power valves, vacuum secondary housing, needle and seat hardware and pump discharge nozzles.

36-118

Carburetor Hardware Parts Kit . . . . . .Part # 36-118

This kit consists of carburetor hardware components such as throttle shaft bushings, idle needles, check balls, rods, retainers, screws and plugs.

26-105

Vacuum Cap Assortment. . . . . .Part # 26-105

A selection of different size vacuum tube caps. An indispensable addition to any professional tool kit.

CARBURETOR SMALL PART KITS (cont'd)

36-182

Tuning/Calibration Kit

Double pump carburetors . . .Part # 36-182(B)

This tuning kit contains a selection of main jets, pump nozzles and power valves, in popular sizes, all contained in a handy and durable, compartmentalized plastic case. Ideal for track-side tuning, this kit provides a quick and easy way to accomplish your carburetor tuning with the correct parts. In addition, the parts case allows you to keep parts organized and readily at hand. A handy parts guide is affixed to the inside case cover. Numbers referenced on the parts guide will assist in reordering components when necessary. Gaskets are included to facilitate carburetor reassembly.

The following parts are included:

Qty	Description
4 each of	Eight (8) metering jet sizes ranging from #70 to #84
2	#35 Pump Nozzle
2	#37 Pump Nozzle
1	#35 Power Valve
1	#45 Power Valve
1	#50 Power Valve
12	Metering Block Gaskets
12	Fuel Bowl Gaskets
—	Miscellaneous pump nozzle, power valve and fuel bowl screw gaskets

36-184

Accelerator Pump Tuning Kit

Holley 2-bbl & 4-bbl Performance Carburetors . . . .Part # 36-184

This tuning kit is composed of a selection of accelerator pump hardware components including pump diaphragms, pump nozzles, pump cams and related parts. Contained in a convenient plastic parts case, this kit has all that is required to properly tune and calibrate the accelerator pump circuit(s) for your street, drag or circle track car or tow vehicle. A handy parts guide is affixed to the inside case cover to assist in reordering components when necessary.

The following parts are included:

Qty	Description
2 each of	Twelve (12) pump discharge nozzle sizes ranging from .025 to .052
2 each of	Ten (10) accelerator pump cam profiles (colors)
5	50cc GFLT pump diaphragm
5	30cc GFLT pump diaphragm
—	Miscellaneous screws, gaskets, check valves and weights

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Alcohol Jets

5/16-32 UNF thread

Holley alcohol jets are specially designed to work only with the following Model 4150 HP carburetors: 0-80542 (650 CFM), 0-80535 (750 CFM) and 0-80498 (950 CFM). The unique metering blocks used with these carburetors are designed to accept the physically larger size of this main jet.

There are two (2) jets per package.
The following sizes are available:

STANDARD LENGTH JET NO.	DRILL SIZE
122-132	.132
122-136	.136
122-138	.138
122-140	.140
122-142	.142
122-144	.144
122-146	.146
122-148	.148
122-150	.150
122-152	.152
122-154	.154
122-156	.156
122-158	.158
122-160	.160
122-164	.164
122-168	.168
122-172	.172
122-176	.176
122-180	.180
122-184	.184
122-188	.188
122-192	.192
122-196	.196
122-200	.200

NOTE: Alcohol jet kits are available. A selection of alcohol jet sizes can be ordered under **P/N 36-201.**

Emulsion Jets

(6/32 UNF Thread)

P/N	Hole Size
142-00	.000"
142-20	.020"
142-21	.021"
142-22	.0225"
142-24	.024"
142-25	.025"
142-26	.026"
142-28	.028"
142-29	.0292"
142-31	.031"
142-32	.032"
142-33	.033"
142-35	.035"
142-36	.036"
142-37	.037"
142-38	.038"
142-39	.039"
142-40	.040"
142-41	.041"
142-42	.042"
142-43	.043"
142-46	.0465"
142-52	.052"
142-55	.055"
142-59	.0595"
142-62	.0625"
142-64	.0635"
142-67	.067"
142-70	.070"
142-73	.073"
142-76	.076"
142-78	.078"

Standard Main Jets

(1/4-32 UNF Thread)

P/N	Hole Size
122-40	.040"
122-41	.041"
122-42	.042"
122-43	.043"
122-44	.044"
122-45	.045"
122-46	.0465"
122-47	.047"
122-48	.048"
122-49	.048"
122-50	.049"
122-51	.050"
122-52	.052"
122-53	.052"
122-54	.053"
122-55	.054"
122-56	.055"
122-57	.056"
122-58	.057"
122-59	.058"
122-60	.060"
122-61	.060"
122-62	.061"
122-63	.062"
122-64	.064"
122-65	.065"
122-66	.066"
122-67	.0663"
122-68	.0685"
122-69	.0693"
122-70	.0735"
122-71	.0750"
122-72	.0755"
122-73	.0790"
122-74	.0800"
122-75	.0820"
122-76	.0840"
122-77	.0855"

P/N	Hole Size
122-78	.0870"
122-79	.0890"
122-80	.0890"
122-81	.0920"
122-82	.0940"
122-83	.0975"
122-85	.0985"
122-86	.1000"
122-87	.1015
122-88	.1025"
122-89	.1045"
122-90	.1055"
122-91	.1085"
122-92	.1100"
122-93	.1125"
122-94	.1155"
122-95	.1165"
122-96	.1195"
122-97	.1210"
122-98	.1240"
122-99	.1260"
122-100	.1285"
122-101	.1260"
122-102	.1280"
122-103	.1300"
122-104	.1340"
122-105	.1370"
122-106	.1410"
122-107	.1450"
122-108	.1470"
122-109	.1500"
122-110	.1560"

Note: Jet hole sizes provided for reference only. All Holley jets are sized by actual flow and may vary from sizes above.

Main Jet Tap . . . . . Part # **26-1**
Used for "cleaning up" main jet threads in the metering block

26-1

Air Bleeds

126-55-10

Models 4150 HP and 4500 DOMINATOR HP

Replaceable air bleeds for the idle, intermediate and high speed circuits. All bleeds are #10-32 UNF thread. Note: the "-10" indicates a quantity of ten (10) bleeds per package.

Air Bleed	Drill Size
126-23-10	.023
126-24-10	.024
126-25-10	.025
126-26-10	.026
126-27-10	.027
126-28-10	.028
126-29-10	.029
126-30-10	.030
126-31-10	.031
126-32-10	.032
126-33-10	.033
126-34-10	.034
126-35-10	.035
126-36-10	.036
126-37-10	.037
126-38-10	.038
126-39-10	.039
126-40-10	.040
126-41-10	.041
126-43-10	.043
126-45-10	.045

Air Bleed	Drill Size
126-47-10	.047
126-49-10	.049
126-51-10	.051
126-53-10	.053
126-55-10	.055
126-57-10	.057
126-59-10	.059
126-61-10	.061
126-63-10	.063
126-65-10	.065
126-67-10	.067
126-69-10	.069
126-70-10	.070
126-71-10	.071
126-72-10	.072
126-73-10	.073
126-74-10	.074
126-75-10	.075
126-76-10	.076
126-77-10	.077
126-78-10	.078

Air Bleed Specifications
4150 HP and 4500 DOMINATOR HP

CARBURETOR LIST NO.	IDLE BLEED	INTERMEDIATE BLEED	HIGH SPEED
R7320-1	53	N/A	28
R8082-2	71	N/A	37
R8896-1	53	63	40
R9375	39	N/A	25
R9375-1	53	63	34
R9377-1	40	61	28
R75010	40	61	33
R75011	49	61	28
R80186-1	73	N/A	36
R80340-1	71	N/A	34
R80496	72	N/A	32
R80496-1	74	N/A	32
R80498	55	N/A	30
R80507	73	N/A	OPEN CHANNEL
R80509	72	N/A	32
R80511	73	N/A	33
R80513	75	N/A	25
R80514	73	N/A	32
R80528-1	75	N/A	36
R80529-1	72	N/A	32
R80532	51	61	28
R80533	53	65	36
R80535-1	61	N/A	31
R80540	74	N/A	45
R80541	72	N/A	45
R80542	59	N/A	33
R80556	51	59	31
R80586	28	54	28
R80672	59	51	32
R80673	59	51	31
R80674	72	N/A	45
R80675	75	N/A	36
R80676	68	N/A	32
R80785	72	N/A	32
R82750	75 (primary)	N/A	25
	28 (secondary)	N/A	36
R82751	71 (primary)	N/A	25
	28 (secondary)	N/A	36
134-300	75	N/A	36
R80801	73	N/A	40
R80802	70	N/A	40
R80803	73	N/A	36
R80804	67	N/A	34
R80805	70	N/A	32

Air Bleed Assortment Kit Part # 36-240(B)

4500 DOMINATOR HP and 4150 HP Carburetors

This air bleed kit is a must when track-tuning a 4500 DOMINATOR HP carburetor for maximum performance. The kit includes four (4) of each air bleed size from #23 to #78. All bleeds are #10-32 UNF thread. Air bleeds are contained in a plastic case that is designed to keep them separated and make them easily accessible.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Jet Assortment Kit Part # 36-181(B)

Holley 2-bbl and 4-bbl Performance Carburetors

The Holley jet assortment kit is the professional way to track-tune your Holley carburetor for top performance. This kit consists of two (2) each of thirty-six (36) different jet sizes, ranging from #64 to #99. The jets are contained in a plastic case that is designed to keep them separated and make them easily accessible. Jet sizes selected will give the broadest range of adjustment and tuning for most performance carburetor applications. 1/4 - 32 thread.

Emulsion Bleed Kit Part # 36-322(B)

This kit contains a selection of emulsion bleeds that can be used for tuning the 0-80507-1 & 0-80507-2 carburetor. 6 - 32 thread. It consist of the following:

OPTIONAL PARTS & KITS

DESCRIPTION	Qty
Emulsion Jet Blank	10
Emulsion Jet 0.020	10
Emulsion Jet 0.031	10
Emulsion Jet 0.040	10
Emulsion Jet 0.046	10
Emulsion Jet 0.052	10

Alcohol Jet Kit Part # 36-201(B)

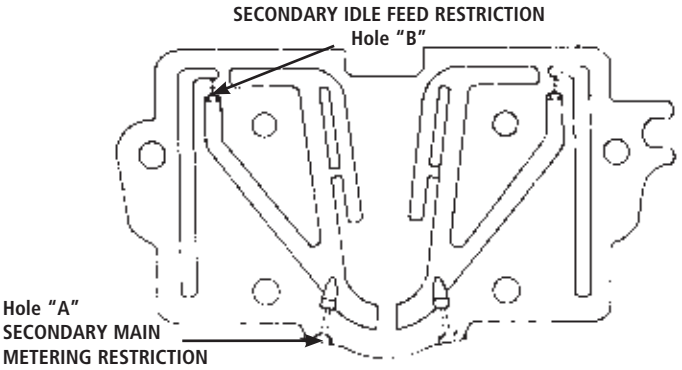
This Holley jet assortment kit consists of 4 EA. of 24 standard length jets that range in size from .132" to .200". These jets will not fit the standard Holley metering block; they are designed to fit only the 750 and 950 CFM HP and 0-80586 HP DOMINATOR alcohol carburetors featured elsewhere in this catalog. The assortment is packaged in a durable plastic carrying case. 5/16 - 32 thread.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

Metering Plates

Many Holley performance carburetors use a secondary metering plate, with drilled restrictions, rather than a secondary metering block, with removable jets. When recalibrating the secondary side on such a carburetor a change of the secondary metering plate is required.

The picture, below, shows a typical secondary metering plate. Noted are the secondary idle feeds (Hole "B") and the secondary main metering restrictions (Hole "A"). These, in turn, relate to the chart with which the metering plate specifications can be determined.



Holley Secondary Metering Plates

MAIN HOLE "A"	IDLE HOLE "B"	HOLLEY P/N	PART STAMPED
.052	.029	34R9716-34	34
.055	.026	34R9716-3	3
.059	.029	34R9716-32	32
.067	.026	134-8	8
.067	.031	134-9	9
.070	.026	34R9716-6	6
.073	.029	134-39	39
.073	.031	134-37	37
.076	.028	34R9716-22	22
.076	.031	34R9716-12	12
076	.035	34R5113-3	3
.081	.040	134-21	21
.089	.040	34R9716-27	27
.096	.040	34R9716-45	45

Metering-Plate-to-Main-Jet Correlation Chart

The chart below can be used as a guide when correlating main metering jet part numbers to secondary metering plates. This is necessary when converting the secondary metering plate to a metering block, with replaceable jets, as with the conversion kits listed above.

SECONDARY METERING PLATE PART #	EQUIVALENT MAIN JET PART #
134-8	122-64
134-9	122-64
134-21	122-75
134-37	122-69
134-39	122-69
34R5113-3	122-65
34R9716-3	122-56
34R9716-6	122-69
34R9716-12	122-73
34R9716-22	122-65
34R9716-27	122-79
34R9716-54	122-75
34R9716-59	122-56

Metering Block Service Parts

Main Jet Extensions

Part # **122-5000** (1/4 - 32 thread)

An improved jet extension design that actually screws into the metering block. The main metering jet then threads into the end of the extension. The installation effectively moves the fuel entry point for the main jet out into the fuel bowl. In this location it cannot be uncovered by fuel, causing a lean condition, during periods of hard acceleration or braking. 2/Pkg.

WARNING: Requires the use of special notched" floats to achieve proper clearance and enable the float to operate normally.

Idle Mixture Screw

Part # **26-101**

Accessible, large head style

Idle Mixture Screw Gasket

Part # **26-110-10**

Replacement cork gasket (Pkg. 10)

Metering Block Plugs

Part # **26-111-10**

Main well plugs (Pkg. 10)
.258" diameter

Idle Mixture Screw Gasket

Part # **108-126** NEW

Used on billet blocks (Pkg. 10)

34-6

Metering Blocks

Model 4160 to 4150 Conversion Kits

NOTE: Illustrated is a typical kit. Fuel bowls are not included and the metering block has no provision for a power valve. Both a "shiny finish" and a "standard finish" are available as denoted right.

Part #	FINISH	APPLICATION
34-6	standard	0-1850 or most any Model 4160 with side hung float bowls
34-6S	shiny	0-1850S & 0-80457S
34-13	standard	0-3310 or most any Model 4160 with center hung float bowls
34-13S	shiny	0-3310S & 0-80508S

Needle & Seat Assemblies

Holley offers a number of needle and seat assemblies for its carburetors. The configuration of the needle and seat assembly and its seat size depend on carburetor application, CFM size and type of fuel bowl used. Operation is simple. Needle movement is controlled by a metal tang on the float arm. Upward movement of the float causes the needle to close the seat; downward float movement causes the needle to open the seat. Seat size determines how much fuel can flow at a certain pressure. A bigger seat size will flow more fuel; a smaller seat size will flow less fuel at a given pressure.

"Viton®" Inlet Needles

Most Holley performance carburetors come equipped with a Viton®-tipped needle. The Viton® needle design is resistant to dirt and conforms nicely to the shape of the seat for superior sealing. **For this reason it is not recommended to use a steel or titanium needle, except for racing. Thread diameter 3/8 - 32**

Seat Size	Type*	Part#
.097"	Adjustable (single pack)	6-506
.097"	Adjustable (single pack)	6-508
.110"	Adjustable (single pack)	6-504
.120"	Adjustable (2 pack)	6-518-2
.0785"	Non-Adjustable (single pack)	6-511
.110"	Non-Adjustable (single pack)	6-510
.097"	Off-Road (single pack)	6-513

Viton® is a registered trademark of
Dupont Performance Elastomers

"Titanium" Inlet Needle
Part # 6-521

With a .150" seat, this needle and seat assembly is about as big as you can get. What's really trick, though, is that the needle is made of titanium! This needle design is very responsive to changes in flow rates and has excellent sealing capabilities.

6-506

6-511

6-513

6-502

6-521

"Steel" Inlet Needles

"Steel-tipped" inlet needles are necessary when using exotic racing fuels or alcohol or when using benzine or acetone additives. A .097" seat size should be used for small four barrel carburetors; a .110" seat size should be used for carburetors up to 735 CFM; larger seat sizes should be used with carburetors 750 CFM and larger. The following steel inlet needle and seat assemblies are available from Holley.

Seat Size	Type*	Part#
.097"	Adjustable (2 pack)	6-501-2
.110"	Adjustable (2 pack)	6-500-2
.120"	Adjustable (2 pack)	6-502-2
.130"	Adjustable (2 pack)	6-515-2
.150"	Adjustable (2 pack)	6-519-2

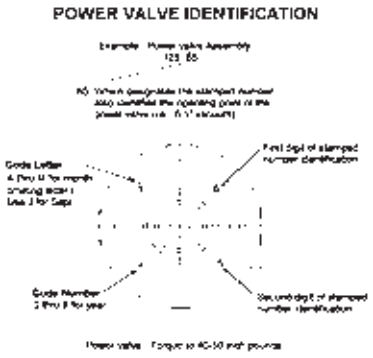
* "Type" refers to the needle and seat design. The "adjustable" needle and seat design allows external float adjustment, without removing the fuel bowl. The "non-adjustable" needle and seat design does not provide for external float adjustment. The fuel bowl must be removed for this procedure. All Holley Model 2010, 2300, 4010, 4011, 4150, 4160, 4165, 4175 and 4500 DOMINATOR carburetors will take either one version or the other. Center hung fuel bowls use only the "adjustable" style needle and seat, as do all Model 2010, 4010, 4011 and 4500 DOMINATOR carburetors. Side hung fuel bowls have come in a variety of styles over the years and have used both the "adjustable" and "non-adjustable" styles needle and seats.

Adjustable Needle and Seat Hardware Kit Part # 34-7

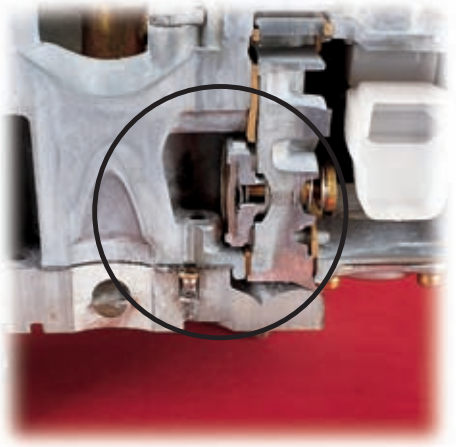
This Kit contains:

1 EA Adjusting nut with gasket
1 EA Locking screw with gasket
1 EA O-ring

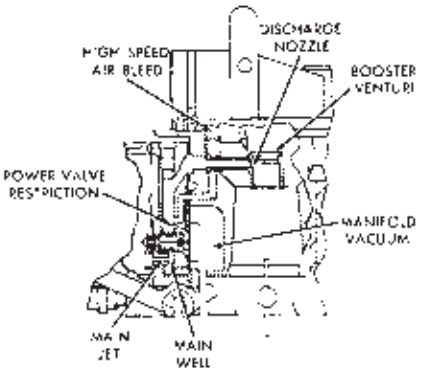
The Truth About The Power Valve



Cut-away of power valve blow-out protection.



Power Enrichment System



Power Enrichment System.

The power enrichment system supplies additional fuel to the main system during heavy load or full power situations. Holley carburetors utilize a vacuum operated power enrichment system and a selection of power valves is available to "time" this system's operation to your specific needs. Each Holley power valve is stamped with a number to indicate the vacuum opening point. For example, the number "65" indicates that the power valve will open when the engine vacuum drops to 6.5" or below. An accurate vacuum gauge, such as Holley P/N 26-501, should be used when determining the correct power valve to use. A competition or race engine which has a long duration high overlap camshaft will have low manifold vacuum at idle speeds. If the vehicle has a manual transmission, take the vacuum reading with the engine thoroughly warmed up and at idle. If the vehicle is equipped with an automatic transmission, take the vacuum reading with the engine thoroughly warmed up and idling in gear. In either case, the power valve selected should be 1/2 the intake manifold vacuum reading taken. EXAMPLE: 13" Hg vacuum reading divided by 2 = 6.5 power valve. If your reading divided by 2 lands on an even number you should select the next lowest power valve. EXAMPLE: 8" Hg vacuum reading divided by 2 = 4 power valve. Since there is no #4 power valve you should a 3.5.

Most of the popular Holley "Street Legal" and "Street Performance" carburetors incorporate a power valve blow-out protection system. A special check valve is located in the throttle body expressly for this purpose. This check valve is designed to be normally open but will quickly seat to close off the internal vacuum passage when a backfire occurs. Once closed, the check valve interrupts the pressure wave caused by the backfire, thus protecting the power valve.

If you have a carburetor older than 1992 (or you have experienced an extreme backfire) and expect a blown power valve, use this simple test. TEST: At idle turn your idle mixture screws (found on the side of the metering block) all the way in. If your engine dies the power valve is not blown.

TECH TIP

Power Valves and Carburetors for Superchargers

Holley carburetors that are intended for use with superchargers, have a unique capability that allows their power valves to reference the intake manifold vacuum below the supercharger. This allows the power valve to operate as it should, based off intake manifold vacuum. A power valve provides further enrichment to the main metering system under load (low vacuum) conditions. Without this external referencing, the power valve would be "reading" the supercharger boost pressure, which has no bearing on the engine load.

THE TRUTH ABOUT POWER VALVES USED WITH HOLLEY CARBURETORS

There still seems to be a lot of misconception about Holley carburetors blowing power valves. Nothing could be further from the truth. Holley performance carburetors built since 1992 have utilized a power valve check system that effectively eliminated this infrequent problem. Consisting of a spring, brass seat and check ball, the check ball system is 100% effective protecting the power valve diaphragm from damage due to engine backfire.

The power valve check ball is designed to be normally open but quickly seals to close off the internal vacuum passage when a backfire occurs. Once closed, the check valve interrupts the pressure wave generated by the backfire, thus protecting the power valve diaphragm. There is no way that the power valve's diaphragm can rupture due to an engine backfire!

Power Valves

Single-Stage (includes gasket)

PART #	OPENING VACUUM
Standard Flow	
125-10	1.0" Hg
125-25	2.5" Hg
125-35	3.5" Hg
125-45	4.5" Hg
125-50	5.0" Hg
125-55	5.5" Hg
125-65	6.5" Hg
125-75	7.5" Hg
125-85	8.5" Hg
125-95	9.5" Hg
125-105	10.5" Hg
High Flow	
125-125	2.5" Hg
125-135	3.5" Hg
125-145	4.5" Hg
125-155	5.5" Hg
125-165	6.5" Hg
125-185	8.5" Hg
125-1005	10.5" Hg

125-65

Two-Stage* (includes gasket)

PART # Model 4160	1ST STAGE OPENING	2ND STAGE OPENING
125-206	12.5" Hg	5.5" Hg
125-207	10.5" Hg	5.0" Hg
125-208	10.5" Hg	5.5" Hg

* Two-stage power valves ARE NOT RECOMMENDED for performance applications.

Power Valve Check Ball Kit
Part # 125-500

Power valve "blowout" protection can now be added to pre '92 Model 2300, 4150 and 4160 carburetors. Consisting of a spring, brass seat and check ball, this kit will effectively protect the power valve and is easy to install. Included is the proper drill bit size, with stop, to facilitate installation. Detailed instructions are included.

125-500

Power Valve Plug and Gasket
Part # 26-36

Racers sometimes will prefer to run without a power valve. In these cases a power valve plug must be used to block the power valve circuit. Furthermore, jet sizes must be increased to compensate for loss of the fuel enrichment provided by the power valve. An increase of 6 to 8 jet sizes will, in most cases, be enough compensation. It's advisable, however, to "read" the spark plugs and verify proper jetting. Power Valve Thread: 1/2-28

26-36

Tools

Installation Tool Kit with Inserts & Tap . . . . . Part # **26-2**
NOTE: need 15/64" drill bit

26-2

Replacement Heli-Coil Inserts for 26-2 kit . . . . . Part # **26-3**
Use to repair stripped fuel bowl screw threads in a carburetor main body

Main Jet Removal Tool . . Part # **26-68**
Used for jet removal

26-68

Main Jet Tap . . . . . Part # **26-1**
Used for "cleaning up" main jet threads in the metering block

26-1

Rich/Lean Indicator with Oxygen Sensor . . . . . Part # **534-51**
For carbureted, non-oxygen-sensor-equipped vehicles. Mounts on the dash and allows the monitoring of the air/fuel ratio of your engine while you drive. Enables more exact tuning.

534-51

Rich/Lean Indicator with out Oxygen Sensor . . . . . Part # **534-50**
For fuel injected vehicles or those that already are equipped with an oxygen sensor. Enables more exact tuning.

Holley Wide Band 02 Controller with Gauge . . . . . Part # **534-201**
Accurately measure any air/fuel ratio between 10:1 and 18:1. This allows the engine tuner to read the air/fuel ratio in real time for extremely accurate tuning.

534-201

Vacuum Secondary Diaphragms

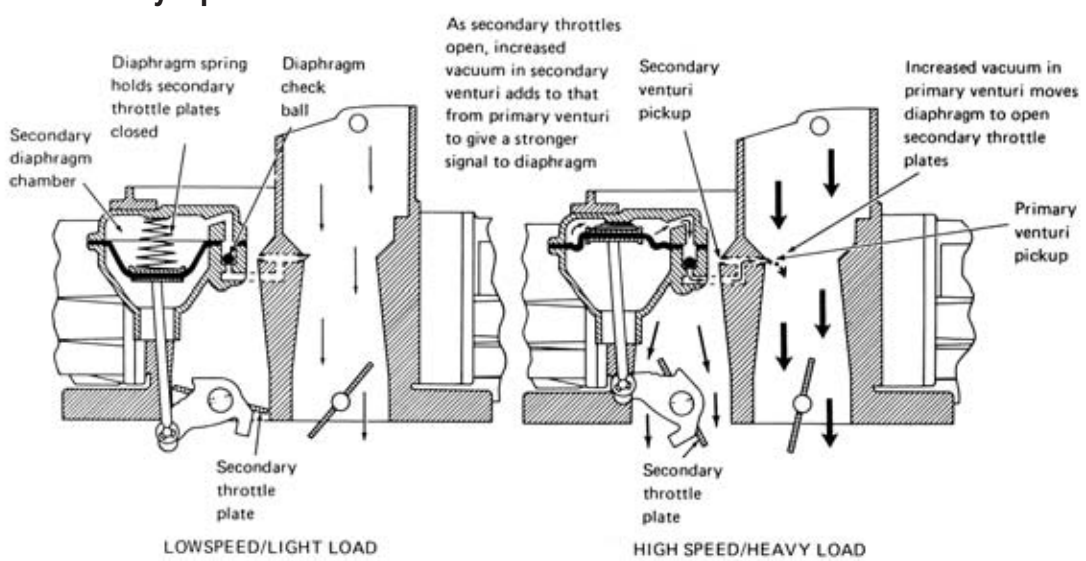
Carburetor number	Diaphragm
R1848-1	135-2
R1849	135-4
R1850(ALL)	135-4
R2929	135-3
R2953-1	135-3
R2973	135-3
R3116	135-3
R3220	135-2
R3259-1	135-3
R3300	135-3
R3301	135-3
R3310(ALL)	135-4
R3410	135-3
R3411	135-3
R3418-1	135-3
R3659	135-6
R3977	135-3
R4118	135-3
R4168	135-3
R4174	135-3
R4201	135-3
R4202	135-3
R4235	135-3
R4236	135-3
R4279	135-3
R4280	135-3
R4365-1	135-6
R4382-1	135-6
R4383-1	135-6
R4393-2	135-6
R4394-2	135-6
R4452-1	135-4
R4548	135-4
R4671	135-6
R4672	135-6
R4789	135-6
R4790	135-6
R6127	135-3
R6128	135-3

Carburetor number	Diaphragm
R6129	135-3
R6291-1	135-4
R6299-1	135-2
R6520	135-4
R6619	135-4
R6909	135-4
R6919	135-4
R6979	135-4
R6989	135-4
R7002	135-4
R7004	135-4
R7005	135-4
R7006	135-4
R7009	135-4
R7010	135-4
R7053-1	135-4
R7154	135-4
R7351	135-4
R7397	135-4
R7855	135-4
R7985	135-4
R7986	135-4
R7987	135-4
R8004	135-4
R8005	135-4
R8006	135-4
R8007	135-2
R8059	135-4
R8060	135-4
R8181	135-4
R8207	135-4
R8276	135-4
R8302	135-4
R8546	135-4

Carburetor number	Diaphragm
R8679	135-4
R8700	135-4
R8879	135-4
R9002	135-4
R9040	135-4
R9188	135-4
R9219	135-4
R9210	135-4
R9626	135-4
R9834	135-4
R9895	135-4
R9923	135-4
R9948	135-4
R9976	135-4
R80073	135-4
R80098	135-4
R80099	135-4
R80111	135-4
R80112	135-4
R80128	135-4
R80133	135-4
R80134	135-4
R80135	135-4
R80136	135-4
R80137	135-4
R80139	135-4
R80140	135-4
R80145	135-4
R80155	135-4
R80163	135-4
R80164	135-4
R80165	135-4
R80166	135-4
R80169	135-4
R80431	135-4

Carburetor number	Diaphragm
R80432	135-4
R80436	135-4
R80450	135-4
R80451	135-4
R80452	135-4
R80453	135-4
R80454	135-4
R80457	135-4
R80460	135-4
R80476	135-4
R80491	135-4
R80497	135-3
R80508	135-4
R80512	135-3
R80519	135-3
R80529	135-3
R80555	135-3
R80670	135-4
R80681	135-4
R80770	135-3
R80870	135-3
R81850	135-4
R82750	135-3
R83310	135-4
R83311	135-4
R83312	135-4
R84010	135-4
R84011	135-4
R84014	135-3
R84015	135-3
R84020	135-4
R84021	135-3
R84035	135-4
R84047	135-4
R89834	135-4
R90570	135-4
R90670	135-4
R90770	135-4
R83670	135-4
R83770	135-3
R85670	135-4
R85770	135-3
R93670	135-4
R93770	135-4

Vacuum Secondary Operation



Vacuum secondaries are activated by venturii velocity through the primary venturii and further aided by secondary venturii velocity. Engine/manifold vacuum is not related and has no effect on the operation of the carburetors secondary system.

Secondary Diaphragm Spring Kit Part # 20-13(B)

Color	Relative Load	SECONDARY THROTTLE OPERATING RANGES 350 CID Eng. Opening RPM Initial	Full	402 CID Eng. Opening RPM Initial	Full
White	Lightest	—	—	—	—
Yellow*	Lighter	1620	5680	1410	4960
Yellow	Light	1635	5750	1420	5020
Purple	Med. Light	1915	6950	1680	6050
Plain	Medium	2240	8160	1960	7130
Brown	Med. Heavy	2710	8750	2380	7650
Black	Heavy	2720	Not Fully Open	2390	Not Fully Open

* Short Spring

20-13

Clamp Kit - Choke Control Cable Part # 45-456

For manual chokes. Required when changing over from plastic to metal diaphragm cover.

45-456

Cover - Diaphragm Housing Part # 20-28

2 x 4 bbl. applications. Allows vacuum hookup between carburetors for more even and balanced secondary operation. (2 covers included)

20-28

Cover Diaphragm Housing

Part # 20-85 Standard; Part # 20-85S Shiny

1 x 4 applications. Replacement metal cover for 4 bbl. carburetor.

20-85

Secondary Diaphragm Housing and Cover Part # 34-503

Replacement chrome housing and cover for vacuum secondary carburetors.

NOTE: If carburetor is equipped with a black plastic cover then you must also purchase a special choke cable clamp kit, P/N 45-456, if you wish to retain hand choke cable operation.

34-503

Gasket (cork) Part # 108-67-20

Seals vacuum passage between vacuum secondary housing and main body. Also is used with automatic choke housings.

108-67-20

Cover Diaphragm Housing (Quick Change) Part # 20-59(B)

1x 4 bbl. – without balance tube. Expedites changing of vacuum spring.

20-59

Cover Diaphragm Housing (Quick Change) Part # 20-73(B)

2 x 4 bbl. – with balance tube. Expedites changing of vacuum spring. (2 covers included)

20-73

Venturii Booster Kits For DOMINATOR Carburetors

Old style Dominator. Short-style booster. Includes 4 boosters and 4 retaining pins. Part # 34-32

34-32

Old style Dominator. Annular-style booster. Includes 4 boosters and retaining pins. Part # 34-9

34-9

Annular/skirt-style booster for HP-style DOMINATOR 750 CFM. Includes 4 boosters and 4 retaining pins. Part # 34-36

Annular-style booster for HP-style DOMINATOR. Includes 4 boosters and 4 retaining pins. Part # 34-34

34-34

Booster Pins Part # 20-110-10

HP Dominator booster pins. 10/pkg.

20-110-10

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

HP™ Billet In-Line Fuel Pump
Patent Pending

Dominator™ Billet In-Line Fuel Pump
Patent Pending

FUEL YOUR PASSION!

Holley's new Billet In-Line Fuel Pumps can supply the fuel to nearly any engine imaginable – carbureted or fuel injected! They're available to cover stock street machines all the way up to 2,100 horsepower race cars and anything in between. Match them with our new billet regulators and fuel filters and take the guesswork out of building the right fuel system for your project!

NEW!

HP™ & DOMINATOR™ KEY FEATURES

Billet aluminum construction for durability & good looks

•

Excellent for use with carbureted or EFI applications

•

Fully submersible in-tank for custom applications, space savings and less plumbing

•

Dominator™ twin pump design allows the use of both pumps simultaneously or independently - (Patent Pending)
- Extra pump offers peace of mind that you will always finish what you start!

•

Compact for easy installation on frame rails or other tight areas

Part Number	Horsepower	Description
12-700	Up to 700 EFI Up to 900 Carb	HP™ In-line Fuel Pump
12-890	Up to 900 EFI Up to 1050 Carb	HP™ In-line Fuel Pump (Hi-Flow)

Part Number	Horsepower	Description
12-1400	Up to 1400 EFI Up to 1830 Carb	Dominator™ In-line Fuel Pump
12-1800	Up to 1800 EFI Up to 2100 Carb	Dominator™ In-line Fuel Pump (Hi-Flow)

Matching billet fuel filters and regulators plus Earl's Ano-Tuff™ plumbing components provide complete fuel systems solutions!

SCAN HERE WITH YOUR SMARTPHONE TO SEE OUR EASY-TO-USE SELECTION CHART AND STOP STRUGGLING WITH FUEL SYSTEM COMPONENTS TODAY!

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FUEL INJECTION

FUEL INJECTION 119-150

Holley EFI® Introduction 120-121
Holley Avenger™ EFI Systems 122-125
Holley HP™ EFI Systems 126-129
Holley Dominator™ EFI Systems 130-132
Holley EFI® Accessories . . . . . 133 & 141
Holley EFI® Selection Guide 134-140
Commander 950® Wide Band O_2 Service Parts 142
Multi-Point Fuel Injection Service Parts 143-144
670 CFM Pro-Jection® 145
Marine Pro-Jection® 2-bbl Throttle Body Fuel Injection. 145
Throttle Body Service Parts 146-149
Fuel Rails 150

Welcome to a brand new era in fuel injection! Introducing the new Holley Avenger, HP and Dominator EFI systems!

Holley is now your one-stop-shop for EFI. From street easy to full race - these new systems cover everything from simple throttle body systems all the way to the latest twin turbo or nitrous outlaw engines. Want to run an LSx engine with drive by wire and an electronic transmission? Holley has you covered!

Advanced technology and innovative solutions allowed Holley to develop these new user-friendly yet sophisticated ECU packages. Breakthrough features like self-tuning strategies, hand-held controllers, and striking touch screens bring Holley to the forefront of the EFI market. Combine that with appealing pricing and now it's easier than ever to own EFI. It's Tomorrow's Fuel Injection Today!

TOMORROW'S FUEL INJECTION TODAY!

I N T R O D U C I N G

AVENGER EFI
ENGINE MANAGEMENT SYSTEM

- "Bolt on and Go" - Complete plug and play EFI systems!
- Self-tuning technology – The easy EFI Solution!
- Included hand-held controller – No laptop required!
- Ideal for the enthusiast making the switch to EFI
- Available in TBI, 4bbl MPFI or Stealth Ram™ systems

HP EFI
ENGINE MANAGEMENT SYSTEM

- Full featured systems with full laptop tunability plus Self-tuning!
- Versatile capabilities - progressive nitrous, boost control, water/meth injection and more!
- Extensive data-logging capabilities!
- Intuitive software - Easy to use!
- Ideal for LSx engine swaps!
- Ideal for street, drag race, road racing, off road and marine applications
- Available in TBI, 4bbl MPFI or Stealth Ram™ systems, plus stand alone ECU and harness kits

DOMINATOR EFI
VEHICLE MANAGEMENT SYSTEM

- The new standard in EFI with virtually unlimited capabilities!
- Integrated controls – electronic transmissions, drive by wire, progressive nitrous, boost control, water meth injection and more!
- Extensive data logging capabilities!
- Massive amount of user programmable inputs and outputs!
- Ideal for the experienced user and professional tuners

AVENGER EFI
ENGINE MANAGEMENT SYSTEM

EFI MADE EASY!

From the company that brought you the "Bolt on and Go" Street Avenger carb comes the latest technology in "Bolt on and Go" fuel injection… Avenger™ EFI!

The New Avenger™ EFI is intended for users who want a "Bolt on and Go" EFI system without the need for a laptop computer! Avenger™ EFI systems are perfect for performance street engines, most crate engines and mild street / strip applications. Simply bolt on an Avenger™ system, answer a few easy questions and let it do the tuning for you!

The secret is in the innovative Avenger™ EFI hand-held controller and the breakthrough technology of our Self-tuning fueling strategies. The compact, easy-to-use hand-held controller guides you thru the simple setup wizard where you answer a few key questions about your setup. Once that basic information is loaded, you fire the car, run it thru various RPM stages and drive it to tuning perfection! The self learning strategy will automatically tune your engine as you drive to deliver the optimum air-fuel ratios for performance and mileage.

SELF-LEARNING
Bolt-On & Go
Performance!

AVENGER EFI FEATURES:

- Self-tuning fueling strategy tunes while you drive - Designed for the user that wants ease of use without having to be a "tuning expert"
- Requires no laptop computer to set up or tune - Included full color LED hand-held controller offers simple setup and easy tuning of basic parameters such as engine idle speed. Still allows for users to change other parameters to further fine tune base calibrations
- Come complete with all hardware to retrofit EFI on a non-EFI vehicle including fuel pump
- Dedicated fuel and oil pressure inputs
- Allows for computer controlled ignition timing if desired
- System can be upgraded in the future to a Holley "HP EFI System" if desired
- Small Block Chevy multi port kits come with 36 lb/hr injectors and are designed for up to 500 HP
- Big Block Chevy multi port kits come with 48 lb/hr injectors and are designed for up to 600 HP
- Three versions of 4 bbl TBI kits available:
  - 700 CFM with 65 lb/hr injectors – up to 400 HP
  - 900 CFM with 75 lb/hr injectors – up to 525 HP
  - 900 CFM with 85 lb/hr injectors – up to 600 HP

AVENGER EFI
ENGINE MANAGEMENT SYSTEM

TBI SYSTEMS

Replace your carburetor with a "Bolt on and Go" TBI system! Avenger™ EFI throttle body kits are a direct replacement for a carburetor. Plug and play connectors make installation a snap and the Avenger's Self-tuning capabilities will have you up and running in no time. Come with all necessary parts for a complete installation. All set up is done on the included hand-held controller so no laptop is required!

AVENGER EFI

2 BBL TBI SYSTEMS

550-200	670 CFM 2BBL TBI (V8 engines up to 275 HP)

NOTE: Use adapter p/n 17-47 for Holley 2300/Motorcraft 2bbl flange

AVENGER EFI

4 BBL TBI SYSTEMS

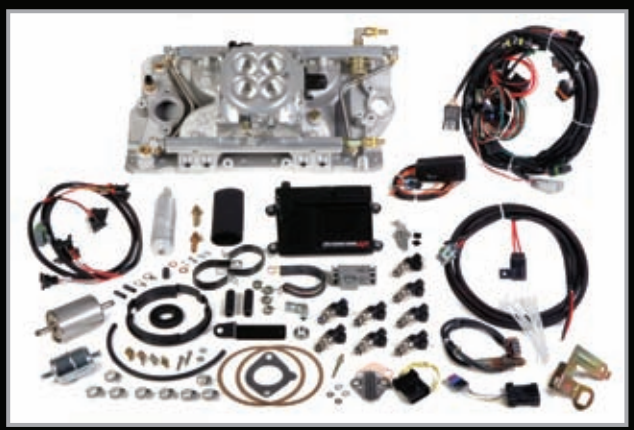
550-400	700 CFM 65 lb/hr injectors (200-400 HP)
550-401	900 CFM 75 lb/hr injectors (375-525 HP)
550-402	900 CFM 85 lb/hr injectors (450-600 HP)

NOTE: Fits all standard square flange intake manifolds.

NOTE: Avenger EFI Systems come with all installation components including wiring harness, sensors and in-line fuel pump. Does not include HEI distributor ignition adapter harness (558-304) which is required for computer controlled timing. Return fuel line to tank not included.

4BBL MULTI POINT SYSTEMS

Avenger Multi-Point EFI systems for small or big block Chevys are ready for the street or strip with the simple swap of an intake! Whether you have a stock engine, crate or custom-built engine, Avenger Multi-Point systems can help you maximize performance and the Avenger's self-tuning capabilities will get you to the cruise or race in no time. Avenger Multi-Point systems include: intake manifold, billet throttle body, ECU, wiring harness, HEI ignition adapter, fuel rails, injectors, fuel pump and related small parts. Set up is done on the included hand-held controller so no laptop is required!



NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

AVENGER EFI

SINGLE PLANE 4BBL SMALL BLOCK CHEVY MULTI PORT EFI SYSTEMS

550-811	Early/Late heads, 36 lb/hr injectors (up to 500 HP)
550-816	Vortec heads, 36 lb/hr injectors (up to 500 HP)

SINGLE PLANE 4BBL BIG BLOCK CHEVY MULTI PORT EFI SYSTEMS

550-831	Std Deck, 1000 CFM, Rect Port, 48 lb/hr injectors
550-836	Std Deck, 1000 CFM, Oval Port, 48 lb/hr injectors

STEALTH RAM™ SYSTEMS

You're sure to get some attention when you pop the hood and show an Avenger Stealth Ram™ Multi-Point EFI system! Available for traditional or Vortec headed SB Chevys, the Avenger's Self-tuning capabilities make it easy as 1, 2, 3 to get your car up and running with EFI. The tunnel ram design of the Stealth Ram builds power in the upper RPM range while maintaining excellent mid-range torque as well. Avenger Stealth Ram systems include: intake manifold, billet throttle body, ECU, wiring harness, HEI ignition adapter, fuel rails, injectors, fuel pump and related small parts. Set up is done on the included hand-held controller so no laptop is required!

AVENGER EFI

STEALTH RAM™ SMALL BLOCK CHEVY MULTI PORT EFI SYSTEMS

550-821	Early/Late Heads, 36 lb/hr injectors (up to 500 HP)
550-822	Early/Late Heads, 36 lb/hr injectors (up to 500 HP), Polished
550-826	Vortec Heads, 36 lb/hr injectors (up to 500 HP)
550-827	Vortec Heads, 36 lb/hr injectors (up to 500 HP), Polished

NOTE: Avenger EFI Systems come with all installation components including wiring harness, sensors and in-line fuel pump. Return fuel line to tank not included.

NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

HP EFI ENGINE MANAGEMENT SYSTEM

PROGRAMMABLE EFI SIMPLIFIED!

HP™ EFI Engine Management Systems are full featured with complete tunability using a laptop or optional 5.7" full color touch screen LCD. Their versatile capabilities make them ideal for use on a wide range of applications including street, drag race, road racing, off road and marine. Intuitive software combined with self-tuning capabilities make the HP™ systems flexible and easy to use. The HP™ ECU is available as stand alone ECU/Harness kits (including GM LSx engines) or as part of a complete 4 bbl TBI, 4bbl MPFI, or Stealth Ram™ EFI system. The HP™ EFI systems set the standard for mid-level programmable ECU's!

Tune with optional 5.7" LCD touch screen!
(see pg. 133)

KEY FEATURES:

- Optional 5.7" full-color touchscreen LCD allows easy on-the-fly tuning, data-logging or can be used as an easy to see graphical gauge panel
- Eight sequentially driven 8:2 peak and hold injector drivers, capable of driving up to 16 low or high impedance injectors as a standard feature.
- Eight channel Distributorless Ignition (DIS) outputs capable of directly driving "Smart" ignition coils or Holley DIS coils. Will drive 2 wire coils with the addition of PN 554-112 high current coil driver module
- Plug and Play control of factory GM 24x and 58x LSx engines
- Integrated single channel wide band oxygen sensor control. Works with NTK or Bosch sensors.
- Internal data-logging standard with a huge 2GB of memory
- 4 Stage nitrous control
- Turbo boost control
- Integrated water/methanol injection control
- Self-tuning fuel table strategy greatly simplifies tuning process
- Individual cylinder fuel and spark (DIS ignitions) allow you to unlock your engine's potential

HP EFI FEATURES:

- Works with 4, 6, 8 cylinder engines
- Unique lb/hr based fueling strategy greatly simplifies and commonizes tuning
- Advanced idle, closed loop, and enrichment strategies allow for very stable operation
- ECU is fully potted and can be mounted in the engine compartment or interior
- Sealed automotive and marine grade connectors
- Allows for use of common OEM sensors as well as customer sensor calibration input
- Ignition Plug and Play with GM 24x and 58x LSx engines, GM HEI, Ford TFI, magnetic and hall effect trigger, and other ignition systems. New Plug and Play applications in process. Custom settings can be configured to allow many other applications.
- 1-5 Bar MAP sensor capability
- Two channel knock control sensor Inputs for both one or two wire knock sensors
- Dedicated fuel and oil pressure inputs
- Controls both stepper and PWM Idle Air Control (IAC) motors
- Speed density, Alpha-N, or combination fueling strategies

4 Programmable Pulse Width Modulated (PWM) outputs (2 high and 2 low) and 4 fully configurable inputs can be configured for use with the following features:

- 4 Stage nitrous oxide control
  - Fully featured nitrous control eliminates the need for a separate nitrous controller device
  - Can be configured "Wet" or "Dry" with closed loop feedback
  - Progressive control based on time, RPM, or boost, requires part # 554-111
  - Lean or rich safety cutoff
  - Full timing retard/control configurability per stage based on RPM or time
- Integrated Water/Methanol injection control
  - Uses Holley Water/Meth solenoids specially designed and calibrated for use with this EFI system to allow the user to enter Water/Meth flow as a percentage of fuel injector flow for Water/Meth tuning precision unmatched in the industry
- Integrated Water/Methanol injection control - cont'd
  - Allows for two nozzles to be controlled*
  - Nozzles available from 400 to 1000 cc/min
  - Complete control of pump activation and low system safety features
  - 8 cylinder engines will require add-on driver P/N 554-115
- Turbocharger boost control
  - Fully featured boost control capability eliminates the need for a separate boost control device
  - Can be configured to control boost based on time, gear, speed, and manual inputs
  - Gear based boost control configurable by several different methods
  - "Boost Builder" functions offer the ability to assist building boost on the starting line by altering ignition timing, fueling, as well as nitrous oxide activation. Also can be used as an anti-lag function
- User configurable input and output programming
  - Outputs can be programmed as pulse width modulated or switched
  - Unique circuitry allows inputs to be programmed as speed/frequency, 0-5V, 0-20V, thermistor, or switched high or low
- Configurable for: dual cooling fans, dual fuel pumps, AC inputs, basic TCC lockup, and multiple timing retard inputs and rev limiters
- Vehicle speed inputs
- User programmable caution and warning outputs for all sensors

NOTE: Holley HP EFI systems are equipped with 4 programmable inputs and 4 programmable outputs that are ideal for most vehicles with a single power adder. This feature allows the user to configure the system to support a wide range of controls including boost control, progressive nitrous, water/meth injection, speed inputs, fuel pump control, AC inputs, timing retard inputs and various other uses. When selecting an ECU, users need to ensure their planned controls can be run with the 4 inputs and 4 outputs as certain combinations may use more I/Os than are available. If more I/Os are required, users should choose the Dominator VMS.

See pages 128 and 129 for available systems or refer to the Selection Guide starting on page 134 to build your own system.

Software can be downloaded at holleyefi.com

HP EFI ENGINE MANAGEMENT SYSTEM

TBI SYSTEMS

Replace your carburetor with a "Bolt on and Go" TBI system that also allows you to tune as well! HP™ EFI throttle body kits are a direct replacement for a square flange carburetor. Plug and play connectors make installation a snap and by utilizing a laptop (or the optional 5.7" full color touch screen LCD) along with the HP's self-tuning capabilities, you will be up and running in no time. Come with most all parts necessary for a complete installation including throttle body, ECU, wiring harness and sensors. Fuel pump available separately to fit your requirements. Ignition adapter harness required for ECU timing control.

HP EFI ENGINE MANAGEMENT SYSTEM

4 BBL TBI SYSTEMS

550-411	900 CFM 75 lb/hr injectors (up to 525 HP)
550-412	900 CFM 85 lb/hr injectors (up to 600 HP)

NOTE: HP throttle body systems do not include fuel pump.

4BBL MULTI POINT SYSTEMS

HP Multi-Point EFI systems for small or big block Chevys are ready for the street or strip with the simple swap of an intake! Whether you have a stock engine, crate or custom-built engine, HP Multi-Point systems can help you maximize performance! By utilizing a laptop (or the optional 5.7" full color touch screen LCD) along with the HP's self-tuning capabilities, the HP Multi-Point EFI system will get you to the cruise or race in no time. HP Multi-Point Systems include: intake manifold, billet throttle body, ECU, wiring harness, HEI ignition adapter, fuel rails, and related small parts. Fuel pump and injectors are available separately to fit your requirements.

2000 CFM system shown

NOTE: HP MFPI Systems do not include injectors or a fuel pump. They need to be sized for the application and can be purchased seperately from Holley.

NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

HP EFI ENGINE MANAGEMENT SYSTEM

SINGLE PLANE 4BBL SMALL BLOCK CHEVY MULTI PORT EFI SYSTEMS

550-810	Early/Late Heads
550-815	Vortec Heads

SINGLE PLANE 4BBL BIG BLOCK CHEVY MULTI PORT EFI SYSTEMS

550-830	Std Deck, 1000 CFM Rect Port
550-835	Std Deck, 1000 CFM Oval Port
550-833	Tall Deck, 1000 CFM Rect Port
550-838	Std Deck, 2000 CFM Rect Port
550-839	Tall Deck, 2000 CFM Rect Port

See the selection guide on page 134 for accessories for all HP EFI systems.

STEALTH RAM™

You'll get some attention when you pop the hood and show an HP Stealth Ram™ Multi-Point EFI system! Available for traditional or Vortec headed SB Chevys. Simply utilize a laptop (or the optional 5.7" full color touch screen LCD) along with the HP's self-tuning capabilities to make it easy as 1, 2, 3 to get your car up and running with EFI. The tunnel ram design of the Stealth Ram builds power in the upper RPM while maintaining excellent mid-range torque as well. HP Stealth Ram systems include: intake manifold, billet throttle body, ECU, wiring harness, HEI ignition adapter, fuel rails and related small parts. Fuel pump and injectors should be selected separately to fit your requirements.

HP EFI ENGINE MANAGEMENT SYSTEM

STEALTH RAM SMALL BLOCK CHEVY MULTI PORT EFI SYSTEMS

550-820	Early/Late Heads
550-823	Early/Late Heads, Polished
550-825	Vortec Heads
550-828	Vortec Heads, Polished

NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

UNIVERSAL RETROFITS

Do you have a Mopar, Ford or other type engine you want to install multi-point fuel injection on? No, problem, the Holley HP universal retrofit EFI kits are designed to be used with any V-8 intake manifold. The kit comes with injector bungs and un-machined fuel rails so you can modify to fit any single plane 4bbl intake manifold. The HP universal retrofit kits also come with the necessary wiring, ECU, sensors and throttle body. Just select the fuel pump and injectors of choice and you are off and running. Requires proper ignition adapter harness.

HP EFI ENGINE MANAGEMENT SYSTEM

UNIVERSAL RETROFIT KITS

550-500	HP Universal Retrofit Kit for 4150™ carb style intakes
550-501	HP Universal Retrofit Kit for 4500™ carb style intakes

NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

ECU & HARNESS KITS

Looking for a plug and play alternative for your stock or built late model factory EFI engine? How about a replacement ECU for your older Holley C950? Holley has you covered. HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness or as a replacement for your C950 ECU. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost or water meth. Come with ECU, main harness, injector harness and necessary sensors.

HP EFI ENGINE MANAGEMENT SYSTEM

ECU & HARNESS KITS

554-113	HP ECU Only
550-600	4bbl Holley TBI (requires ignition adapter harness for HEI/TFI)
550-601	GM TPI and Holley Stealth Ram (includes HEI adapter)
550-602	GM LS1/LS6 (uses factory GM coil harnesses) - 24x crank sensor
550-603	GM LS2/LS7 (uses factory GM coil harnesses) - 58x crank sensor
550-604	Universal V8 MPFI (requires ignition adapter harness)
550-605	Unterminated universal harness (includes universal unterminated ignition adapter harness)

NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

DOMINATOR EFI
VEHICLE MANAGEMENT SYSTEM

THE NEW STANDARD IN EFI!

Dominator™ EFI Vehicle Management Systems are intended for all engine applications, from street to unlimited high-end racing applications. Dominator™ systems have nearly unlimited capabilities to control any power adder, input, or output you can throw at them. Need to run a turbocharged, nitrous injected 8 cylinder running water-methanol injection? No problem with Dominator™ EFI. How about control a 4L60E transmission as well as the fuel and spark on your street rod? No problem. There are also enough inputs and outputs to allow the Dominator™ VMSs to serve as their own data acquisition and control module. The Dominator™ VMS will eliminate the need for additional controllers as they are all contained in this one unit. The only thing limiting the Dominator™ Vehicle Management System is your imagination!

KEY FEATURES:

- Twelve sequentially driven 8:2 peak and hold injector drivers, capable of driving up to 24 low or high impedance injectors as a standard feature. Multiple staged injector strategies.
- Twelve channel Distributorless Ignition (DIS) outputs capable of directly driving "Smart" ignition coils or Holley DIS coils. Will drive 2 wire coils with the addition of PN 554-112 high current coil driver module
- Plug and Play control of factory GM 24x and 58x LSx engines
- Integrated electronic transmission control. Controls GM 4L60E and 4L80E transmissions with more to come in the future
- Integrated dual channel wide band oxygen sensor controls. Works with NTK or Bosch sensors.
- Integrated drive by wire throttle body control. Can control two drive by wire throttle bodies
- 4 stage progressive nitrous control
- Turbo boost control
- Integrated water/methanol injection control
- Integrated "Data Acquisition and Control" allowed with massive amount of programmable inputs and outputs
- Internal data-logging standard with a huge 2GB of memory
- Self-tuning fuel table strategy greatly simplifies tuning process
- Store and change between four calibrations
- Individual cylinder fuel and spark control allows you to unlock your engine's potential
- Optional 5.7" full-color touchscreen LCD allows easy on-the-fly tuning, data-logging or can be used as an easy to see graphical gauge panel

DOMINATOR EFI FEATURES:

- Unique lb/hr based fueling strategy greatly simplifies and commonizes tuning
- Advanced idle, closed loop, and enrichment strategies allow for very stable operation
- ECU is fully potted and can be mounted in the engine compartment or interior
- Sealed automotive and marine grade connectors
- Works with 4, 6, 8 and 10 cylinder even fire engines
- Allows for use of common OEM sensors as well as customer sensor calibration input
- 1-5 Bar MAP sensor capability
- Ignition Plug and Play with GM 24x and 58x LSx engines, GM HEI, Ford TFI, magnetic and hall effect trigger, and other ignition systems. New Plug and Play applications in process. Custom settings can be configured to allow many other applications.
- Two channel knock control sensor inputs for both one or two wire knock sensors
- Dedicated fuel and oil pressure inputs
- Controls both stepper and PWM Idle Air Control (IAC) motors
- Speed density, Alpha-N, or combination fueling strategies
- 3 Rev Limiters

Massive amount of inputs and outputs allow for limitless combination of options. Allows for unit to be used as a complete data acquisition system as well. Has the following Inputs and Outputs:

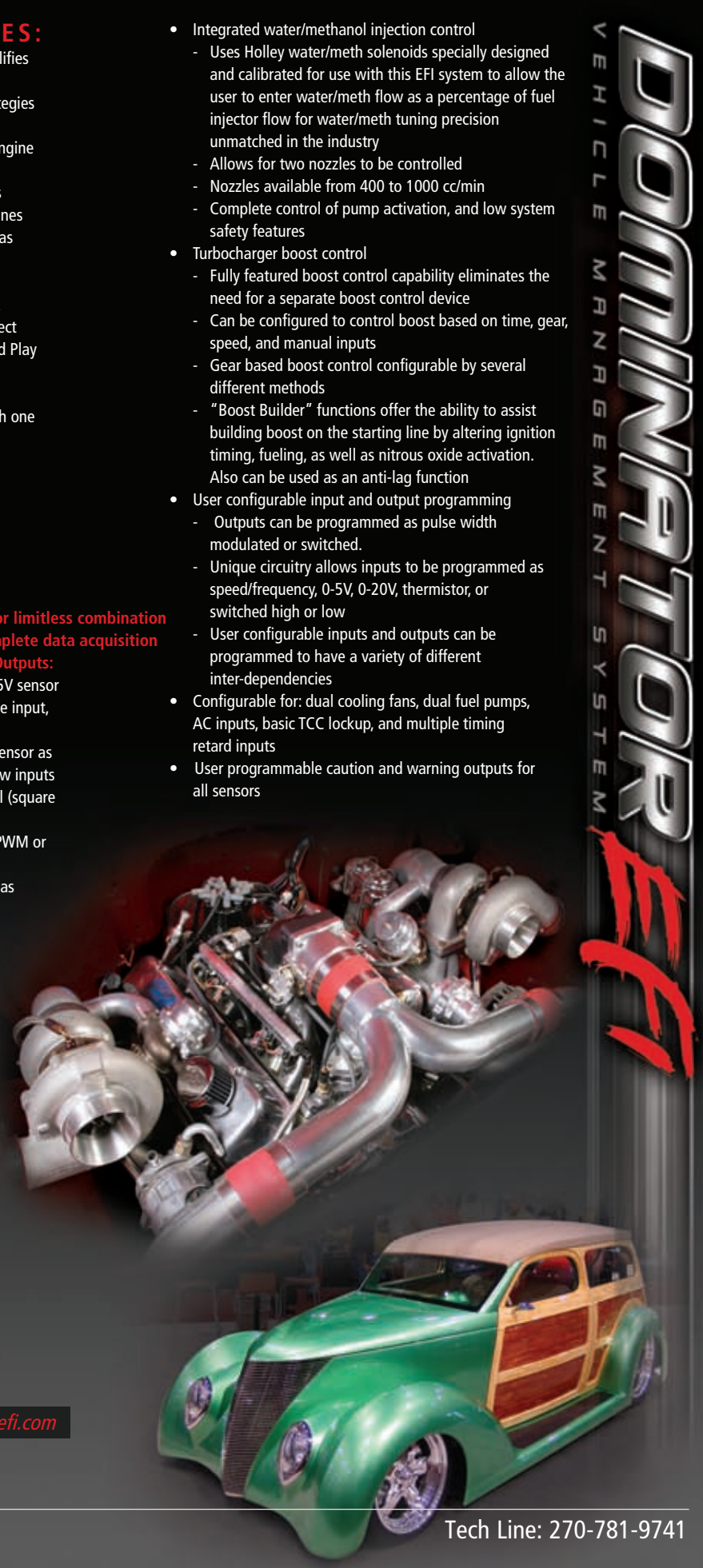
- 13 - "Multi-Inputs" – Can be configured as a 0-5V sensor input, 0-20v sensor input, thermistor temperature input, or high or low voltage input
- 30 - 0-5V Sensor Inputs – Configures any 0-5V sensor as well as some can be used as switched high or low inputs
- 4 - Speed Inputs – Can be configured as a digital (square wave) input or an inductive input
- 20 - 12v PWM Outputs – Can be configured as PWM or switched 12V outputs. Rated at 2A maximum
- 16 - Ground PWM Outputs – Can be configured as PWM or switched ground outputs. Rated at 2A maximum

All inputs and outputs are programmed using innovative new "Pin Mapping" strategy that allows inputs and outputs to be pinned as desired by the user, allowing for inputs and outputs to not be "wasted" by non-used dedicated functions.

Inputs and Outputs can be used for the following functions:

- 4 Stage nitrous oxide control
  - Fully featured nitrous control eliminates the need for a separate nitrous controller device
  - Can be configured "Wet" or "Dry" with closed loop feedback
  - Progressive control based on time, RPM, or boost, requires part # 554-111
  - Lean or rich safety cutoff
  - Full timing retard/control configurability per stage based on RPM or time
- Integrated water/methanol injection control
  - Uses Holley water/meth solenoids specially designed and calibrated for use with this EFI system to allow the user to enter water/meth flow as a percentage of fuel injector flow for water/meth tuning precision unmatched in the industry
  - Allows for two nozzles to be controlled
  - Nozzles available from 400 to 1000 cc/min
  - Complete control of pump activation, and low system safety features
- Turbocharger boost control
  - Fully featured boost control capability eliminates the need for a separate boost control device
  - Can be configured to control boost based on time, gear, speed, and manual inputs
  - Gear based boost control configurable by several different methods
  - "Boost Builder" functions offer the ability to assist building boost on the starting line by altering ignition timing, fueling, as well as nitrous oxide activation. Also can be used as an anti-lag function
- User configurable input and output programming
  - Outputs can be programmed as pulse width modulated or switched.
  - Unique circuitry allows inputs to be programmed as speed/frequency, 0-5V, 0-20V, thermistor, or switched high or low
  - User configurable inputs and outputs can be programmed to have a variety of different inter-dependencies
- Configurable for: dual cooling fans, dual fuel pumps, AC inputs, basic TCC lockup, and multiple timing retard inputs
- User programmable caution and warning outputs for all sensors

Software can be downloaded at holleyefi.com



DOMINATOR EFI VEHICLE MANAGEMENT SYSTEM

Dominator EFI System Part Numbers

Dominator EFI systems are sold "Build to Order". The following must be purchased for a complete system:

- ECU (includes software and programming cable)
- Wideband Oxygen Sensors
- Main Wiring Harness
- Injector Wiring Harness
- Main Power Harness
- Ignition Adapter Harness
- Accessories

Use the selection guide on pages 134 through 137 to properly configure your Dominator EFI system.

Part #	Description
DOMINATOR AND HP ECU'S	
554-113	HP ECU Only
554-114	Dominator ECU Only
558-308	Main Power Harness
MAIN HARNESS ONLY (ALL SYSTEMS)	
558-100	4bbl Holley TBI Harness
558-101	TPI/Stealth Ram Harness
558-102	LS1/LS6 Harness
558-103	LS2/LS7 Harness
558-104	Universal MPFI
558-105	Unterminated Universal Harness
INJECTOR HARNESSES (ALL SYSTEMS)	
558-200	V8 Over Manifold, Bosch Style Connector
558-201	LSx (for EV6 style injector)
558-202	Terminated Universal 4 Cyl
558-203	Terminated Universal 6 Cyl
558-204	Unterminated 4, 6, 8 Cylinder
558-205	4bbl TBI Injector Harness
558-206	Terminated 2x4 TBI Inj. Harness
558-207	Unterminated 16 Injector Harness
558-208	Unterminated 24 Injector Harness
558-209	Ford V8 Injector Harness
IGNITION HARNESSES (ALL SYSTEMS)	
558-303	Magnetic Pickup
558-304	GM HEI (small cap)
558-305	Ford TFI
558-306	Universal Unterminated Ignition Harness
558-307	Universal Coil On Plug
558-410	Terminated crank/cam trigger ignition harness

Part #	Description
AUXILLIARY HARNESSES (DOMINATOR ONLY)	
558-400	Connector J1A/B Input/Outputs for HP & Dominator
558-401	J2A Auxiliary Harness - Kit contains the following: • J2A ECU connector • #2 wide band oxygen sensor harness (fully terminated) • 23 user programmable input loose wires with pre-crimped ECU pins
558-402	J2B Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: • J2B ECU connector • Four additional injector driver outputs • Four additional coil driver outputs • 23 user programmable outputs
558-403	J3 Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: • J3 ECU connector • 17 user programmable inputs & outputs
558-404	J4 Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: • J4 ECU connector • 26 user programmable inputs & outputs
558-405	GM 4L60/80E Transmission Harness - Complete terminated harness with J4 connector to operate GM electronic transmissions.
558-406	GM Drive By Wire Harness - Complete terminated harness with J3 connector to operate late model GM drive by wire systems.
558-407	Multi Map selector - contains 4 position key switch, wiring and J3 connector
558-408	J2A, J2B, J3, J4 Connector & Pin Kit - Contains connectors & pins, but no wiring.
558-409	Sealed USB Cable (Comes with ECUs)
558-411	Dual throttle body GM Drive-by-wire harness

NOTE: ECUs are certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. Consult Coast Guard requirements for hardware requirements including flame arrestors, fuel lines, etc.

See page 134 for assistance on parts selection.

DOMINATOR™ AND HP™ SOFTWARE FEATURES

- Free software and firmware upgrades will be available. Firmware can be downloaded from internet and installed via laptop.
- Systems include many base calibrations for a variety of stock and higher powered engines
- Easy to use and navigate graphical user interface
- Many "checks and balances" help prevent errors
- Software based help files guide a user through the tuning process, or quickly provide definition of an individual parameter
- Fuel and spark tables are configurable as 31x31 or 16x16 depending on user needs
- User configurable "Data Monitor" screen allows for simple viewing of all parameters
- Advanced data-logging playback with log comparisons as well as overlay playback provide the features and benefits of a stand alone data logger
- Unique file storage and creation allows a user to create a "library" of the various calibration pieces and combine them for new future calibrations

NOTE: HP ECUs use these same items . An HP EFI System can be created "Build to Order" as well.

NOTE: HP and Dominator ECUs use the same Main wiring harnesses. An HP system can be upgraded to a Dominator while retaining the same wiring harness.

Stealth Ram™ system shown

POWER PACK KITS

New Holley EFI Power Pack kits are partially assembled and do not include an ECU, harness, fuel pump, injectors or sensor connectors. These kits are intended to be used in conjunction with a Holley HP or Dominator ECU. Holley EFI Power Pack kits can also be used with any aftermarket speed-density type ECU's that are designed for use with a multi-point system.

- Perfect way to finish out an EFI ECU kit
- Complete with intake, throttle body, fuel rails and sensors
- Available for SB Chevy in standard 4 bbl or Stealthram configurations
- Available for BB Chevy in a standard 4bbl configuration
- Enjoy vastly improved throttle response and idle control

553-700	Power Pack Early/Late
553-701	Power Pack Vortec
553-702	Power Pack BB Standard Deck/Rect. Port - 1000 CFM
553-703	Power Pack BB Standard Deck/Oval Port - 1000 CFM
553-704	Power Pack BB Tall Deck/Rect. Port - 1000 CFM
553-705	Power Pack BB Standard Deck/Rect. Port - 2000 CFM
553-706	Power Pack BB Tall Deck/Rect Port - 2000 CFM
553-707	Power Pack Stealth Ram Early/Late - Satin
553-708	Power Pack Stealth Ram Early/Late - Polished
553-709	Power Pack Stealth Ram Vortec - Satin
553-710	Power Pack Stealth Ram Vortec - Polished

TOUCH SCREEN

If you are looking for the ultimate accessory for your new HP or Dominator EFI system, this is for you! Functional as it is stylish, the optional full color 5.7" Touch Screen LCD allows the user to perform all tuning and data logging functions on the fly without the need for a laptop in the vehicle. The monitor features an easy to see graphical gauge panel that eliminates the need for traditional gauges. Backlit for easy viewing day or night, the display can be mounted in a dash or has 8 threaded inserts that allow it to be mounted with readily available aftermarket mounts. SD card included for easy storage and transfer of data. Get your hands on this industry exclusive, innovative accessory and put the power of EFI at your fingertips!

NOTE: Required laptop or PC for intial one-time set-up.

553-103	5.7" Touch Screen Upgrade

DIS IGNITION SYSTEMS (See page 137 to configure your DIS system)

Holley's Distributorless Ignition System (DIS) offers many advantages over a conventional distributor and ignition box including:

- Improved starting and idle quality
- More spark energy - especially important when using power adders to maximize horsepower
- Cleaner Emissions
- System Longevity – No Moving Parts
- Tuning Simplicity and Accuracy

Maximize your HP or Dominator EFI system, take control of your ignition, and eliminate the need for an expensive, separate ignition box! It allows for all timing functions to be programmed within the Holley EFI system, rather than having a separate box control retards and other timing functions. The system comes configured as a waste fire system utilizing the following components:

- Trigger Wheel and Sensor Kit (58x / 60-2) - Precision engineered and manufactured with tight tolerances, this wheel is designed to be installed on the crank pulley/harmonic balancer and offers unmatched timing stability and accuracy.
- The Holley dual tower coils provide higher spark energy than even high power single racing coils, while still providing the durability of a factory ignition system. Excellent for any supercharged, turbo charged, nitrous, or high compression engines, or anyone wanting the unmatched timing accuracy and spark energy this system offers.

556-100	4 Cylinder DIS System (waste fire)
556-105	6 Cylinder DIS System (waste fire)
556-101	8 Cylinder DIS System (waste fire)
556-102	Universal SB chevy crank sensor mounting kit
556-103	Universal BB chevy crank sensor mounting kit
556-104	Coil
556-106	5" Crank trigger wheel
556-107	6" Crank trigger wheel
556-108	7-3/4" Crank trigger wheel
556-109	8-1/2" Crank trigger wheel
554-117	Crank sensor & pigtail
556-110	Complete SB Chevy Crank trigger kit not for use with DIS
556-111	Complete BB Chevy Crank trigger kit not for use with DIS
558-410	Terminated crank/cam trigger ignition harness

ACCESSORY GAUGES

2-1/16" diameter gauges designed specifically for use with the Avenger, HP and Dominator EFI systems. They feature a blue numeric LED display as well as a 40 segment multi-color LED bar around the outside of the gauge. Require power and ground but are wired to a single wire output from the ECU for simple wiring. Can be connected to the vehicle headlight switch to allow dimming for better night time viewing. Each gauge can easily be individually programmed for a specific function and operation eliminating the need for other gauges and expensive dedicated sending units (battery voltage, coolant temp, oil pressure, fuel pressure, nitrous pressure, RPM, air/fuel ratio etc.). A "decal sheet" is provided with the most common inputs used so the gauges can be correctly labeled.

553-100	Universal Black Bezel Gauge
553-101	Universal Chrome Bezel Gauge

HP™ AND DOMINATOR™ COMPONENT SELECTION GUIDE

Use when building Dominator Systems or Custom HP Systems

STEP 1 (required)
Choose your ECU

554-114	Dominator ECU only
554-113	HP ECU only
558-308	Main Power harness

Notes:
ECUs include USB communications cable, mounting hardware and software CD.

When purchasing an HP or Dominator ECU seperately a main power harness is required.

STEP 2 (required)
Choose Your Main Harness

558-100	4BBL TBI Main Harness Only
558-101	TPI/SR Harness
558-102	LS1 Harness
558-103	LS2 Harness
558-104	Universal MPFI
558-105	Unterminated

Notes: Select one that meets customers needs

558-100 - Designed for Holley 4 bbl TBI systems

558-101 - Designed for Holley Stealth Ram Systems and factory GM TPI engines (speed density)

558-102 - Designed for 24x crank and 1x rear mount cam sensor. Connects to factory coil harnesses and all factory sensors.

558-103 - Designed for 58x crank and 4x front mount cam sensor. Connects to factory coil harnesses and all factory sensors.

558-104 - Fully terminated. Designed for single plane style EFI intake manifolds and Holley MPFI intakes

558-105 - 15' harness length. Fully terminated and populated at ECU connections only. User must terminate all sensor ends. Includes a variety of sensor connectors and pins but end user may have to supply sensor pins and connectors suited for their specific application

STEP 3 (required)
Choose Your Injector Harness

558-200	V8 Injector harness
558-201	LSx Inj Harness *
558-202	Universal 4 Cyl Inj Harness
558-203	Universal 6 Cyl Inj Harness
558-204	Universal Unterminated Inj
558-205	4 Bbl Holley TBI
558-206	Terminated 2x4 Holley TBI
558-207	Unterminated 16 injector MPFI
558-208	Unterminated 24 injector MPFI
558-209	Ford V8 Injector Harness

Notes:
Select one that meets customers needs

558-200/203 - Universal "Y" style harness using standard Bosch style injector connectors

558-201 - "Y" style harness for any V8 engine using "EV6" style of injector.

558-202 - Fully terminated 4 cylinder harness using standard Bosch style injector connectors

558-204/207/208 - Terminated at injector connectors (Bosch style). Harness must be assembled and require crimping Metripak 150 connectors. Includes all connectors, pins, terminals, and loom needed.

558-206 - Fully terminated harness when using two 4Bbl Holley TBI units

* On LS based engines, the LSX harness should be used on LS2/LS7 engines. It utilizes the EV6 connector. The V8 Injector harness should be used on LS1/LS6 engines. It utilizes the Bosch style connector. Truck engines may have three different connectors. The EV6, Bosch and a GM Multec 2. Currently we do not have a harness for the Multec 2. If the customer has swapped injectors or is unsure of what they have, it is best to call Holley Tech to determine the correct harness.

STEP 4 (required)
Choose your Ignition Harness

558-303 Mag Pickup Ign Harness
558-304 HEI Ign Harness
558-305 Ford TFI Ign Harness
558-306 Universal Unterm Ign Harness
558-307 Universal Coil On Plug (COP) Ign. Harness.
558-410 Crank/Cam Ign Harness

Notes:
Select one that meets customers needs if controlling timing

558-303 - Used to connect to a magnetic pickup distributor or crank trigger. Customer must supply sensor connectors/pins.

558-304 - Connects to small cap computer controlled GM HEI

558-306 - Semi-terminated. Includes all wiring to hook up to any crank and cam sensor. Shield/ground cable used. Customer must supply crank/cam pins and connectors for their specific sensor and may have to crimp metripak 150 pins.

558-307 - Allows the addition of LSX coils. Required factory LSX coil sub-harness.

558-410 - Fully terminated harness. Connects to Holley 60-2 crank sensor and GM Cam-Sync Distributor AC Delco PN 213-350 or eficonnection.com sync pulse distributor.

STEP 5 (optional)
Choose Your Transmission Control

558-405 4L60/80 Harness

Notes:
Transmission control with Dominator ECU ONLY 558-405 - Fully terminated harness for GM 4L60/65/70/80/55E transmissions

STEP 6 (optional)
Choose Your Drive-By-Wire Control

558-406 GM DBW Harness
558-411 Dual GM DBW Harness

Notes:
DBW control with Dominator ECU only! Only works with the following throttle bodies and DBW pedal assembly

Approved GM throttle body part numbers
GM P/N - 12570790
GM P/N -12580760

Approved GM Throttle Pedal Assy part number: GM P/N 10379038

STEP 7 (optional)
Choose your Auxillary Harness

558-400	J1A/B I/O Cnctr. Dom & HP
558-401	J2A Cnctr. & Harness
558-402	J2B Cnctr. & Harness
558-403	J3 Cnctr. & Harness
558-404	J4 Cnctr. & Harness
558-408	J2-J4 Cnctr. Kit

Notes:
558-400 - Connects into Main Harness Input/ Output Connector (8 pin metripak). Loose lead wires.
558-401 - Includes J2A ECU connector with fully terminated #2 wide band oxygen sensor cabling. Comes with loose lead wires for all other input connections (qty 23). ECU pins are pre-crimped.
558-402 - Includes J2B ECU connector. Includes all output connection wires (qty 16). ECU pins are pre-crimped.

558-403 - Includes J3 ECU connector. Includes all input and output connection wires (qty 17). ECU pins are pre-crimped.

558-404 - Includes J4 ECU connector. Includes all input and output connection wires (qty 26). ECU pins are pre-crimped.

See holleyefi.com for more info.

STEP 8 (optional)
Choose Your Injectors

522-191	Single Inj 19PPH
522-198	8 pk Inj 19PPH 300HP Max
522-241	Single Inj 24PPH
522-248	8 pk Inj 24PPH 385 HP Max
522-301	Single Inj 30PPH
522-308	8 pk Inj 30PPH 480 HP Max
522-361	Single Inj 36PPH
522-368	8 pk Inj 36PPH 575 HP Max
522-421	Single Inj 42PPH
522-428	8 pk Inj 42PPH 670 HP Max
522-481	Single Inj 48PPH
522-488	8 pk Inj 48PPH 765 HP Max
522-661	Single Inj 66PPH
522-668	8 pk Inj 66PPH 1050 HP Max
522-831	Single Inj 83PPH
522-838	8 pk Inj 83PPH 1325 HP Max
522-121	Single Inj 120PPH
522-128	8 pk Inj 120PPH 1900 HP Max

Notes:
Choose Injector needed

STEP 9 (required)
Choose Your Sensors

554-100	NTK Wideband Sensor
554-101	Bosch Wideband Sensor
554-102	100 PSI Sensor
554-103	200 PSI Sensor
554-104	1600 PSI Sensor
538-24	1 bar MAP sensor
538-13	2 bar MAP sensor
554-107	3 bar MAP sensor
554-108	5 bar MAP sensor
534-10	Coolant Temp Sensor
9920-107	Air Temp Sensor

Notes:
Choose all that apply to your customer
554-102/103/104 - Come with short pigtail connector for sensor

Oxygen sensor recommendation:
The NTK sensor is recommended when using leaded or methanol fuels, high exhaust gas temperature applications (turbo charged) or for highest precision feedback.

STEP 13 (optional)
Choose Your Modules

554-111	Nitrous solenoid driver
554-112	2 wire coil driver module
554-115	Peak and Hold Module, Water/Meth

Notes:
554-111 - The nitrous solenoid driver is REQUIRED when progressively controlling nitrous oxide solenoids. It can be used for non-progressive nitrous to replace a standard relay. Requires a PWM - (ground) output

554-112 - Required when using 2 wire coils. One module can drive 4 coils. Dominator and HP ECUs can directly trigger "smart coils" triggered by a 5 volt input.
554-115 - Required to drive a water/ methanol solenoid if there is not an extra injector driver available.

STEP 14 (optional)
Choose Your Water Meth

557-100	Pump
557-101	Installation kit
557-103	Solenoid/Nozzle 600CC up to 400HP
557-105	Solenoid/Nozzle 900CC up to 600HP
557-106	Solenoid/Nozzle 1000CC up to 800HP
557-107	Water Inj Filter

Notes:
For a complete kit, a pump, installation kit, filter and solenoid nozzle of the appropriate size is required. A peak and hold module may be required when using an HP ECU.

STEP 15 (optional)
Choose Your Boost Control

557-200	3 port valve

Notes:
Boost control is not currently available.

Check holleyefi.com for updates and availability.

STEP 10 (optional)
Choose Your Fuel System

12-927	In-Line pump (TBI Units)
12-920	In-Line pump (Multi Port Units)
12-700	HP™ Billet In-Line pump
12-890	HP™ Billet In-Line pump
12-1400	Dominator™ Billet In-Line pump
12-1800	Dominator™ Billet In-Line pump
12-845	HP™ Billet Fuel Pressure regulator, carb bypass - 4.5-9 psi
12-846	HP™ Billet Fuel Pressure regulator, EFI bypass - 40-70 psi
12-847	Dominator™ Billet Fuel Pressure regulator, carb bypass - 4.5-9 psi
12-848	Dominator™ Billet Fuel Pressure regulator, EFI bypass - 40-70 psi
162-550	100 GPH HP™ Billet Fuel Filter - 3/8" NPT - 10 micron
162-551	100 GPH HP™ Billet Fuel Filter - 3/8" NPT - 100 micron
162-552	175 GPH HP™ Billet Fuel Filter - 3/8" NPT - 10 micron
162-553	175 GPH HP™ Billet Fuel Filter - 3/8" NPT - 100 micron
162-554	175 GPH HP™ Billet Fuel Filter - 8AN - 10 micron
162-564	175 GPH HP™ Billet Fuel Filter - 8AN - 100 micron
162-570	260 GPH Dominator™ Billet Fuel Filter - 12AN - 10 micron
162-572	260 GPH Dominator™ Billet Fuel Filter - 12AN - 100 micron

Note:
See Pages 171-173 for more fuel system information

STEP 11 (optional)
Choose your Crank Trigger System

556-110	SBC Crank Trigger Kit
556-111	BBC Crank Trigger Kit

Notes:
556-110/111 - Include everything needed to install a 60-2 crank trigger wheel system on a Small or Big Block Chevy engine for use with an HP or Dominator ECU. Includes wheel, sensor, billet aluminum mounting components, and fully terminated wiring harness with crank and cam sensor connectors. Intended to provide a very accurate RPM signal to the ECU.

STEP 12 (optional)
Choose your DIS

556-100	4 Cyl DIS System
556-105	6 Cyl DIS System
556-101	8 Cyl DIS System
556-102	SB Crank Sensor mounting kit
556-103	BB Crank Sensor mounting kit
556-104	Coil
556-106	5" Crank trigger wheel
556-107	6" Crank trigger wheel
556-108	7 3/4" Crank trigger wheel
556-109	8 1/2" Crank trigger wheel (SBC/BBC)

Notes:
Choose all that apply to your customer
NOTE: The installation of Holley DIS on Small and Big Block Chevy engines requires the purchase of PN 556-101 and either the 556-102 or 556-103
566-100/101/105 - Comes with Coils, Crank/Cam sensor wiring, Coil wiring, and Crank Sensor. Must purchase trigger wheel and mounting kit components in addition.
556-102/103 - Complete trigger wheel and sensor mounting kit for SB/BB Chevy engines. Comes with 8-1/2 trigger wheel, and billet aluminum bracketry to mount crank sensor. Can be mounted on either side of block and is fully adjustable. Requires accessories to be moved 1/8" out. Includes 1/8" water pump pulley spacer.

NOTE: The installation of Holley DIS on non-Small/Big Block Chevy engines requires the purchase of PN 556-100/101/105 and a properly sized trigger wheel (PN's 556-106/107/108/109). The user will have to machine the trigger wheel mounting pattern as well as fabricate a rigid mount for the crank sensor itself.

Individual Trigger Wheels:
PN 556-109 - Bolt hole pattern machined for SB/BB Chevy Engines
PN 556-106/107/108 - Machined only with 1" diameter center hole. Must be machined to mount to specific application.

STEP 16 (optional)
Choose your Gauges / Displays

553-100	Gauge "Black"
553-101	Gauge "Chrome"
553-103	5.7" LCD Touch Screen
553-104	Avenger Handheld Controller

Notes:
Gauges can be individually configured to display any sensor that is parameter available in the ECU (RPM, voltage, oil pressure, etc).

553-104 Can be used with the HP and Dominator & allows basic tuning and monitoring functions. Can also be used as a replacement on the Avenger.

STEP 17 (optional)
Choose Your Accessories

558-407	Multi Map Selector
558-409	Sealed USB Cable

Notes:
558-407 - Four position key switch that allows the user to select from 4 stored calibrations without the need of a laptop computer. Dominator ECU only.

HP EFI
ENGINE MANAGEMENT SYSTEM

SELECTION EXAMPLE

ENGINE:
1988 Ford 5.0L HO engine with sequential fuel & 15lb of boost with Centrifugal Supercharger

STEP 1
554-113 - HP ECU
558-308 - Main Power Harness

STEP 2
558-104 - Universal MPFI Main Harness

STEP 3
558-209 - Ford 351W/ 5.0L HO Injector Harness

STEP 4
558-305 - Ford TFI Ignition Harness

STEP 5
Not Needed

STEP 6
Not Needed

STEP 7
Not Needed

STEP 8
522-488 - 48PPH injectors 8 pack

STEP 9
554-101 - NTK Wideband sensor
554-107 - 3 bar MAP Sensor
534-10 - Coolant Temp Sensor
9920-107 - Air Temp Sensor

STEP 10
12-1400 - Fuel pump
162-572 - Pre Filter
162-570 - Post Filter
12-848 - Regulator

STEP 11
Not Needed

STEP 12
Not Needed

STEP 13
Not Needed

STEP 14
OPTIONAL - Water Methanol
557-100 - Pump
557-101 - Installation Kit
557-106 - Solenoid/Nozzle 1000cc up to 800hp
557-107 - Water inj. Filter

STEP 15
Not Needed

STEP 16
Optional
553-107 - 5.7 LCD touch Screen

STEP 17
Not Needed

NOTES:
Must wire in Ford TPS connector and Ford IAC connector (not supplied)

HP EFI
ENGINE MANAGEMENT SYSTEM

SELECTION EXAMPLE

ENGINE:
Chevy small block engine using Holley Distributorless Ignition System using sequential fuel & progressive nitrous system.

STEP 1
554-113 - HP ECU
558-308 - Main Power Harness

STEP 2
558-104 - Universal MPFI Main Harness

STEP 3
558-200 - Chevy small and big block injector harness

STEP 4
Not Needed Comes in the 556-101 Step 12

STEP 5
Not Needed

STEP 6
Not Needed

STEP 7
558-400 - JI A/B I/O cnctr for N2O

STEP 8
522-488 - 48PPH injectors 8 pack

STEP 9
554-101 - NTK Wideband sensor
538-24 - 1 bar MAP Sensor
534-10 - Coolant Temp Sensor
9920-107 - Air Temp Sensor

STEP 10
12-890 - Fuel pump
162-564 - Pre Filter
162-554 - Post Filter
12-846 - Regulator

STEP 11
Not Needed

STEP 12
556-101 - 8 cyl DIS system
556-102 SB Chevy Crank Sensor mounting kit

STEP 13
554-111 - Nitrous Solenoid driver for progressive nitrous

STEP 14
Not Needed

STEP 15
Not Needed

STEP 16
Optional
553-107 - 5.7 LCD touch Screen

STEP 17
Not Needed

NOTES:
Should use AC Delco 213-350 or EFI Connection 120-00003 sync pulse distributor (not supplied)

SELECTION GUIDE

DOMINATOR EFI
VEHICLE MANAGEMENT SYSTEM

SELECTION EXAMPLE

ENGINE:
Chevy big block engine using Holley Distributorless Ignition System with sequential fuel & progressive nitrous system. Controlling a 4L80 Transmission.

STEP 1
554-114 - Dominator ECU
558-308 - Main Power Harness

STEP 2
558-104 - Universal MPFI Main Harness

STEP 3
558-200 - Chevy small and big block injector harness

STEP 4
Not Needed Comes in the 556-101 Step 12

STEP 5
558-405 - 4L60/4L80 trans. Harness

STEP 6
Not Needed

STEP 7
558-402 - J2B Cnctr & Harness for nitrous
558-401 - J2A Cnctr & Harness for 2nd Wide Band O2

STEP 8
522-668 - 66PPH injectors 8 pack

STEP 9
(2) 554-101 - NTK Wideband sensor
538-24 - 1 bar MAP Sensor
534-10 - Coolant Temp Sensor
9920-107 - Air Temp Sensor

STEP 10
12-1400 - Fuel pump
162-572 - Pre Filter
162-570 - Post Filter
12-848 - Regulator

STEP 11
Not Needed

STEP 12
556-101 - 8 cyl DIS system
556-102 SB Chevy Crank Sensor mounting kit

STEP 13
554-111 - Nitrous Solenoid driver for progressive nitrous

STEP 14
Not Needed

STEP 15
Not Needed

STEP 16
Optional
553-107 - 5.7 LCD touch Screen

STEP 17
Not Needed

NOTES:
Should use AC Delco 213-350 or EFI Connection 120-00003 sync pulse distributor (not supplied)

WATER/METHANOL INJECTION COMPONENTS

Take your forced induction ride to the next level with a Holley water/meth injection system! Integrated into the Holley HP and Dominator EFI Systems is the capability to control water/methanol injection allowing you safely run on lower octane pump gas!

What makes the Holley water/methanol system unique and light years ahead of competitive systems, is that the solenoid flow has been characterized within the ECU. Program in an exact flow amount into the software, and that flow is injected into the engine. This is critical to ensure that neither too little (causing engine damage), nor too much (causing a large loss in power) water/methanol mix is injected into the engine. Select the exact percentage of water/methanol mix to be delivered vs. the percentage of fuel flow present, at any RPM and load. This makes tuning a very simple and accurate process. Holley EFI can be configured to drive up to two solenoids. All components are designed to be compatible with water/methanol mix of up to 50% methanol. The Water/Meth solenoids are run by an injector driver output. If an extra output is not available (as would be the case on a HP ECU driving 8 injectors), PN 554-113 can be purchased that can be driven by a low side PWM output.

557-100	Pump	557-105	Solenoid/Nozzle 900cc/min (600 HP)
557-101	Installation Kit	557-106	Solenoid/Nozzle 1000cc/min (800 HP)
557-103	Solenoid/Nozzle 600cc/min (400 HP)	557-107	Water Injection Filter

BOOST CONTROL COMPONENTS

Utilize the built in boost control programming in the HP and Dominator ECUs, to have complete control over your boost levels without additional control systems. To complete the installation, Holley is offering boost control solenoids, specifically designed for use with the Holley ECUs. The solenoids can be driven from any of the pulse width modulated outputs on either ECU, and are designed specifically for the boost control strategies designed within the ECU.

557-200 3 Port Solenoid Valve

CONNECTOR KITS

Connector & pin kits for power pack kits include pins & connectors for sensors.

534-205 MPFI Connector Kit
534-213 Stealth Ram Connector Kit

SENSORS/FUEL PUMPS/ADD-ON MODULES

554-100	NTK Wideband
554-101	LSU4 Bosch Wideband
554-102	100 PSI Stainless Pressure Sensor
554-103	200 PSI Stainless Pressure Sensor
554-104	1500 PSI Stainless Pressure Sensor
538-24	1 Bar MAP
538-13	2 Bar MAP
554-107	3 Bar MAP
554-108	5 Bar MAP
534-10	Coolant Temp
9920-107	Air Temp
12-927	In-line fuel pump (258 PPH @ 15 PSI)
12-920	In-line fuel pump (480 PPH @15 PSI / 402 PPH @45 PSI)
554-111	High Current Nitrous Solenoid Driver
554-112	2 Wire Coil Driver Module
554-115	Hi Current Peak and Hold Module (drive Water Meth Solenoids, etc)
554-116	Service Replacement Avenger ECU & Handheld
553-104	Avenger Handheld Controller

INJECTORS

Part #	Application/HP*	Qty.	Injector Flow (lbs/hr)	Imped.
522-191	Universal	1	19	High
522-198	Univ.; 300 HP max	8	19	High
522-241	Universal	1	24	High
522-248	Univ,; 385 HP max	8	24	High
522-301	Universal	1	30	High
522-308	Univ,: 480 HP max	8	30	High
522-361	Universal	1	36	High
522-368	Univ.; 575 HP max	8	36	High
522-421	Universal	1	42	High
522-428	Univ.; 670 HP max	8	42	High
522-481	Universal	1	48	High
522-488	Univ.; 765 HP max	8	48	High
522-661	Universal	1	66	Low
522-668	Univ.;1050 HP max	8	66	Low
522-831	Universal	1	83	Low
522-838	Univ.; 1325 HP max	8	83	Low
522-121	Universal	1	120	Low
522-128	Univ.; 1900 HP max	8	120	Low

Commander 950® Wide Band O_2 Upgrade Kit with BOSCH® Sensor Part # 534-197

534-197

534-200

- Small weather-sealed unit for convenient mounting
- Accurately measures air & fuel ratio between 10:1 & 18:1
- Upgrade an older Commander 950 ECU to "PRO" software compatibility with included certificate
- Includes Bosch® LSU4 sensor
- Budget-minded pricing
- Replacement Bosch O2 sensor 534-198

Commander 950™ Wide Band O_2 Gauge Part # 534-200

- Features a 3-digit numeric display & 40 segment bar graph
- Uses ultra-high intensity light emitting diodes for easy viewing even under direct sunlight
- Standard 2-1/16" diameter for ease of mounting in a standard gauge pod
- Designed to operate over a temperature range of -4 to + 185° F
- Built for race environments to withstand heat, dirt & vibration
- Connects directly to Wide Band O2 controllers (p/n 534-188) by simply plugging it in and running a switched power and ground to the gauge.

Commander 950® Wide Band O_2 Upgrade Hardware Part # 534-188

KIT CONTAINS:

- NTK Oxygen Sensor
- Sensor controller
- PRO software and Commander 950 ECU Firmware Upgrade Certificate
- Comprehensive manual

The wideband oxygen sensor is the ultimate addition to any new or existing Commander 950 EFI system. It will plug directly into all Commander 950 harness and accurately measure any air/fuel ration between 10:1 and 20:1. This allows the engine tuner to read the air/fuel ratio in real time for extremely accurate tuning. The PRO software, that is included with the upgrade, features a 64 cell target air/fuel ratio matrix. This feature enables the tuner to program the ECU to operate the engine at any target air/fuel ratio for best power and economy. All engines will benefit from this upgrade and it is a virtual "must have" for forced induction engines. NTK sensors are recommended for leaded fuel & very high EGT (exhaust gas temp) applications.

NTK replacement O2 sensors
534-190 1st generation
534-194 2nd generation

SERVICE PARTS

Cable, communication, laptop computer; Provides ECU to laptop computer connection Part # 534-140

Distributor wiring harness adapter, Chevrolet HEI; Small cap distributor Part # 534-138

Distributor wiring harness adapter, Ford TFI Part # 534-139

ECU, Commander 950 (except LS1 kit) Part # 534-120
Marine Part # 534-181

Relay kit, cooling fan; Includes relay & wiring for cooling fan Part # 534-134

Sensor, knock, wiring connector kit; Does not include module or sensor Part # 534-136

Software, Commander 950 Mapping & set up Part # 534-144

Software, Commander 950 PRO; Mapping & set up & ECU firmware upgrade Part # 534-191

Wiring harness, injectors
Universal 4cyl. kit P/N 950-104 Part # 534-153
Ford 5.0L V8 kit,P/N 950-106 Part # 534-131
Universal B/B V8 (over the plenum) Part # 534-130
Universal 4 cyl. Part # 534-182

Wiring harness, magnetic pick up; Provides wiring for magnetic pick up installation Part # 534-135

Wiring harness, main

Used with kit, P/N **950-100** Part # 534-146
Used with kit, P/N **950-101** Part # 534-128
Used with kit, P/N **950-102** Part # 534-147
Used with kit, P/N **950-103** Part # 534-142
Used with kit, P/N **950-104** Part # 534-182
Used with kit, P/N **950-105** Part # 534-148
Used with kit, P/N **950-106** Part # 534-149
Used with kit, P/N **950-109** Part # 534-142
Used with kit, P/N **950-115** Part # 534-143

Auxiliary Injector Driver Kit Part # 534-195

Designed to work with ECUs (like the Holley Commander 950) that have four (4) "peak to hold drivers". What this module does is expand the ECU's capability to control eight (8) "peak & hold drivers", allowing the use of eight (8) low impedance injectors. With this additional capability, running either a 2x4 throttle body setup (requires additional harness 534-196) or plug and play in a multi point system running 8 low impedance injectors is possible.

2X4 TBI wiring harness
Part # 534-196

534-120

ECU-Commander
The most advanced fuel management / engine controller available today. See elsewhere for a complete description of features and capabilities of this remarkable unit
Part # **534-120** (Automotive)
Part # **534-181** (Marine)

Cable, Commander 950
Part # **534-140**
Communication (ECU to laptop)

534-83

Fuel Injector Bungs
1/pkg Part # **534-82**
4/pkg Part # **534-83**
6/pkg Part # **534-84**
8/pkg Part # **534-85**

Fuel Injector Connectors & Terminals
8/ pkg. (for Holley top feed injectors) Part # **534-112**

534-112

Fuel Injector O-ring & Retainers
Delphi/Holley fuel injector O-ring 16/pkg Part # **534-104**

534-104

Bosch fuel injector retainer 8/pkg Part # **534-102**

Delphi/Holley fuel injector retainer 8/pkg Part # **534-103**

534-102

Fuel Lines & Rails
Fuel Line, Fuel Rail Crossover – Small Block Chevrolet V-8 Fits Holley MPI Manifolds Part # **9900-144**

Fuel Line, Fuel Rail Crossover – Big Block Chevrolet V-8 Fits Holley MPI Manifolds Part # **9900-145**

Left & Right Hand Fuel Rails – Small Block Chevrolet V-8 Fits Holley MPI Manifolds Part # **9900-147**

534-103

Left & Right Hand Fuel Rails – Big Block Chevrolet V-8 Fits Holley MPI Manifolds Part # **9900-149**

Left & Right Hand Fuel Rails, Crossovers, Fittings, Hardware Small Block Chevrolet V-8 - Fits Holley MPI Manifolds Part # **9900-172**

9900-144

9900-173

Fuel Lines & Rails
Left & Right Hand Fuel Rails, Crossovers, Fittings, Hardware Big Block Chevrolet V-8 - Fits Holley MPI Manifolds Part # **9900-173**

STEALTH RAM™ fuel rail kit Part # **534-185** w/ non-adjustable regulator
Part # **534-186** w/ adjustable regulator

STEALTH RAM™ fuel rail kit for vortec kits Part # **534-192** w/ non-adjustable regulator
Part # **534-193** w/ adjustable regulator

108-4

Universal fuel rail kit - 12″ length Part # **534-78**

Universal fuel rail kit - 18″ length Part # **534-79**

Universal fuel rail kit - 36″ length Part # **534-80**

Air Cleaner Gasket
Part # **108-4**

12-920

Electric Fuel Pump
Part # **12-920**
See page 132 for specifications

40 Amp. Relay
Part # **534-26**

534-26

Sensors
Air Temperature Part # **9920-107**
Coolant Temperature Part # **534-10**

Map Sensor
Naturally-aspirated motors - (1 bar) Part # **538-24**

538-13

Forced induction - up to 14.7 PSI boost - (2 bar) Part # **538-13**

Forced induction - 14.7 to 29.4 PSI boost - (3 bar) Part # **538-23**

Oxygen Sensor
Oxygen sensor Part # **43-106**

43-106

Wide Band Oxygen sensor replacement (NTK 1st generation) Part # **534-190**

Wide Band Oxygen sensor replacement (NTK 2nd generation) Part # **534-194**

Wide Band Oxygen sensor replacement (Bosch) Part # **534-198**

534-49

Sensor bung Part # **534-49**

Throttle Position Sensor
2000 CFM throttle body Part # **9920-110**

Software
Commander 950 ECU (Mapping & Set-up) Part # **534-144**

Pro-Jection MPFI w/ E-Prom Part # **534-117**

Pro-Jection TBI w/ E-Prom Part # **534-77**

534-74

Throttle Body Assemblies
Universal 1000 CFM w/ IAC Part # **112-577**
Universal 2000 CFM Part # **112-578**

112-577

Commander 950 ECU Primary Wiring Harness Part # 534-142
ECU-to-sensors (Holley MPI systems)

Commander 950 ECU Injector Wiring Harness
Holley MPI system (over intake plenum routing) Part # **534-130**

Commander 950 ECU Accessory Wiring Harness
Cooling fan relay Part # **534-134**
Crank trigger w/ magnetic pick up Part # **534-135**
Knock sensor Part # **534-136**
Chevrolet HEI Distributor Part # **534-138**
Ford TFI distributor Part # **534-139**

534-138

Base Plate & Gasket Sealing Kit
1000 CFM throttle body Part # **508-17**
2000 CFM throttle body Part # **508-18**

508-17

Block-off Plate, IAC Part # 112-560

112-560

MAP Sensor Bracket Part # 9902-104

TH-700R4 Transmission Bracket Part # 20-113

Fuel Filter - TBI post filter (metal) Part # 562-1

20-113

Fuel Filter Element Prefilter (plastic) Part # 562-3

Fittings
90° & Schrader Valve has 1/8" NPT Tap) Part # **9900-163**
Regulator Part # **9906-127**
Swivel #6 to 3/8" Hose Barb Part # **9906-143**
Swivel 90° Male to SAE 37° #6 Part # **9906-118**
Tee 180° Male to 2x SAE 37° #6 Part # **9906-126**

562-1

562-3

9900-163

Base Throttle Body Gasket
1000 CFM throttle body Part # **9910-101**
2000 CFM throttle body Part # **9910-102**

9910-101

INTAKE MANIFOLDS SMALL BLOCK CHEVROLET V-8

350 Early & Late Cylinder Heads
4bbl square flange design (automotive) Part # **9901-101-1**

9910-102

STEALTH RAM™
Satin finish Part # **7540**
Polished finish Part # **7540P**
Vortec satin finish Part # **7542**
Vortec polished finish Part # **7542P**

350 Vortec/Gen 1 Cylinder Heads
4 bbl square flange Part # **9901-107**

9910-101-1

INTAKE MANIFOLDS BIG BLOCK CHEVROLET V-8

Oval Port Cylinder Heads
Standard deck w/ square flange (automotive) Part # **9901-209**

Rectangular Port Cylinder Heads
Standard deck w/ square flange (automotive) Part # **9901-201**
Standard deck w/ DOMINATOR flange (automotive) Part # **9901-202**
Tall deck w/ square flange (automotive) Part # **9901-203**
Tall deck w/ DOMINATOR flange (automotive) Part # **9901-204**

9910-201

Fuel Pump Block-Off Plate
Chevrolet Small Block V8, Chevrolet Big Block V8 Part # **12-814**

12-814

Pro-Jection 2D Electronics

Pro-Jection "D" electronics contain a basic performance fuel curve that has a wide range of adjustability. "D" electronics monitor engine RPM and processes a stream of information inputs from the throttle position and engine temperature sensors. From these inputs the "D" system automatically changes, adjusts and modifies the fuel delivery to maintain the fuel curve. Further refinement of the fuel curve is possible by adjusting the knobs on the ECU. The payoff for all this electronic capability is excellent start up, driveability, power and economy. "D" Pro-Jection is designed to be used on stock, or mildly modified engines with at least 15" vacuum at idle (A/T idling in gear).

670 CFM Pro-Jection® Part # 502-20S

GM, Chrysler, Ford & AMC V-8s

No Laptop Required!

Application
- Small block V-8s up to 275 H.P.
- Big block V-8s up to 275 H.P.
- No 4 or 6 cylinders

Features
- A complete "stand-alone" system.
- Retro-fits only carbureted, non-computerized V-8 engines.
- Die cast aluminum throttle body.
- Dual 85 lb./hour injectors.
- 12 - 22 PSI adjustable pressure regulator.
- Digital ECU is user-adjustable for: Idle, Accelerator pump, Main, High RPM, Choke
- Self-priming, in-line electric gerotor fuel pump is rated at 300 lb./hr. @ 15 PSI.
- Wiring harness is designed for "plug-in" installation. It's temperature-insulated & weather-sealed.
- Adjustable fast idle solenoid.
- Installed height of TBI is no greater than standard carburetor.
- Detailed installation instruction booklet is included

Benefits
- Improved driveability
- Fantastic throttle response
- Greater fuel economy
- Increased power

System Requirements
- Non-computerized V-8 engine of not more than 275 H.P.

Available Separately
- GM TH-700R4 transmission cable bracket
  P/N: **20-97** (aftermarket 4-bbl. intake manifold)
- Holley 2-bbl.-manifold-2 bbl.-Pro-Jection adapters
  P/N: **17-47** (Holley 2300/Motorcraft 2-bbl. flange)
- Holley 2-bbl. Pro-Jection intake manifold for small block Chevrolet V-8s
  P/N: **300-49** (1957-86 all & 1987-later with aluminum cylinder heads)
  P/N: **300-66** (1987-later with cast iron cylinder heads)
- Dual tank installation kit for light-duty trucks
  P/N: **534-37**
- Closed loop kit
  P/N: **534-54**
- Rich/Lean indicator for vehicles w/o oxygen sensor
  P/N: **534-50**
- Rich/Lean indicator for vehicles with oxygen sensor
  P/N: **534-51**

Marine Pro-Jection® 2-bbl Throttle Body Fuel Injection Part # 700-21

Holley Marine

Features common to both 2-bbl systems
- 85 lb./hr. injectors
- Fuel pressure regulator , fuel pressure is pre-set at 21 PSI fuel pressure is adjustable from 12 - 25 PSI
- Gerotor-type 12-Volt electric marine fuel pump flows 300 lbs. of fuel per hour at 15 PSI
- Stainless steel flame arrestor (5 3/4" x 3") is included
- Adapters included for either spread bore or square flange 4-bbl intake manifolds
- Wiring harness is designed for "plug-in" installation, temperature insulated & weather sealed
- Includes complete and detailed installation instructions.

System Requirements
- Adequate hatch clearance — overall height of the installed system is approximately 1" higher than the carburetor.

All carbureted V8 engines
- Complete stand-alone system
- Engines w/o computer control
- Engines rated up to 275 horsepower - At least 15" of engine vacuum at idle
- 670 CFM die cast aluminum throttle body
- Digital "2D" computer (ECU) is rugged and reliable
- ECU provides adjustments for Idle, Accelerator pump, Main jet, High RPM jet, Choke

A

A. Adapter - Air Cleaner Part # **17-14**
4-bbl Pro-Jection systems

B.

B. Adapter - TBI (spread bore to TBI flange) Part # **17-41**
2-bbl Pro-Jection

C.

C. Adapter - TBI (square bore to TBI flange) Part # **17-45**
2-bbl Pro-Jection

D.

D. Adapter - TBI (square bore to spread flange) Part # **17-6**
2-bbl Pro-Jection

E.

E. Adapter - TBI (2300 2-bbl flange to TBI flange) Part # **17-47**
2-bbl Pro-Jection

G.

G. Bracket - Transmission Cable (GM TH-700R4) Part # **20-97**
2-bbl Pro-Jection, P/Ns 502-20S Aftermarket 4-bbl intake manifold

H.

H. Closed Loop Kit Part # **534-27**
1-bbl, 2-bbl, 4-bbl Pro-Jection analog systems

I.

I. Closed Loop Kit Part # **534-54**
1-bbl, 2-bbl digital Pro-Jection

J.

J. Diaphragm, Fuel Pressure Regulator Part # **512-1**
1-bbl, 2-bbl, 4-bbl Pro-Jection

K.

K. Distribution Ring, Air Part # **508-10**

L.

L. Distribution Ring, Air Part # **508-12**
4-bbl Pro-Jection systems

M.

M. Dual Tank Fuel Pump Kit Part # **534-37**
1-bbl Pro-Jection, P/Ns 502-20S
2-bbl Pro-Jection, P/Ns 502-20S

N.

N. Dual Tank Fuel Pump Kit Part # **534-38**
4-bbl Pro-Jection (All), 950 MPFI/4-bbl TBI)

O.

O. Electronic Control Unit (ECU)
2-bbl Pro-jection Part # **534-55**
2-bbl Pro-jection (MARINE) Part # **534-33**

P.

P. Electronic Control Unit (ECU) Part # **534-72**
1-bbl digital Pro-Jection

Q.

Q. Filter, Fuel - Pump (plastic) Part # **562-3**
All Pro-Jection systems

R.

R. Filter, Fuel - TBI (metal) Part # **562-1**
All Pro-Jection systems

S.

S. Gasket, Air Horn Part # **508-1**
1-bbl replacement TBIs

T.

T. Gasket, Air Horn Part # **108-4**
2-bbl replacement TBIs, P/Ns 502-3, 502-4, 502-5, 502-6, 502-7; 2-bbl Pro-Jection, P/Ns 502-20S; 4-bbl Pro-Jection systems (all)

U.

U. Gasket, 1-bbl TBI Flange (O.E. manifold/ 1.68" bore) Part # **508-2**
1-bbl replacement TBIs

V.

V. Gasket, 1-bbl TBI Flange (Holley manifold/ 2.00" bore) Part # **508-3**
1-bbl replacement TBIs

A. Gasket, 2-bbl TBI Flange (O.E. manifold/ 1.68" bores) Part # **508-7**
2-bbl replacement TBI, P/Ns 502-3

A.

B. Gasket, 2-bbl TBI Flange (O.E. manifold/ 2.00" bores) Part # **508-11**
2-bbl replacement TBI, P/Ns 502-4, 502-5, 502-6, 502-7

B.

C. Gasket, Flange Part # **508-5**
2-bbl Pro-Jection, P/N 502-20S Spread bore manifold

C.

D. Flange Gasket
2-bbl Pro-jection, P/N 502-20S Square bore manifold to P/N 17-6 adapter Part # **508-9**

D.

E. Flame Arrestor Part # **720-12**
Recommended 600-700 CFM

E.

F. Gasket, 2-bbl TBI Flange / Adapter Part # **508-6**
2-bbl Pro-Jection, P/Ns 502-20S x 2 Pro-Jection; 2-bbl TBI flange to either P/Ns 17-41, 17-45 adapters

F.

G. Gasket, 4-bbl TBI Flange (1/16" thick) Part # **108-10**
All 4-bbl Pro-Jection systems

G.

H. Gasket, 4-bbl TBI Flange (5/16" thick) Part # **108-12**
All 4-bbl Pro-Jection systems

H.

I. Gasket, 1-bbl TBI Flange/ Adapter Part # **508-15**
1-bbl Pro-Jection

I.

J. Gasket, 2-bbl Carter BBD Flange to 1-bbl TBI Adapter Part # **508-16**
1-bbl Pro-Jection

J.

K. Gasket, 1-bbl TBI Air Cleaner Adapter to O.E. Air Cleaner Part # **508-14**
1-bbl Pro-Jection

K.

L. Gasket, Idle Air Control Motor Part # **508-8**
All "D" and "Di" Pro-Jection systems

L.

M. Idle Air Control Motor Part # **543-2**
1-bbl and 2-bbl replacement TBIs

M.

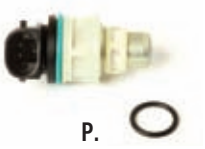
N. Idle Air Control Motor Part # **543-105**
All digital Pro-Jection systems

N.

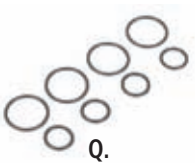
O. Injector, Fuel (90 PPH) Part # **522-40**
1-bbl Pro-Jection

O.

P. Injector,Fuel,Performance, Commander 950 systems
45 PPH @ 12 PSI; 65 PPH @ 21 PSI Part # **522-54**
50 PPH @ 12 PSI; 72 PPH @ 21 PSI Part # **522-80**
60 PPH @ 12 PSI; 85 PPH @ 21 PSI Part # **522-43**


P.

Q. Injector, O-ring Kit
Commander 950 TBI new style injector (O-rings only) Part # **508-19**


Q.

Injector, Retaining Plate with Air Cleaner Stud
2-bbl throttle body, Commander 950 systems Part # **534-165**
4-bbl throttle body, Commander 950 systems Part # **534-166**

R. Injector, Wiring Harness, Commander 950 Systems
2-bbl throttle body Part # **534-167**
4-bbl throttle body Part # **534-168**

R.

S. Injector Pod, Replacement, Commander 950 Systems
2-bbl throttle body Part # **534-162**
4-bbl throttle body (does not include injectors) Part # **534-163**

S.

A.

A. Injection Pod Upgrade Kit for Pro-Jection Throttle Bodies

2-bbl throttle body Part # **534-170**

(2-bbl TBI applications may require splicing old connector to pigtail for installation.)

4-bbl throttle body Part # **534-169**

(upgrades "old-style" throttle body for new performance injectors; includes injector wiring harness and retaining plate)

B.

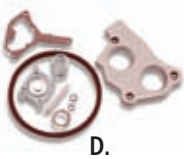
B. Injector Caps, Replacement Part # **534-100**

2-bbl Pro-Jection

C.

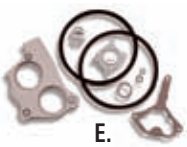
C. Kit, Renew Part # **503-1**

1-bbl replacement TBIs; 1-bbl Pro-Jection systems


D.

D. Kit, Renew Part # **503-2**

2-bbl replacement TBI, P/N 502-3


E.

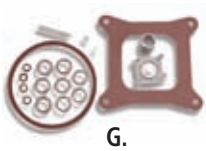
E. Kit, Renew Part # **503-5**

2-bbl replacement TBIs, P/Ns 502-4, 502-5, 502-6, 502-7

F.

F. Kit, Renew Part # **503-3**

2-bbl Pro-Jection (All); 2 x 2 Pro-Jection


G.

G. Kit, Renew Part # **503-6**

4-bbl Pro-Jection (All)

H.

H. Lever, Throttle Extension (Chrysler) Part # **20-7**

2-bbl Pro-Jection (All); 2 x 2 Pro-Jection;
4-bbl Pro-Jection (All)

J.

J. Plate, Fuel Pump Block-Off Part # **12-813**

Chrysler - Big Block V-8; Chrysler - Small Block V-8

K.

K. Plate, Fuel Pump Block-Off Part # **12-814**

Chevrolet - Small Block V-8;
Chevrolet - Big Block V-8

L.

L. Pump, Electric Fuel (258 PPH @ 15 PSI) Part # **12-927**

All 1-bbl Pro-Jection; All 2-bbl Pro-Jection

M.

M. Pump, Electric Fuel Part # **12-920**

All 4-bbl Pro-Jection (480 PPH @ 15 PSI);
All MPI systems (402 PPH @ 45 PSI)

N.

N. Relay, 40 Amp Part # **534-26**

All Pro-Jection Systems

O.

O. Rich/Lean Indicator Part # **534-50**

without oxygen sensor

P. Rich/Lean Indicator Part # **534-51**

with oxygen sensor

P.

Q. Sensor, Air Charge Part # **534-46**

All digital Pro-Jection Systems

R. Sensor, Coolant Temperature Part # **534-2**

All 4-bbl analog Pro-Jection systems
P/N 502-20S digital 2-bbl Pro-Jection

Q.

S. Sensor, Coolant Temperature Part # **534-10**

All 4-bbl digital Pro-Jection systems

R.

T. Sensor, MAP

All digital Pro-Jection systems -
4D & 4DI 2-bar Part # **538-13**

All Commander 950 systems -
1 bar Part # **538-24**

S.

U. Sensor, Oxygen Part # **43-106**

All digital Pro-Jection systems;
Closed loop kit, P/N 534-27

T.

V. Sensor, Throttle Position Part # **543-1**

1-bbl replacement TBIs
1-bbl Pro-Jection

U.

V.

A.

A. Sensor, Throttle Position Part # **543-3**

1-bbl replacement TBIs
2-bbl Pro-Jection, P/Ns 502-20S
2 x 2 Pro-Jection

B.

B. Sensor, Throttle Position Part # **543-29**

2-bbl replacement TBIs, P/Ns 502-3, 502-4, 502-5, 502-6, 502-7; 4-bbl Pro-Jection

C.

D. Solenoid, Fast Idle Part # **46-74**

All 2-bbl and 4-bbl analog Pro-Jection systems
1-bbl and 2-bbl Digital systems

D.

E. TBI Assembly (670 CFM) Part # **500-6S**

2-bbl Pro-Jection, P/Ns 502-20S

TBI Assembly (900 CFM) Part # **500-16S**

4-bbl Pro-Jection

E.

TBI Assembly (700 CFM) Part # **500-17S**

4-bbl Pro-Jection

Throttle Body Assemblies, Commander 950™ & Holley EFI Systems

NOTE: If using to replace throttle body on Holley EFI system, the proper injector harness will need to be purchased separately. See page 132.

2-bbl.

700 CFM 4-bbl w/ 65 PPH injectors Part # **534-172**

900 CFM 4-bbl w/ 75 PPH injectors Part # **534-187**

900 CFM 4-bbl w/ 85 PPH injectors Part # **534-173**

4-bbl.

Throttle Body Assemblies, TBI Systems, Marine

670 CFM 2-bbl system
P/N 700-21 Part # **500-13**

F.

900 CFM 4-bbl system Part # **500-19**

700 CFM 4-bbl system
P/N 700-21 Part # **500-20**

F. Wiring Harness Part # **534-25-1**

1-bbl Pro-Jection, 2-bbl Pro-Jection

H.

H. Wiring Harness Adapter Part # **534-23**

All analog 2-bbl Pro-Jections with old-style ECU with ribbed/finned housing. Adapter allows connection either to "newer" analog or "state-of-the-art" digital ECU.

I.

I. Wiring Harness Adapter Part # **534-47**

All digital interactive (Di) Pro-Jection systems. Allows connection to GM distributor for ignition control feature.

J.

J. Wiring Harness Adapter Part # **534-48**

All digital interactive (Di) Pro-Jection systems. Allows connection to Ford distributor for ignition control feature.

K.

K. Wiring Harness, Closed Loop Part # **534-56**

Digital 2-bbl Pro-Jection

L. Wiring Harness, Computer Cable DB-9 Part # **534-45**

All digital interactive (Di) Pro-Jection systems. Allows computer hookup for tuning purposes.

L.

LS Hi-Flow Holley EFI Fuel Rails

- Bright dip, black anodized finish with laser etched EFI logo for long lasting good looks
- 5/8" diameter fuel passage provides the flow capacity for high horsepower applications
- High volume fuel passage dampens fuel pressure oscillations
- Fuel rails are machined to accept -8 (3/4-16) O-ring fittings
- Includes (4) -6 to 3/4-16 O-ring adapters

Fits LS1, LS2, LS3, LS6, L76 & L99 factory intakes	Part # **534-209**
Same as 534-209, but also includes (6') braided hose, (4) 90° and (2) straight -6 hose ends	Part # **534-210**

ACCESSORIES FOR P/N 534-209 & 534-210:

Adapter kit, directly connects to GM factory quick connect	Part # **534-211**
Bracket kit, required when using (EV1/Bosch style) performance injectors on LS2, LS3, L76 or L99 applications	Part # **534-212**

Hi-Flow EFI Fuel Rail Extrusions

AN-8 6061-T6 aluminum hi-flow fuel rail extrusion for the fabrication of custom fuel injection systems. The 5/8" diameter fuel passage provides the flow capacity for high horsepower applications and the volume to dampen fuel pressure oscillations. The extrusion is sized to be machined for an AN-8 o-ring sealed fitting port. 6061-T6 material machines easily, can be welded, and can be anodized to a beautiful finish. The generous fuel injector/mounting lug can be machined for a variety of fuel injector and mounting configurations.

NOTE: The fuel rail extrusion requires machining the for fuel injector ports, end fittings and mounting. The extrusions are raw aluminum and are not anodized.

Universal 12" length	Part # **534-206**
Universal 18" length	Part # **534-207**
Universal 36" length	Part # **534-208**

EFI Fuel Rails - Universal

These Holley CNC machined aluminum fuel rails contain a .50" diameter fuel passage that are designed for high flow, custom applications. Holley EFI fuel rails are the perfect complement to the Holley lines of high flow in-tank fuel pumps, performance fuel injectors, intake manifolds, adjustable fuel pressure regulators and high flow billet throttle bodies for your custom installation. Universal fuel rails require machining to fit your injector mounting situation.

NOTE: Fuel rails are sold individually.

Universal 12" length	Part # **534-78**
Universal 18" length	Part # **534-79**
Universal 36" length	Part # **534-80**

THROTTLE BODIES

THROTTLE BODIES 151-156

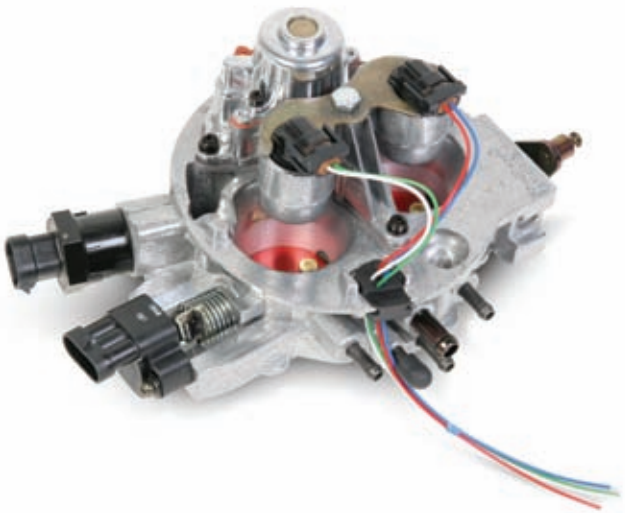
Direct Replacement Performance Truck TBIs 152
Airfoil Kit 153
Universal 4-bbl Billet Throttle Bodies 153
High-Flow EFI Throttle Bodies 154-155
LS Throttle Bodies 155
Throttle Body Service Parts 155
Billet Aluminum 941 CFM Throttle Body 156

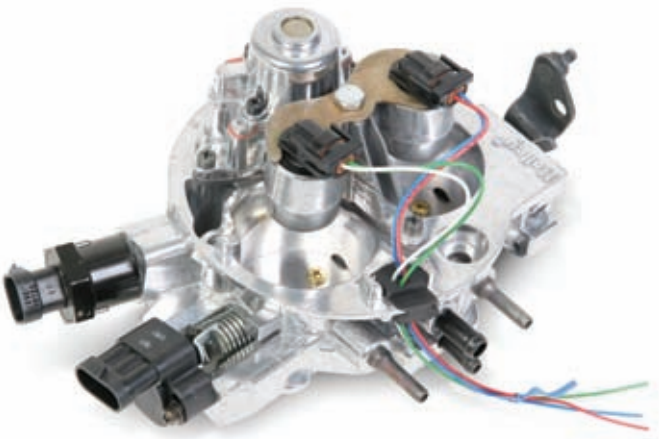
Direct Replacement Performance TBIs

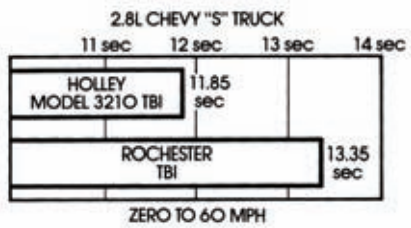
Holley designed these throttle bodies with all relevant emission provisions and hook-ups for a true 50-State legal installation. They are engineered for a "bolt-on" installation on stock factory manifolds for the applications cataloged. The one barrel throttle bodies have been assigned California Air Resources Board (C.A.R.B.) Executive Order (E.O.) number D-115-4. The two barrel throttle replacement bodies are considered to be the functional equivalent of the original equipment throttle body and, as such, are considered to be 50-State legal. Therefore, the C.A.R.B. E.O. number is not required.

Features

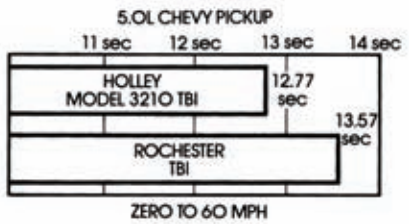
- Direct replacement for O.E. units
- Bolt-on performance replacement for O.E. GM TBI units
- Can increase horsepower up to 25%
- Compatible only with stock O.E. GM electronics
- Provides increased torque and horsepower







2.8L Zero-60 MPH



5.0L Zero-60 MPH

Make	Model	Year	Engine	# Bbl	CFM	P/N
Chevy/GMC	S/T Series Truck	1985 1/2-89	2.8L 6 cyl.	2	400	502-3 1
Chevy/GMC	S/T Series Truck	1988-91	4.3L 6 cyl.	2	670	502-7 1
Chevy/GMC	Full size Truck	1986-89	4.3L 6 cyl.	2	670	502-4 1
Chevy/GMC	Full size Truck	1987-89	5.0L 8 cyl.	2	670	502-5 1
Chevy/GMC	Full size Truck	1987-90**	5.7L 8 cyl.	2	670	502-6 1
Chevy/GMC	Full size Truck	1990-95*	5.7L 8 cyl.	2	670	502-9 1

* 95 w/o throttle cam
** 90 models with round 3-wire tps must use 502-9

1 2 or 3 See page 223 for symbol explanation.

Airfoil Kit

120-140

GM Throttle Body Airfoil Kit . . . . . .Part # **120-140**

1985-92 Camaro/Firebird w/ 5.7L TPI
1992-98 Camaro/Firebird w/ 5.7L LT1

Talk about a smooth operator! This Holley airfoil kit easily adapts to the stock GM throttle body on Chevrolet 5.7L TPI and LT1 engines used on Camaros and Firebirds. It acts to smooth out and minimize the turbulence of the incoming flow of air into the throttle body. **The September, 2002 edition of GM HIGH-TECH PERFORMANCE magazine reported a 5.8 horsepower increase after installing this Holley airfoil kit on a stock 1994 Camaro Z28 LT1, called "The Grape Of Wrath".**

Installation is easy; simply snap it into place in the mouth of the throttle body and it's ready to work. Made from space age elastomer, the Holley airfoil will perform effectively and unobtrusively for years.

Universal 4-bbl Billet Throttle Bodies

112-577

1000 CFM (square flange) with IAC . . . . . .Part # **112-577**
2000 CFM (DOMINATOR® flange) . . . . . .Part # **112-578**

If you're thinking of building either a high performance or race multi-point fuel injection system for your engine, look no further than Holley for the throttle body.

Holley offers a line of universal throttle bodies that range in sizes from 1000 CFM to 2000 CFM and are available with standard square bore or DOMINATOR® flanges. These billet beauties will provide all the air your motor can ingest. Sporting premium design features that enhance their ruggedness and durability, Holley performance throttle bodies are built to take the most severe usage. They'll look great as well - sitting on top of your street rod or street/strip engine. They have the looks to go with the brawn!

Features

- True cut CNC billet construction
- Progressive linkage system for more precise throttle control and better driveability.
- Idle air control (IAC) system incorporates over-sized passages to accommodate larger engines to further enhance idle quality & control.
- Provision for installing Holley **P/N 20-113**, TH-700R4 over-drive transmission kick-down cable bracket.
- Special machined radii on top and bottom of throttle body promotes maximum airflow and minimizes air turbulence.
- Three manifold vacuum ports are available including one for PCV.
- 1000 CFM throttle body utilizes a standard square bore while the 2000 CFM throttle body is designed with a Dominator Flange
- 1000 CFM utilizes 1.75" bores while the 2000 CFM utilizes 2.25" throttle bores.
- Adjustable secondary link for soft progressive, progressive or 1:1 throttle activation
- Carburetor style linkage utilized so most popular throttle studs mount right up.

Holley High-Flow EFI Throttle Bodies

Does your engine seem like it's out of breath? You can increase engine breathing with a Holley high-air-flow throttle body! Fully CNC machined from 6061 billet aluminum, these new Holley throttle bodies are designed to use the stock TPS and IAC to simplify installation. They are bright dipped clear anodized for long lasting good looks and corrosion protection. They also include all the necessary vacuum ports and linkage to facilitate installation. Don't get left in the dust. New Holley high-flow throttle bodies are the ticket to ride. **NOTE: Some manifold machining may be required to correctly port-match the throttle body to the intake.**

112-504 - GM LT-1

112-573 - Ford 4.6L

112-557 - Dodge Truck 5.2/5.9L

112-574 - GM LS

Application	Engine	Year	Size	Color	Part #	
Buick GN/Race	3.8L w/o IAC	1984-87	1 x 95 mm	Clear Coat	**112-513**	2
Buick GN/Race	3.8L w/o IAC	1986-93	1 x 105mm	Clear Coat	**112-535**	2
Chevrolet Camaro	5.7L TPI	1985-88	2 x 52mm	Clear Coat	**112-502**	2
Chevrolet Camaro	5.7L TPI	1985-88	2 x 58mm	Clear Coat	**112-503**	2
Chevrolet Camaro	5.7L TPI	1989-92	2 x 52mm	Clear Coat	**112-506**	2
Chevrolet Camaro	5.7L TPI	1989-92	2 x 58mm	Clear Coat	**112-507**	2
Chevrolet Camaro	5.7L LT1	1993	2 x 52mm	Clear Coat	**112-504**	2
Chevrolet Camaro	5.7L LT1	1993	2 x 58mm	Clear Coat	**112-505**	2
Chevrolet Camaro	5.7L LT1	1994-97	2 x 52mm	Clear Coat	**112-508**	2
Chevrolet Camaro	5.7L LT1	1994-97	2 x 58mm	Clear Coat	**112-509**	2
Chevrolet Camaro	4 Bolt LS (cable driven)	1 x 80mm	Clear Coat	**112-574**		
Chevrolet Camaro	4 Bolt LS (cable driven)	1 x 90mm	Clear Coat	**112-576**		2
Chevrolet Corvette	4 Bolt LS (cable driven)	1 x 80mm	Clear Coat	**112-574**		
Chevrolet Corvette	LS w/ LS2, Fast™ or					2
	Weiand Street Warrior Intake (cable driven)		1 x 90mm	Clear Coat	**112-576**	
Chevrolet Corvette	5.7L LT1	1992-93	2 x 52mm	Clear Coat	**112-504**	2
Chevrolet Corvette	5.7L LT1	1992-93	2 x 58mm	Clear Coat	**112-505**	
Dodge Truck (all)	5.2/5.9L	1994-95	2 x 52mm	Clear Coat	**112-555**	2
Dodge Truck (all)	5.2/5.9L	1996-01	2 x 52mm	Clear Coat	**112-557**	2
						2
						2
						2

1 2 or 3 See page 223 for symbol explanation.

Application	Engine	Year	Size	Color	Part #
Ford Mustang	5.0L EFI	1986-93	1 x 80mm	Clear Coat	**112-510** 2
Ford Mustang	5.0L EFI				
	w/o IAC	1986-93	1 x 95mm	Clear Coat	**112-513**† 2
Ford Mustang	2V 4.6L EFI	1996-04	1 x 70mm	Clear Coat	**112-573** 2
Ford Mustang	2V 4.6L EFI	1996-04	1 x 75mm	Clear Coat	**112-575** 3
Jeep Grand Cherokee	5.9L	1997-98	2 x 52mm	Clear Coat	**112-555** 3
Pontiac Firebird	5.7L TPI	1985-88	2 x 52mm	Clear Coat	**112-502** 2
Pontiac Firebird	5.7L TPI	1985-88	2 x 58mm	Clear Coat	**112-503** 2
Pontiac Firebird	5.7L TPI	1989-92	2 x 52mm	Clear Coat	**112-506** 2
Pontiac Firebird	5.7L TPI	1989-92	2 x 58mm	Clear Coat	**112-507** 2
Pontiac Firebird	5.7L LT1	1993	2 x 52mm	Clear Coat	**112-504** 2
Pontiac Firebird	5.7L LT1	1993	2 x 58mm	Clear Coat	**112-505** 2
Pontiac Firebird	5.7L LT1	1994-97	2 x 52mm	Clear Coat	**112-508** 2
Pontiac Firebird	5.7L LT1	1994-97	2 x 58mm	Clear Coat	**112-509** 2
Pontiac Firebird	LS w/ LS2, Fast™ or Weiand Street Warrior Intake		1 x 80mm	Clear Coat	**112-574** 2
Pontiac Firebird	LS w/ LS2, Fast™ or Weiand Street Warrior Intake		1 x 90mm	Clear Coat	**112-576** 2
Universal**			1 x 105mm	Clear Coat	**112-535**† 2

* Intake manifold modifications may be necessary on stock manifolds.
** 5.0L Ford bolt pattern
† Uses Ford Mustang style linkage

Holley LS Throttle Bodies

Got an LS engine retrofitted with an LS2, LS3, LS7 or FAST™ 4-bolt intake manifold? Need more air? How about an 80mm or 90mm billet aluminum throttle body? Here they are - the finest LS throttle bodies on the market! They are throttle cable actuated and feature a full roller bearing supported throttle shaft to prevent sticking and improve longevity. Their contoured throttle bore design provides smooth and predictable performance from idle to WOT. They also feature factory style stamped steel throttle linkage and an included throttle cable bracket for a precise fit. They feature a clear anodized finish for long lasting good looks! Ideal for converting a drive-by-wire engine to a throttle cable.

FAST™ is a trademark of the Comp Performance Group.

Application	Engine	Size	Color	Part #
Universal	4 bolt LS including Fast™ intake manifolds	1 x 80mm	Clear Coat	**112-574** 2
Universal	4 bolt LS including Fast™ intake manifolds	1 x 90mm	Clear Coat	**112-576** 2

Throttle Body Service Parts

Gasket, GM TPI & LT1 Throttle Body Plate, IAC Block-off . . . . . Part # **108-116**

Ford throttle bodies . . . . . Part # **112-560**

Throttle Plate Service Kits

2000 CFM throttle body . . . . . Part # **9925-103**

Kit Renew

2bbl Replacement TBI's for P/Ns 502-4, 502-5, 502-6, 502-7, 502-9 . . . . . Part # **503-5**

112-560

Want NASCAR® Power?

Want the ultimate throttle body? You can have the same flow and control that NASCAR Teams have. Holley has been selected by NASCAR to supply high performance throttle bodies to NASCAR Sprint Cup Series™ teams as they transition to electronic fuel injection. Nearly two years of engineering development went into this throttle body.

The Holley throttle bodies were designed using computational fluid dynamics (CFD) software to assure the airflow met NASCAR specs. They flow 941 CFM at 1.5" Hg and are constructed of aerospace quality billet aluminum. They are machined on five-axis CNC machines to hold the demanding tolerances required in NASCAR racing and feature 17-4 stainless steel throttle shafts, throttle levers and linkage to handle extreme conditions. The throttle shafts and throttle plates are profiled for maximum airflow. The throttle shafts ride on sealed needle bearings for smooth operation and durability. Venturii have been contoured for efficient yet maximum airflow. A positive throttle stop has been built in as an added safety feature. Each throttle body is anodized for corrosion protection before being shipped to you.

Throttle bodies are not machined for TPS sensors and have no IAC provisions. Sold as an unassembled kit so additional machining may be performed as necessary. Accepts McLaren Map Sensor.

Available exclusively through the Holley Sales Team.
Please contact them at 270-745-9551

Billet Aluminum 941 CFM Throttle Body (unassembled). . . . . **P/N 112-600**
-1 11/16" Throttle Bore & 1 3/8" Venturii

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FUEL PUMPS

FUEL PUMPS 157-178

Mechanical Fuel Pumps 158-159
Fuel System Selection Chart 160-161
Electric Fuel Pumps 162-168
Marine Mechanical Fuel Pumps 169
Marine Electric Fuel Pumps 170
Regulators & Accessories 171-175
Holley® Billet Fuel Filters 176
VoluMAX® Filters & Accessories 177-178
Electric Fuel Pump Service Kits 177-178

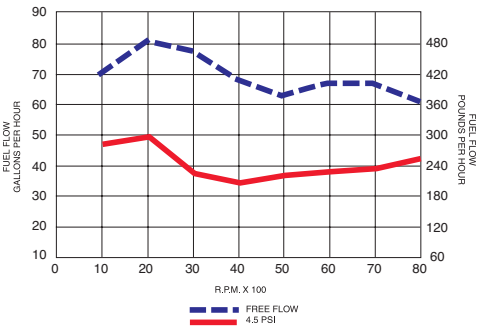
Mechanical Fuel Pumps

Application	80 GPH[1]	110 GPH	130+ GPH	170+ GPH	170 GPH Billet	200 GPH Billet	225 GPH Billet (Alcohol)
Chevy S/B V-8	**12-834** (B) 2	**12-327-11** (B) 2	**12-327-13** (B) 2	**12-327-20** (B) 3	**12-327-25** (B) 3	**12-327-30** (B) 3	**12-327-35** (B) 3
Chevy B/B V-8	**12-835** (B) 2	**12-454-11** (B) 2	**12-454-13** (B) 2	**12-454-20** (B) 3	**12-454-25** (B) 3	**12-454-30** (B) 3	**12-454-35** (B) 3
Chevy B/B Marine						**12-454-40** (B) 3	
Chrysler S/B V-8	**12-838** (B) 2	**12-360-11** (B) 2 *					
Chrysler B/B V-8		**12-440-11** (B) 2 *					
Ford 289/302/351W	**12-833** (B) 2	**12-289-11** (B) 2	**12-289-13** (B) 2	**12-289-20** (B) 3	**12-289-25** (B) 3	**12-289-30** (B) 3	**12-289-35** (B) 3
Ford 351C/351M	**12-854** (B) 2						
Ford 390, 427, 428 FE	**12-832** (B) 2	**12-390-11** (B) 2 *					
Ford 429/460 V-8	**12-860** (B) 2	**12-460-11** (B) 2	**12-460-13** (B) 2				
Oldsmobile All V-8	**12-836** (B) 2						
Pontiac All V-8	**12-837** (B) 2	**12-389-11** (B) 2 *					

*Inlet & outlet tapped for 1/4" NPT | (1) Pumps limited to stock on hand

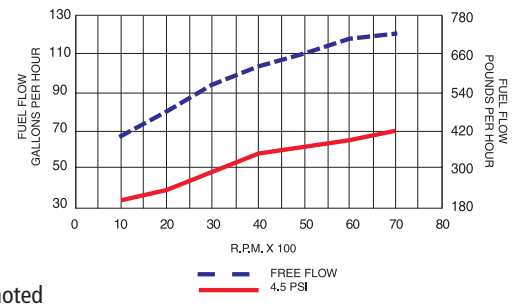
80 GPH Fuel Pump

Features
- Street Performance
- Flows 80 GPH (free flow)
- Shutoff pressure pre-set at 7-1/2 PSI
- Heavy duty construction for continuous high RPM operation
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Inlet & outlet tapped for 1/4" NPT



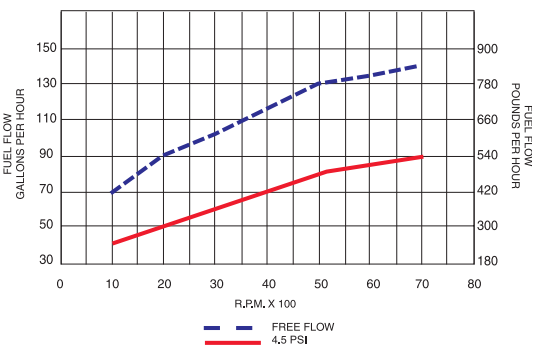
110 GPH Fuel Pump

Features
- High output fuel flow
- Flows 110 GPH (free flow)
- Shutoff pressure pre-set from 6 1/2 - 8 PSI
- Heavy duty construction for continuous high RPM operation
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Inlet & outlet tapped for 3/8" NPT, except as noted



130+ GPH FUEL PUMP

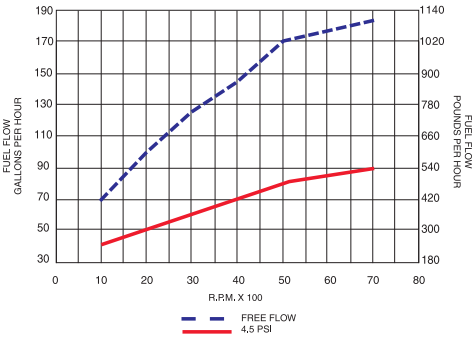
Features
- High output fuel flow
- Flows 130+ GPH (free flow)
- Shutoff pressure pre-set from 7 1/2 - 9 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is required. Recommend Holley **P/N 12-704**



(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 223 for symbol explanation.

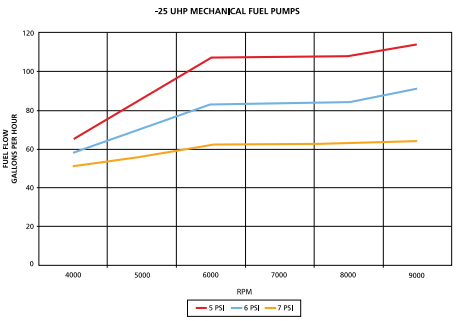
170+ GPH Fuel Pump



Features

- High output fuel flow
- Flows 170+ GPH (free flow)
- Shutoff pressure pre-set at 8 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- AN -10 inlet and -8 outlet ports
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is required. Recommend Holley **P/N 12-704**

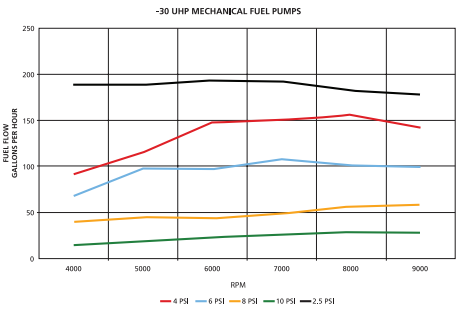
170 GPH HP Series 3 Valve Fuel Pump

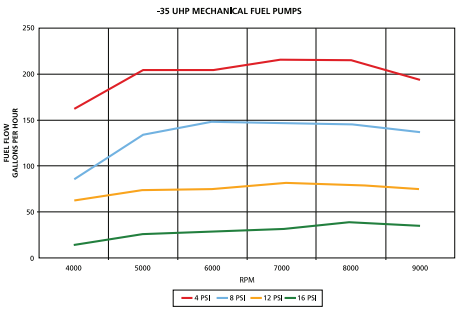


Features

- HP Series flow 170 GPH free flow
- Made from 6061-T6 billet aluminum for durability & good looks
- CNC billet finish for good looks
- -8 inlet & outlets (non-changeable)
- Pre-set idle fuel pressure of 7.5 PSI
- No fuel pressure regulator required
- Comes standard with -8 AN inlet & outlet fittings already installed
- Bases are independently rotatable from the top for ease of installation
- Inlet & outlet tapped for 5/8-18 straight
- Fittings can not be removed

200 & 225 GPH Ultra HP Series 5 Valve Fuel Pump





Features

- Ultra HP Series -30 flow 200 GPH free flow (gasoline), -35 flow 225 GPH (alcohol)
- Made from 6061-T6 billet aluminum for durability & good looks
- Hard coat anodized for corrosion resistance
- -10 AN inlet and -8 AN outlet fittings included
- -30 and -40 fuel pumps have a preset shutoff pressure of 10-11 PSI while -35 pumps have a preset shutoff pressure of 15.5-17 PSI
- Require fuel pressure regulator such as Holley **p/n 12-704**
- Bases are independently rotatable from the top for ease of installation
- All Ultra HP fuel pumps are rebuildable
- Intended for hard core strip use or are perfect for use in circle track classes
- Inlet & outlet tapped for 3/4-16 straight O-ring
- Inlet & outlet tapped for 1/2" NPT for BBC Marine

Holley Fuel System Selection Chart

Holley's billet fuel systems are designed to take the guesswork out of building the right fuel system for your project! The engineers at Holley® have designed the components in the billet fuel systems product line to work together in order to achieve peak performance from your vehicle and look great while doing it. The system includes fuel pumps, pre and post filters as well as billet regulators for carbureted and fuel injected applications. They're available to cover stock street machines all the way up to 2,000 horsepower race cars and anything in between! Refer to our easy-to-use selection chart and stop struggling with fuel system components today!

	Part Number	Compat-ible up to 18.5V	Application	Fuel Compatibility	GPH Flow at Rated PSI and 13.5V	Holley Recommendations for Peak Performance			
						Max HP*		Pump Fitting Size	
						Naturally Aspirated	Forced Induction	Inlet	Outlet
	The pumps below have an internal bypass. A demand style or bypass style regulator can be used if required.								
	12-801-1	No	Street/ Strip	Gasoline	71 @ 4 PSI	425	N/A	3/8 NPT	3/8 NPT
	12-802-1	No	Street/ Strip	Gasoline	95 @ 7PSI	550	N/A	3/8 NPT	3/8 NPT
	12-812-1	No	Street/ Strip	Gasoline	95 @ 7PSI	550	N/A	3/8 NPT	3/8 NPT
	12-815-1	No	Street/ Strip	Gasoline/ Methanol	120 @ 9PSI	750	N/A	3/8 NPT	3/8 NPT
	12-125	No	Street/ Strip	Gasoline/ Methanol	110 @ 7PSI	750	N/A	3/8 NPT	3/8 NPT
	12-150	No	Street/ Strip	Gasoline/ Methanol	140 @ 7PSI	900	N/A	3/8 NPT	3/8 NPT
	The pumps below do not have an internal bypass. A bypass style regulator and return line are required.								
	12-920	No	Street/ Strip	Gasoline	85@ 8PSI 80 @ 15PSI 67@ 45PSI	850 800 700	N/A N/A 600	3/8 Barb or -6/-8AN	3/8 Barb or -6/-8AN
	12-927	No	Street/ Strip	Gasoline	52 @ 8PSI 43 @ 15PSI	450 400	N/A	3/8 Barb or -6/-8AN	3/8 Barb or -6/-8AN
	12-700	Yes	Street/ Strip	Gasoline / Diesel	75 @ 8PSI 57 @ 43PSI 47 @ 60 PSI	900 700 550	690 530 430	-8AN	-8AN
	12-890	Yes	Street/ Race	Gasoline / Diesel	96 @ 8PSI 76 @ 43PSI 70 @ 60 PSI	1050 900 800	800 700 600	-8AN	-8AN
	12-1400	Yes	Street/ Race	Gasoline / Diesel	155@ 8PSI 122 @ 43PSI 105 @ 60 PSI	1830 1400 1250	1425 1125 975	-10AN	-10AN
	12-1800	Yes	Race	Gasoline / Diesel	190 @ 8PSI 156 @ 43PSI 140@ 60 PSI	2100 1800 1600	1600 1400 1200	-10AN	-10AN

*HP estimates are based on gasoline. Individual systems will vary based on fuel system design, regulator type, fuel cell location, launch G's etc.

** Return line only needed if using a By-Pass regulator such as the 12-803BP

	Holley Recommendations for Peak Performance									
	Minimum Recommended Line Size			Fuel Filter (Carbureted)		Fuel Filter (Fuel injected)		Recommended Regulator		Max Amp Draw
	Inlet	Outlet	Return	Pre	Post	Pre	Post	Carb	EFI	
	3/8	3/8	N/A	162-551	162-562	N/A	N/A	N/A	N/A	3 Amps
	3/8 or -6AN	3/8 or -6AN	N/A	162-553	162-563	N/A	N/A	12-803/12-840	N/A	4 Amps
	3/8 or -6AN	3/8 or -6AN	3/8 or -6AN**	162-553	162-563	N/A	N/A	12-803/12-840 or 12-803BP/12-841	N/A	4 Amps
	1/2 or -8AN	3/8 or -6AN	3/8 or -6AN**	162-553	162-563	N/A	N/A	12-704/12-843 or 12-841	N/A	5 Amps
	3/8 or -6AN	3/8 or -6AN	3/8 or -6AN**	162-553	162-563	N/A	N/A	N/A	N/A	7 Amps
	1/2 or -8AN	3/8 or -6AN	3/8 or -6AN**	162-553	162-563	N/A	N/A	12-803/12-840 or 12-803BP/12-841	N/A	10 Amps
	3/8 or -6AN	3/8 or -6AN	3/8 or -6AN	162-551	162-562	162-553	162-552	12-841	12-846	8 Amps
	3/8 or -6AN	3/8 or -6AN	3/8 or -6AN	162-551	162-562	162-551	162-550	12-841	TBI Only	4 Amps
	-6 AN	-6AN	-6AN	162-564	162-555	162-564	162-554	12-845	12-846	13 Amps
	-8AN	-6AN	-6AN	162-564	162-555	162-564	162-554	12-845	12-846	18 Amps
	-10AN	-8AN	-8AN	162-572	162-571	162-572	162-570	12-847	12-848	23 Amps
	-10AN	-10AN	-10AN	162-572	162-571	162-572	162-570	12-847	12-848	36 Amps

Electric Pumps - Carbureted

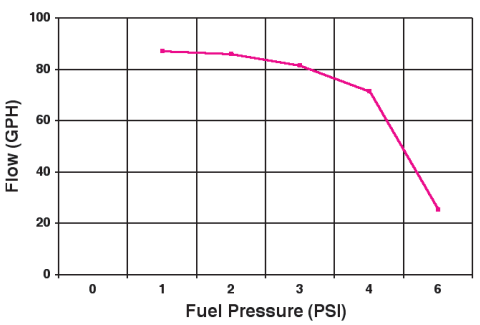
The world famous Holley Red®, Blue® and Black® pumps are the most recognized performance pumps of all times. They have been powering racing legends and street enthusiasts alike since the early 1970's. Their time-proven rotor/vane design is known to get the job done and readily available rebuild parts allow you to keep on running with minimal expense!

97 GPH - Red® Electric Fuel Pump Part # 12-801-1(B) 2

See electric fuel pump chart on page 160 for additional info

Features

- New tumble polished billet look
- Improved design for street/strip applications
- Distinctive "RED" logo
- Flows 97 GPH (free flow)
- Flows 71 GPH at 4 PSI
- Maximum pressure is 7 PSI
- Regulator is not required
- Motor draws only 2 Amps current
- 7 1/2 Amp fuse recommended
- Provides constant fuel flow with no pulsation
- Has externally accessible pressure relief valve (max 7 PSI)
- Rotor/Vane pump design is more tolerant of contaminated fuels
- New lower housing casting for enhanced fuel flow and quieter operation
- Weighs only 2.88 lbs.
- Includes mounting bracket
- Repair kits are readily available
- NOT compatible with alcohol or methanol fuels
- Use of safety shut-off switch, **P/N 12-810**, strongly recommended
- Not designed or recommended for use with fuel injection systems
- 3/8 NPT inlet/outlet



(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 223 for symbol explanation.

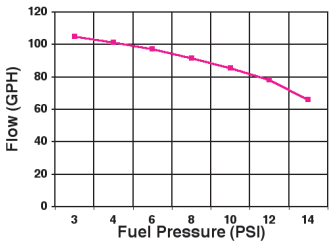
110 GPH - Blue® Electric Fuel Pump Part # 12-802-1(B) 2

Part # 12-812-1(B) 2
(without regulator)

See electric fuel pump chart on page 160 for additional info

Features

- New tumble polished billet look
- New lower housing casting for enhanced fuel flow
- Improved design for street/strip applications
- Distinctive "BLUE" logo
- Flows 110 GPH (free flow)
- Flows 88 GPH at 9 PSI
- Maximum pressure is 14 PSI
- Includes **P/N 12-803** fuel pressure regulator
- Motor draws only 3 Amps current
- 7 1/2 Amp fuse recommended
- Provides constant fuel flow with no pulsation
- Has externally accessible pressure relief valve (max 14 PSI)
- Rotor/Vane pump design is more tolerant of contaminated fuels
- Weighs only 3 lbs.
- Includes mounting bracket
- Repair kits are readily available
- NOT compatible with alcohol or methanol fuels
- Use of safety shut-off switch, **P/N 12-810**, strongly recommended
- Not designed or recommended for use with fuel injection systems
- 3/8 NPT inlet/outlet

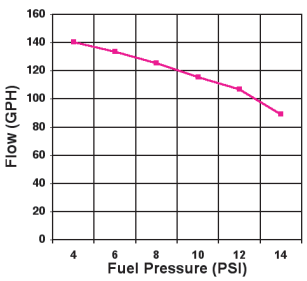


140 GPH - Black® Electric Fuel Pump Part # 12-815-1(B)

See electric fuel pump chart on page 160 for additional info

Features

- New tumble polished billet look
- New lower housing casting for enhanced fuel flow
- Improved design for street/strip applications
- Distinctive "BLACK" logo
- Compatible with alcohol or methanol fuels
- Flows 140 GPH (free flow)
- Flows 120 GPH at 9 PSI
- Maximum pressure is 14 PSI
- 3/8" NPT inlet and outlet ports
- Fuel pressure regulator is required.
  Recommend **P/N 12-704** for gasoline; **P/N 12-707** for alcohol
- Motor draws only 4 Amps current
- 7 1/2 Amp fuse recommended
- Provides constant fuel flow with no pulsation
- Has externally accessible pressure relief valve (max 14 PSI)
- Rotor/Vane pump design is more tolerant of contaminated fuels
- Weighs only 3 lbs.
- Includes mounting bracket
- Repair kits are readily available
- Use of safety shut-off switch, **P/N 12-810**, strongly recommended
- Not designed or recommended for use with fuel injection systems
- 3/8 NPT inlet/outlet



(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 223 for symbol explanation.

125 GPH - Billet Electric Fuel Pump Part # 12-125(B) 2

150 GPH - Billet Electric Fuel Pump Part # 12-150(B) 2

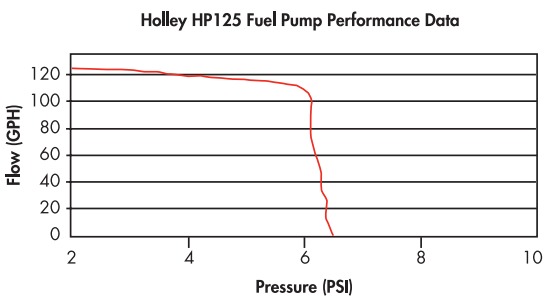
See electric fuel pump chart on page 160 for additional info

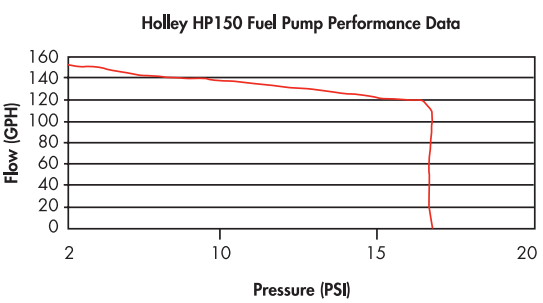
Ultra quiet - Powerful enough for race day. Quiet enough for everyday!

Looking for a fuel pump that is quiet, stylish, powerful and dependable? Look at the new Holley HP 125 and HP 150 series fuel pumps. The exclusive gerotor gearset quietly and efficiently pumps the fuel without the noise of traditional vane pumps. The chrome motor and trick powder coated bracket match the mil-spec hard anodized base for unmatched beauty and durability. While these pumps have the capability to feed stout race engines, they are equally at home on the street due to their design and construction techniques.

Features

- Gerotor design for quiet, smooth operation and durability
- Compatible with gas, alcohol or methanol fuels
- Black Mil-spec nickel Teflon hard anodized billet base
- Show quality chrome 12V motor
- Profiled, black powdercoated mounting bracket
- Laser engraved Holley logo and inlet/outlet designations
- 3/8" NPT inlet and outlet fittings
- Regulator included (12-150 ONLY)
- Both pumps equally at home on the street as well as at the races.
- Overall height of 6-1/4"



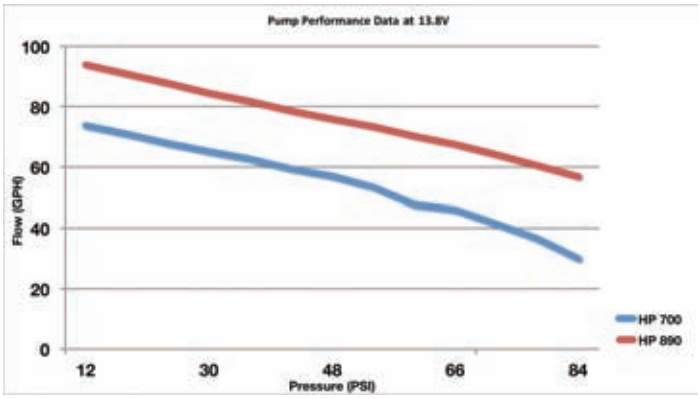


Part #	Horsepower	Description
12-125	Stock to 750	125 GPH (110 GPH @ 7 psi) and internally regulated to 7 psi
12-150	Stock to 900	150 GPH (140 GPH @ 7 psi) and internally regulated at 16 psi - includes 4 1/2-9 psi regulator # 12-803 for applications up to 750 HP. Use 12-704 (available separate) for applications above 750 HP

HP™ In-Line Billet Fuel Pumps

See electric fuel pump chart on page 160 for additional info

Holley's new HP™ In-Line Billet Fuel Pumps are designed to be the perfect companion to your carbureted or fuel injected street vehicle, race car, off-road truck or any engine needing fuel! The HP™ fuel pumps feature OEM gerotor technology which yields lightweight, quiet operation and 100,000+ mile durability in a cost effective, attractive package. HP™ fuel pumps are gasoline and diesel compatible and can be used in racing applications with 18.5 volt charging systems up to 80 psi.



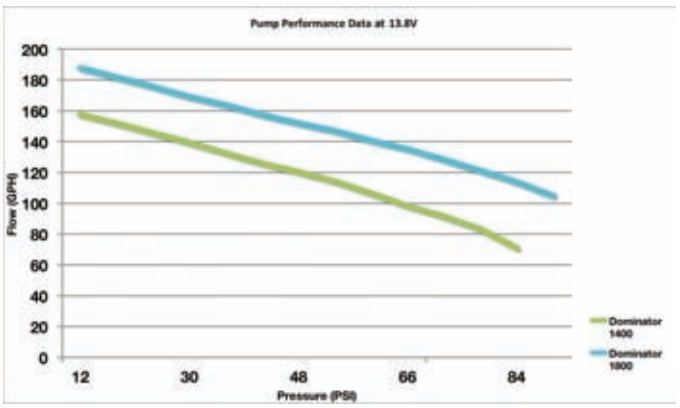
Features

- Billet aluminum construction for durability & good looks
- -8 AN O-ring inlet/outlet for high flow and superior sealing
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems for street or race use
- Compact (7.5" Long x 3" Wide x 2.75" Tall) for easy installation on frame rails or other tight areas
- Proven durability beyond 3,000 hours in gasoline or diesel fuels
- Weighs only 3.1 lbs.

Patent pending

Part #	Horsepower	Description
12-700	Up to 700 EFI Up to 900 Carb	HP™ In-line Fuel Pump
12-890	Up to 900 EFI Up to 1050 Carb	HP™ In-line Fuel Pump (Hi-Flow)

Dominator™ In-Line Billet Fuel Pumps



Need to feed some serious horsepower? Have a nitrous or forced induction powerplant that also sees street duty? Holley's new Dominator™ In-line Fuel Pumps are the answer! The patent pending twin pump design allows you to use one pump for cruising and both pumps when you activate the nitrous switch or start building boost! By staging the second pump, you eliminate the unnecessary recirculating and heating of extra fuel which can lead to poor performance and hot fuel issues.

As an added benefit for the hard core enthusiasts that run events like Hot Rod Power Tour and the Baja 1000, the extra pump offers the peace of mind that you will always finish what you start!

For hard core race vehicles, both pumps can be wired for full time duty to get maximum performance and are proven with 18.5 volt compatibility at pressures up to 80 psi.

At only 5.1 lbs, they weigh half a pound less than competitive 1000+ horsepower pumps yet have twice the features!

Part #	Horsepower	Description
12-1400	Up to 1400 EFI Up to 1830 Carb	Dominator™ In-line Fuel Pump
12-1800	Up to 1800 EFI Up to 2100 Carb	Dominator™ In-line Fuel Pump (Hi-Flow)

KEY FEATURES

- Billet aluminum construction for durability and good looks
- -10 AN O-ring inlet/outlet for high flow and superior sealing
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems for street or race use
- Compact (7.5" Long x 5" Wide x 2.5" Tall) for easy installation on frame rails or other tight areas
- Twin pump design allows the use of both pumps simultaneously or independently - second pump can be activated on demand for power adders such as nitrous or boost
- Patent pending dual pump technology
- Proven durability beyond 3,000 hours in gasoline or diesel fuels
- Weighs only 5.1 lbs.

All trademarks are property of their respective owners.

Electric In-Line Fuel Pumps

Part # 12-920
480 PPH @ 15 PSI

Part # 12-927
258 PPH @ 15 PSI

These Holley universal, in-line fuel pumps are intended for fuel injection systems. They are designed to work in-line, not inside the tank, so installation is a snap. They're all rated for continuous duty service and have been tested up to 2500 hours. The high output versions are great for serious performance work. These pumps should be mounted below the fuel level of the tank for a good gravity feed on the inlet side.

Features

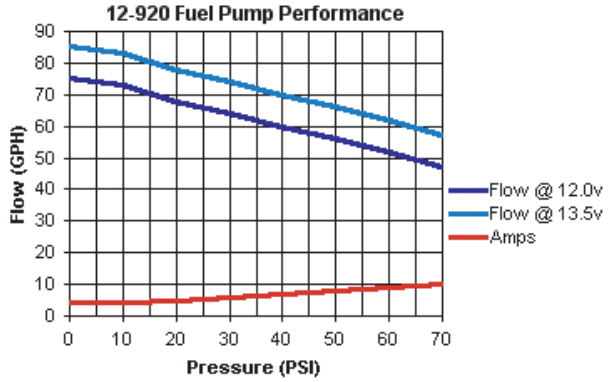
- OE-proven design
- Lightweight, compact design
- 3/8" barbed fittings included
- Rubber isolator, mounting clamps and electrical hardware is included

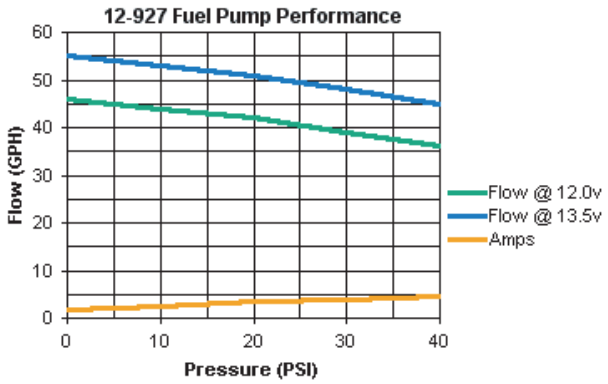
OPTIONAL PARTS & KITS

P/N	DESCRIPTION
26-160	-6 AN fittings (pair)
26-180	-8 AN fittings (pair)

										Approximate Maximum Horsepower		
P/N	Throttle Body Injection	Multi-Point Injection	Forced Induction	Flow @ 15 psi (GPH)*	Flow @ 15 psi (PPH)*	Current draw @ 15 psi	Flow @ 45 psi (GPH)*	Flow @ 45 psi (PPH)*	Current draw @ 45 psi	Throttle Body Injection	Multi-Point Naturally Aspirated	Multi-Point Forced Induction
12-920	Y	Y	Y	80	480	5 Amps	67	402	8 Amps	800	700	600
12-927	Y	N	N	43	258	3.5 Amps	N/A	N/A	N/A	400	N/A	N/A

(*) Flow figures at 13.5 Volts.





Electric In-Tank Fuel Pumps

The Holley line of high output in-tank electric fuel pumps is available in flow ratings of 190 and 255 liters of fuel per hour. A 155 liter per hour Mustang pump is available along with 255 liter-per-hour-rated pumps for "forced induction" applications. These particular pumps flow significantly more fuel at higher pressure. For example, at 80 PSI the standard 255 lph pump will flow around 132 liters (35 gallons) per hour. At that same 80 PSI the equivalent forced induction fuel pump will flow over 210 liters (50 gallons) per hour. The chart here aptly illustrates the capabilities of the Holley in-tank electric fuel pumps.

LITERS	GALLONS	LBS. OF FUEL	HORSEPOWER
155	41	246	491
190	50	301	600
255	67	404	800

Holley in-tank electric fuel pumps utilize a proven gerotor design. The outside dimensions, however, are compact enough to fit existing hanger assemblies, without modification. Coverage includes most popular Ford, General Motors, Chrysler and Import applications.

These are complete fuel pump kits and include all drop parts, accessories and installation instructions. Also included is an inlet filter that meets or exceeds original equipment specifications and provides improved filtration and durability.

Application	Year	Engine	155 lph	190 lph	255 lph	255 forced induction
Acura Integra	1998-94	1.8L		**12-917**	**12-906**	**12-916**
Buick Regal/						
Grand National	1987-84	3.8L turbo V6		**12-900**		**12-914**
Chevrolet Camaro	1992-85	5.0L TPI				**12-914**
	1992-85	5.7L TPI				**12-914**
Dodge Daytona,	1990-85	2.2L turbo			**12-904**	
Lancer,	1990-89	2.5L turbo			**12-904**	
Shadow, Spirit	1990-89	3.0L V6			**12-904**	
Dodge Neon	1999-95	2.0L				**12-921**
Eagle Talon	1998-95	2.0L turbo			**12-907**	**12-918**
	1994-90	2.0L AWD/turbo			**12-911**	**12-919**
Ford Mustang	1997-96	4.6L MPI	**12-912**	**12-901**	**12-902**	**12-915**
(exc. Cobra)	1995-85	5.0L EFI	**12-912**	**12-901**	**12-902**	**12-915**
Honda Civic	1998-92	1.5L		**12-917**	**12-906**	**12-916**
	1998-92	1.5L VTEC		**12-917**	**12-906**	**12-916**
	1998-92	1.6L VTEC		**12-917**	**12-906**	**12-916**
	1992-89	1.3L Rotary/turbo			**12-909**	
	1992-89	1.3L Rotary			**12-909**	
Mitsubishi Eclipse	1998-95	2.0L turbo			**12-907**	**12-918**
	1994-90	2.0L AWD/turbo			**12-907**	**12-918**
Plymouth Acclaim,	1990-85	2.2L turbo			**12-904**	
Caravelle, Reliant,	1990-89	2.5L turbo			**12-904**	
Sundance	1990-89	3.0L V6			**12-904**	
Plymouth Neon	1999-95	2.0L				**12-921**
Pontiac Firebird	1992-85	5.0L TPI				**12-914**
& Fiero	1992-85	5.7L TPI				**12-914**
	1986-85	2.8L EFI				**12-914**
Toyota Pickup(2WD)	1995-92	2.4L				
Toyota Supra	1994-86	3.0L				**12-913**

Marine Mechanical Fuel Pumps

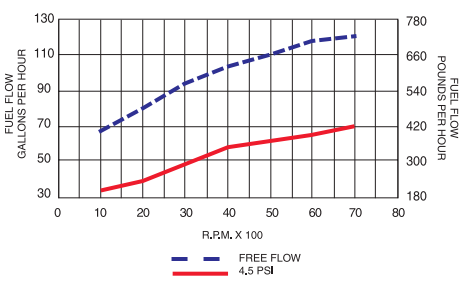
The Holley line of high output mechanical fuel pumps with their new aluminum housings save weight and all components have been designed for extreme reliability and safety. Performance is there to the MAX. Available in both 110 GPH and 130+ GPH versions, either pump is your assurance that your Chevy or Ford engine will never starve for fuel . One look at the features and performance charts, should convince you. A fuel/fume tube is part of the marine design to provide a safe fuel exit in the unlikely event of a diaphragm rupture.

Application	Engine	110 GPH	130+ GPH	200 GPH Billet
Chevrolet	Small Block V-8	712-327-11		
Chevrolet	Big Block V-8	712-454-11	712-454-13	12-454-40

110 GPH Fuel Pump

Features

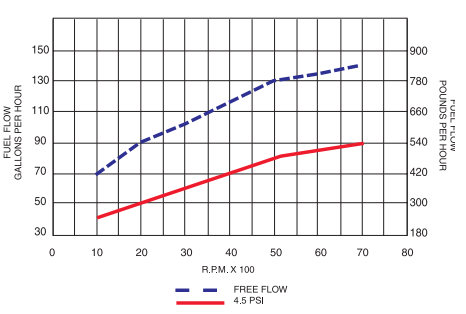
- High output fuel flow
- Flows 110 GPH (free flow)
- Shutoff pressure pre-set from 6 1/2 - 8 PSI
- Heavy duty construction for continuous high RPM operation
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Fuel/vapor tube



130+ GPH Fuel Pump

Features

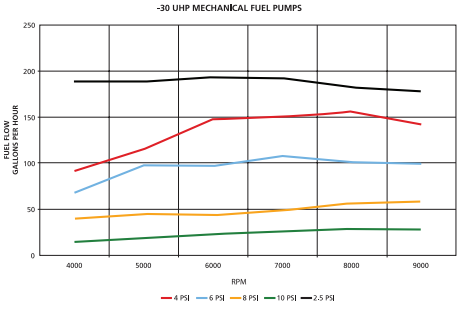
- High output fuel flow
- Flows 130+ GPH (free flow)
- Shutoff pressure pre-set from 7 1/2 - 9 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is required. Recommend Holley **P/N 12-704**
- Fuel/vapor tube



200 GPH Ultra HP Series 5 Valve Fuel Pump

Features

- Ultra HP Series flow 200 GPH free flow (gasoline)
- Made from 6061-T6 billet aluminum for durability & good looks
- Hard coat anodized for corrosion resistance
- -10 AN inlet and -8 AN outlet fittings included
- Preset shutoff pressure of 10-11 PSI
- Require fuel pressure regulator such as Holley p/n 12-704
- Bases are independently rotatable from the top for ease of installation
- All Ultra HP fuel pumps are rebuildable
- Inlet & outlet tapped for 1/2" NPT for BBC Marine



Holley Electric Marine Fuel Pumps – Carbureted Engines

67 GPH Electric Fuel Pump Part # 712-801-1

Features

- Flows 67 gallons per hour @ 5 PSI
- Pressure pre-set at 7 PSI
- Regulator not required
- Pressure relief valve is externally accessible
- Pump design is more tolerant of contaminated fuels
- Total pump weighs less than 3 lbs.
- Includes mounting bracket
- 3/8" inlet and outlet ports
- Fuel/fume tube provision
- Motor draws only 2 Amps.
- 7-1/2 Amp fuse recommended
- Gasoline and alcohol compatible
- Meets U.S. Coast Guard regulations
- Not designed or recommended for use with fuel injection systems
- 3/8 NPT inlet/outlet

70 GPH Electric Fuel Pump Part # 712-802-1

Features

- Flows 70 gallons per hour @ 9 PSI
- Pressure pre-set at 14 PSI
- Includes regulator P/N # 12-803
- Pressure relief is externally accessible
- Pump design is more tolerant of contaminated fuels
- Total pump weighs less than 3 lbs.
- Includes mounting bracket
- 3/8" inlet and outlet ports
- Fuel/fume tube provision
- Motor draws around 3 Amps.
- 7-1/2 Amp fuse recommended
- Gasoline compatible
- Meets U.S. Coast Guard regulations
- Not designed or recommended for use with fuel injection systems
- 3/8 NPT inlet/outlet

120 GPH Electric Fuel Pump Part # 712-815-1

Features

- Flows 120 gallons per hour @ 9 PSI
- Pressure pre-set at 14 PSI
- Compatible with alcohol or methanol fuel
- Pressure relief is externally accessible
- Pump design is more tolerant of contaminated fuels
- Total pump weighs less than 3 lbs.
- Includes mounting bracket
- 3/8" inlet and outlet ports
- Fuel/fume tube provision
- Motor draws around 4 Amps.
- 7-1/2 Amp fuse recommended
- Gasoline and alcohol compatible
- Meets U.S. Coast Guard regulations
- Not designed or recommended for use with fuel injection systems
- 3/8 NPT inlet/outlet

Carburetor Fuel Pressure Regulators

4-1/2 to 9 PSI, Satin finish — Part # **12-803**(B)

1 to 4 PSI, Satin finish — Part # **12-804**(B)

Features

- 3/8" NPT ports
- .220" (7/32") restriction
- Includes mounting bracket
- Low Pressure (1-4 PSI)
- High Pressure (4-1/2-9 PSI)
- Chrome Finish
- Not alcohol compatible

Carburetor Bypass Style Fuel Pressure Regulator

Part # **12-803BP**(B)

Features

- 3/8" NPT ports (1 in, 1 out, 1 bypass or return)
- Used in systems with a return line back to the fuel tank
- Quieter fuel pump operation
- Designed only for carburetor use
- Preset to 7PSI
- Adjustable from 4-1/2 to 9 PSI
- Electric fuel pumps only

HP™ Billet Fuel Pressure Regulator, Carbureted (4.5-9PSI) Part # **12-840**

Features

- 3/8" NPT Ports
- Used in systems where a return line is not needed
- Use with electric or mechanical pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- One inlet, two outlets
- Comparable and interchangeable with popular Holley® 12-803 regulator

HP™ Billet Fuel Pressure Regulator, Carbureted Bypass Style (4.5-9PSI) Part # **12-841**

Features

- 3/8" NPT Ports
- Used in systems with a return line back to tank
- Use with electric pumps only
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- One inlet, one outlet, one return (or bypass)
- Comparable and interchangeable with popular Holley® 12-803BP regulator

HP™ Billet Fuel Pressure Regulator, Carbureted Bypass w/ idle bleed (4.5-9PSI)

Part # **12-842**

Features

- 3/8" NPT Ports
- Used in systems with a return line back to tank
- For use with high flow mechanical or belt drive pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- Utilizes an idle bleed for precise control of idle pressure
- One inlet, one outlet, one return (or bypass)

Part # **12-704**(B)

Features

- Regulates from 4-1/2 to 9 PSI
- One 1/2" NPT inlet and two 1/2" NPT outlet ports
- .437" (7/16") restriction
- Includes mounting hardware and AN style fittings (one -8 and two -6)
- Alcohol compatible

HP™ Billet Fuel Pressure Regulator, Carbureted (4.5-9PSI)

Part # **12-843**

Features

- (1) -10 AN O-ring inlet, (2) -8 AN O-ring outlets
- Used in systems where a return line is not needed
- Use with mechanical or electric fuel pumps
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments
- Comparable and interchangeable with popular Holley® 12-704 regulator

HP™ Billet Fuel Pressure Regulator, Carbureted Bypass Style (4.5-9PSI)

Part # **12-845**

Features

- (1) -8 AN O-ring inlet, (1) -8 AN O-ring outlet, (1) -6 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® HP™ in-line fuel pumps or other high pressure pumps where return line is needed
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments

HP™ Billet Fuel Pressure Regulator, EFI Bypass Style (40-70PSI)

Part # **12-846**

Features

- (1) -8 AN O-ring inlet, (1) -8 AN O-ring outlet, (1) -6 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® HP™ in-line fuel pumps or other high pressure pumps where return line is needed
- Includes fitting for manifold reference
- Adjustable from 40-70 PSI for precise fuel pressure adjustments

Dominator™ Billet Fuel Pressure Regulator, Carbureted Bypass Style (4.5-9PSI)

Part # **12-847**

Features

- (1) -10 AN O-ring inlet, (1) -10 AN O-ring outlet, (1) -8 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® Dominator™ in-line fuel pumps or other high pressure pumps where return line is needed
- Adjustable from 4.5-9 PSI for precise fuel pressure adjustments

Dominator™ Billet Fuel Pressure Regulator, EFI Bypass Style (40-70PSI)

Part # **12-848**

Features

- (1) -10 AN O-ring inlet, (1) -10 AN O-ring outlet, (1) -8 AN O-ring return
- Used in systems with a return line back to tank
- Designed for use with the Holley® Dominator™ in-line fuel pumps or other high pressure pumps where return line is needed
- Includes fitting for manifold reference
- Adjustable from 40-70 PSI for precise fuel pressure adjustments

Part # **12-707**(B)

Features

- Regulates from 4-1/2 to 9 PSI
- One -8 inlet port and four -6 outlet ports
- .437" (7/16") restriction
- Aluminum billet body and top casting cover are hard coat anodized
- Three fuel pressure gauge mounting options (fuel pressure gauge not included)
- Includes mounting hardware and AN style fittings
- Compatible for use with methanol/alcohol

Billet Regulator Bracket

Part # **20-120**

Features

- Black anodized billet construction
- Universal design fits Holley and competitors 4150/4160 style carburetors
- Simplifies mounting Holley fuel pressure regulators
- Included hardware makes installation easy

Compatible with: 12-803, 12-804, 12-803BP, 12-840, 12-841 and 12-842 regulators.

Adjustable Fuel Pressure Regulator Part # 512-504-5

This precision adjustable fuel metering regulator is the ultimate fuel pressure control unit designed to work on all naturally aspirated EFI, turbo and supercharged applications like vehicles that run in the Pro Street, Pro Import and Outlaw classes. This is a 1:1 boost compensating return style regulator that is adjustable from 15-65 PSI + boost reference and is designed to be used in conjunction with any electric EFI fuel pump . Features built in gauge port, mounting bracket, two AN -8 O-ring fittings and a AN-6 O-ring return fitting. All racing regulators come Black hard anodized for ultimate durability.

Key Features:

- Designed to regulate high fuel demands for naturally aspirated EFI, turbo, supercharged and NOS race applications.
- Engineered to regulate extreme flow volumes generated by racing fuel systems.
- Allows adjustment from 15-65 PSI + boost reference.
- Precision CNC machined 6061 T-6 Billet aluminum.
- -8AN & -6AN O-Ring style fittings included to adapt to steel braided fuel lines.
- Includes detailed installation instructions.

Fuel Management Controller Part # 512-505

This Fuel Management unit is designed to run in conjunction with the factory fuel pressure regulator. This is the ultimate manual fuel management control unit and is installed in series with a stock regulator in the return line back to the tank. The unit increases fuel pressure in proportion to boost pressure up to a 4:1 Idle/WOT pressure ratio depending on which included adjustable disks you select. This add on upgrade is ideal to be used with aftermarket turbo and supercharger kits that require additional fuel pressure volume as the boost pressure increases. This unit is adjustable from 20-75 PSI, offers two fuel pressure slope settings and is recommended to be used in conjunction with any Holley High volume EFI fuel pump. All Fuel management units are produced from precision CNC machined billet aluminum and include detailed installation instructions.

Key Features:

- Supplies increasing fuel ratios in respect to boost produced by turbos and superchargers.
- Designed to supply additional fuel for aftermarket turbo and supercharger applications.
- Engineered to regulate extreme flow volumes generated by racing fuel systems.
- Allows adjustment from 20-75 PSI + boost reference.
- Precision CNC machined 6061 T-6 Billet aluminum.
- -6 AN fittings included.
- Includes detailed installation instructions.

EFI Fuel Pressure Regulators

Holley fuel injection pressure regulators are designed to provide the correct fuel pressure for any high performance fuel injected vehicle. Regulators for dedicated applications are offered in various colors. These each feature a range of adjustability from 35-65 PSI. They're made to bolt in the stock location, so installation is a snap!

Year	Application	Engine	P/N Clear Coat	P/N Red	P/N Blue
1997-99	Acura CL	4 cyl.	512-506		
1986-00	Acura Integra	All	512-506		
1986-95	Acura Legend	All	512-506		
1996-00	Acura NSX	All	512-506		
1995-98	Acura TL	All	512-506		
1992-94	Acura Vigor	All	512-506		
1984 - 87	Buick GN	3.8L Turbo	N/A	512-503-5*	N/A
1984 - 87	Buick Regal	3.8L Turbo	N/A	512-503-5*	N/A
1993 - 97	Chevrolet Camaro	LT1/LT4	512-502	512-502-1	N/A
1985 - 92	Chevrolet Camaro	5.0L TPI	512-501	N/A	N/A
1992 - 96	Chevrolet Corvette	LT1/LT4	512-507	N/A	N/A
1994 - 95	Chevrolet Impala SS	LT1	512-502	512-502-1	N/A
1986 - 94	Ford Mustang	5.0L EFI	N/A	512-500-1*†	N/A
1990-00	Honda Accord	4 cyl.	512-506	N/A	N/A
1989 - 00	Honda Civic	EFI	512-506		
1989-91	Honda CRX	EFI	512-506		
1993-97	Honda Del Sol	All	512-506		
1989-00	Honda Prelude	All	512-506		
2000-01	Honda S2000	All	512-506		
1993 - 97	Pontiac Firebird	LT1/LT4	512-502	512-502-1	N/A
1985 - 92	Pontiac Firebird	5.0L TPI	512-501	N/A	N/A

* Stamped steel construction with powder coated finish. All others are true CNC billet
† Now gold zinc plated

512-506

512-509-1

Electric Fuel Pump Accessories

30 Amp Fuel Pump Relay Kit Part # 12-753

This Holley kit is intended primarily for those applications running an electric pump. The long wire runs in these kinds of installations can sometimes result in a voltage drop at the electric pump. Installation of this kit is good insurance that the fuel pump will be receiving full voltage from the battery.

Holley **P/N 12-753** can be used with any electric fuel pump, as long as the current load is not above 30 Amps. It will work with 12, 16 and 24 Volt electrical systems and comes equipped with 12 AWG wires that provide extra current-carrying capacity with minimal voltage loss. A 30 Amp relay is included with a relay socket wired with long leads specifically designed to reduce the number of splices required. Quality insulated crimp connectors are provided to make the necessary splices, where required. Detailed instructions are included.

Holley® Billet Fuel Filters

Holley's new HP™ and Dominator™ Billet Fuel Filters are part of Holley's complete fuel systems product line. Holley® Billet Fuel Filters are precision CNC machined from 6061-T6 billet aluminum for strength and durability. They feature a black bright dip anodized body and clear bright dip anodized ends for superior corrosion resistance and good looks. Holley® Billet Fuel Filters are available in a variety of configurations in 100, 175, and 260 GPH and 10, 40 and 100 micron ratings (Replacement elements available).

Features

- 100 GPH HP™ filters feature female 3/8" NPT inlet/outlet
- 175 GPH HP™ filters feature female 3/8" NPT or -8 AN O-ring inlet/outlet
- 260 GPH Dominator™ filters feature a female -12 AN O-ring inlet/outlet
- 10 micron filters are recommended for use as a post filter in EFI systems
- 40 micron filters are recommended for use as a post filter in carbureted systems
- 100 micron filters are recommended as a pre filter in both carbureted or EFI systems
- 100 and 40 micron filters feature a stainless steel woven mesh element
- 10 micron filters feature a depth media element
- Black anodized body and clear anodized end caps for corrosion resistance and good looks
- 260 GPH filters measure 2" diameter by 5.5" long
- 175 GPH filters measure 2" diameter by 5" long
- 100 GPH filters measure 1.5" diameter by 3.5" long

See page 255-256 for plumbing diagrams

	FILTERS		
	10 Micron	40 Micron	100 Micron
100 GPH Billet HP™(3/8" NPT)	162-550	162-562	162-551
175 GPH Billet HP™ (3/8" NPT)	162-552	162-563	162-553
175 GPH Billet HP™ (-8AN)	162-554	162-555	162-564
260 GPH Billet Dominator™ (-12AN)	162-570	162-571	162-572

	REPLACEMENT ELEMENTS		
	10 Micron	40 Micron	100 Micron
100 GPH	162-556	162-565	162-557
175 GPH	162-558	162-566	162-559
260 GPH	162-567	162-568	162-569
260 GPH Billet Dominator™ (-12AN)	162-570	162-571	162-572

VoluMAX® Fuel Filters

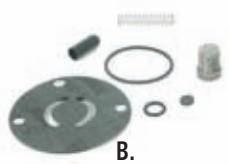
162-517

This filter features a tube-style design. It holds a very fine 7 micron paper element that's capable of filtering up to 750 gallons of fuel an hour. The filter is constructed of .150" wall aluminum tubing with an outer diameter of 2.5" and a length of 10". Removable end caps have AN pipe threads and are sealed with an O-ring. The caps have female 1/2" pipe threads so any fitting can be installed. The filter is anodized for appearance and protection against corrosion. . . . . .Part # **162-517**

162-518

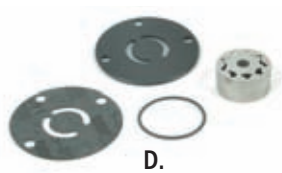
Replacement paper filter element for 162-517 fuel filter. . . . . .Part # **162-518**

Electric Fuel Pump Service Kits



B.

C.



D.

12-801-1 (red), 12-802-1 (blue), and 12-815-1 (black) Fuel Pumps

PART NO.	DESCRIPTION	APPLICATION
A. 12-805	Check valve kit	12-801-1 pump
A. 12-806	Check valve kit	12-802-1 pump
A. 12-816	Check valve kit	12-815-1 pump
B. 12-819	Check valve kit	12-125 HP pump
C. 12-820	Check valve kit	12-150 HP pump
D. 12-821	Gerotor kit	12-125 & 12-150 pumps
E. 12-807	Diaphragm repair kit	12-803, 12-804 regulators
F. 12-810	Safety pressure switch	All electric pumps
G. 12-811	Rotor and vane kit	12-801-1, 12-802-1 pumps
H. 12-818	Diaphragm repair kit	12-803BP regulator

Continued on next page 178

A.

E.

F.

G.

Electric Fuel Pump Service Kits (Cont'd)

12-705-1 and 12-706-1 VOLUMAX Fuel Pumps

PART NO.	DESCRIPTION	APPLICATION
I. **12-751**	Gasket kit/Check Valve kit	12-705, 12-706 pumps

Fuel Pump Block-Off Plates – Chrome

PART NO.	DESCRIPTION	APPLICATION
J. **12-813**	Mechanical fuel pump mounting pad cover	Big block Chrysler, Small block Chrysler
K. **12-814**	Mechanical fuel pump mounting pad cover	Big block Chevrolet,Small block Chevrolet

I.

J.

K.

Ultra HP Mechanical Fuel Pump Service Parts

Hardware Kit (stainless steel). . . . . .Part# 12-760
4 socket head cap screws (8-32 x 3/8"); 6 socket head cap screws (10-32 x 5/8"); 2 socket head cap screws (1/4"-20 x 1"); 2 AN crush washers; 1 set screw (5/16"-24 x 1/4"); 1 set screw (8-32 x 1/8")

Arm Replacement Kit
1 fuel pump lever arm for small block Chevy. . . . . Part # **12-763**

1 spring (fuel pump lever arm return) for big block Chevy. . . . . Part # **12-764**

1 fulcrum pin for small block Ford . . . . . Part # **12-765**

Valve Body Replacement Kit. . . . . .Part# 12-762
1 new valve body

Diaphragm Assembly (Low Pressure) -30 & -40 pumps. . . . . .Part# 12-755
1 low pressure diaphragm assembly

Diaphragm Assembly (High Pressure) -35 pumps. . . . . .Part# 12-756
1 high pressure diaphragm assembly

Gasket Replacement Kit. . . . . .Part# 12-757
1 valve body to bottom gasket; 1 rubber pulsator; 1 engine mounting gasket; 1 sintered bronze breather vent; 1 brass hose barb

VoluMAX™ Regulator Service Parts for 12-704 & 12-707

PART NO.	APPLICATION
L. 12-752	Diaphragm
26-90	O-ring Kit for AN fittings
M. 26-88	(-8 AN) Fitting for 12-707

L.

M.

INTAKE MANIFOLDS

INTAKE MANIFOLDS 179-186

Chevrolet Small Block V8 180-181
Chevrolet LS Modular "Hi-Ram" Style 182-183
Chevrolet LS Dual Plane Mid-Rise 183
Chevrolet Big Block V8 184-185
Chrysler Big Block V8 185
Ford Small Block V8 185
Service Parts 186

Chevrolet Small Block V8

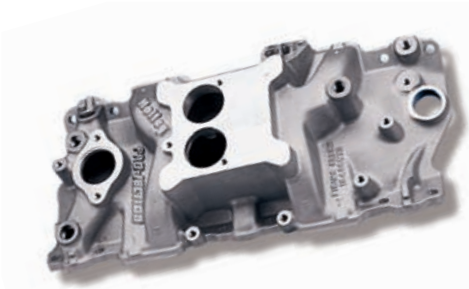
Competition motors built for circle track and drag racing with 23° standard port heads

Features
- Exclusive Keith Dorton one-piece design
- 4500-8500 RPM power band
- Holley model 4150 carburetor mounting flange
- Ideal for classes running cast iron heads with un-ported manifolds, per class rules
- Single plenum is designed to provide a highly efficient fuel charge with maximum velocity at the ports so as to maintain crisp throttle response

Part # **300-110** ◆3

CARBURETOR RECOMMENDATIONS:
0-80507-2 (390 CFM);
0-80785 (830 CFM),

SPECIFICATIONS:
Height- frt. 6.13"; rr 6.13"
Port size: 2.00" height;
1.20" width



1957-86; 262, 283, 305, 327, 350, 400V8
1987-Later w/ Aluminum Heads

Part # **300-49** ◆3

1987-Later w/ Cast Iron Heads

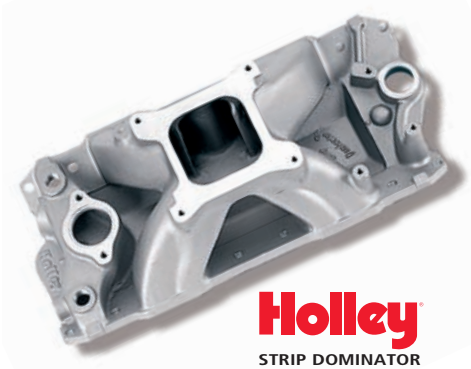
Part # **300-66** ◆3

Pro-Jection System Recommendation
502-20 or 502-20S (670 CFM "D" systems)

Features
- High Rise Dual Plane Design
- Holley Pro-Jection TBI Mounting Flange
- EGR Provisions
- Power band: Idle-6000 RPM

Installation
Utilizes late model alternator and A/C bracket mounting provisions. Has vacuum taps off Manifold runners. Extra installation hardware included. Not intended as O.E. replacement for 1987 & later fuel injected trucks.

Specifications
Height - frt. 3.91", rr. 5.40"
Shipping Weight is 20 lbs.
Port size: 1.89" height;
1.15" width



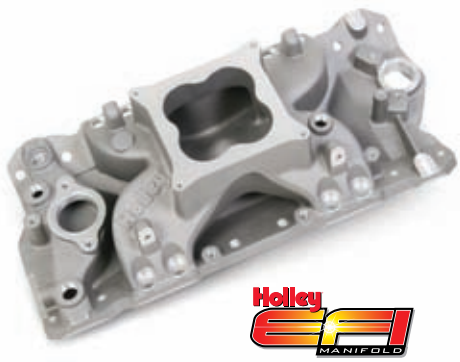
1957-86; 262, 283, 305, 327, 350, 400V8
1987-Later w/ Aluminum Heads

Part # **300-25** ◆3

Features
- 4500-7600 RPM power band
- Single plane/open deep plenum design
- Square flange carburetor mounting
- No exhaust heat crossover provision
- Ideal for drag cars with automatic transmission

CARBURETOR RECOMMENDATIONS:
750 - 850 CFM Holley HP

SPECIFICATIONS:
Height - frt. 5.11", rr. 5.97".
Port size: 2.05" height;
1.22" width



1957-86; 262, 283, 305, 327, 350, 400V8
1987-Later w/ Aluminum Heads

Part # **9901-101-1** ◆3

Features
- 2000-6000 RPM power band
- Designed for port fuel injection systems
- Accepts 1000 CFM Holley 4-bbl throttle body - P/N **9900-171**
- Single plane manifold design

INSTALLATION:
Fuel Rail Kit available. Order Holley **P/N 9900-172** Performance Fuel Injector Kits available.

SPECIFICATIONS:
Height - frt. 5.5", rr. 5.5".
Port size: 1.89" height;
1.12" width

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

Chevrolet Small Block V8

350 V8 with Gen 1, Vortec cylinder heads

Features
- 2000-6000 RPM power band
- Designed for port fuel injection systems
- Accepts 1000 CFM Holley 4-bbl throttle body P/N 9900-171
- Single plane manifold design

Part # **9901-107**

INSTALLATION:
Fuel Rail Kit available. Order Holley **P/N 9900-172** Performance Fuel Injector Kits available.

SPECIFICATIONS:
Height - frt. 5.75", rr. 5.75"
Port size: 2.09" height; 1.10" width

1957-86; 262, 283, 305, 327, 350, 400V8
1987-Later w/ Aluminum Heads

Features
- 23° Standard port heads
- Idle - 6,500 RPM power band
- Two-piece design features short individual runners and large upper plenum
- D-shaped manifold ports promote high flow rates without turbulence
- Excellent replacement for TPI engines (requires P/N 90748 angled bolt spacers)

Part # **7540**
(satin finish)

Part # **7540P**
(polished finish)

INSTALLATION:
Great for Street Rods or Early Muscle Cars with ample hood clearance.
Use Holley 2x58mm - P/N **112-503** throttle body or stock Chevrolet LT1 throttle body (not included) Requires use of small cap distributor

SPECIFICATIONS:
Height (w/ Plenum) - frt. 10.25", rr. 10.25"
Port size: 1.92" height; 1.18" width

262-400 SB using 1996 & later Vortec (L31) iron heads

Features
- Great for street machines, street rods, trucks and muscle cars with ample hood clearance
- Two-piece design features individual D shaped runners optimized for a broad power range and a large plenum area for less reversion than traditional manifolds
- Can be used for blow-through superchargers and turbochargers in custom applications
- Available in satin or polished
- Fully CNC machined for a perfect fit
- No exhaust crossover

Part # **7542**
(satin finish)

Part # **7542P**
(polished finish)

SPECIFICATIONS:
- Power band: Idle to 6500RPM
- Overall Height - frt. 10.25", rr. 10.25"
- Weight is 25 lbs.
- 7542 port size: 2.10" height; 1.12" width

INSTALLATION NOTES:
- Use Holley 2x58mm billet throttle body (p/n 112-503 or 112-507) or stock TPI throttle body
- Requires use of small cap distributor
- Manifold features universal mounting bolt design engineered to accommodate both straight and angled center manifold bolts (requires P/N 90748 Weiand bolt kit for 1987 & later cast iron)
- Accepts stock or Lokar® TPI kickdown brackets
- May require additional sealing modifications for high boost blow through applications
- Recommended Fel-Pro gasket number: (7542) MS90131-2 (plastic body w/ o-ring seals) or MS98000T (Permadry, highly recommended)

300-112

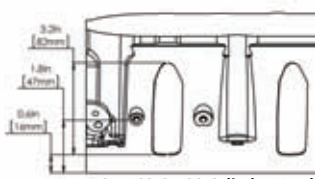
300-114

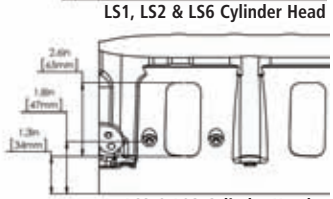
300-113

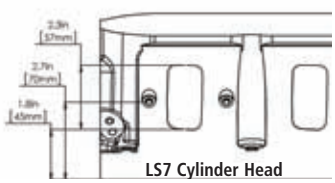
300-115

300-116

300-118


LS1, LS2 & LS6 Cylinder Head


LS3 & L92 Cylinder Head


LS7 Cylinder Head

LS Modular "Hi-Ram" Style Intake Systems

- The Holley GM LS3/L92 Modular Hi-Ram Style Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram style intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost.
- Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- The base is designed to be modular in configuration to accept a wide range of carbureted and EFI tops and to be attractive to builders and fabricators as the foundation for custom induction systems.
- Runner length and the tapered cross-section was designed to perform well for a wide range of engine configurations
- EFI fuel rails feature -8 fittings with passages large enough to accommodate high fuel flows and dampen pressure pulsations in the fuel system and come standard with EFI Hi-Ram style kits.
- Cast aluminum construction.
- Intended for use on N/A or forced induction engines in the 6.0 to 7.0+ liter range, max power at 7000-8000+RPM.

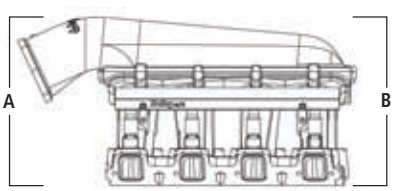
Dimensions

- A-B Height (Carbureted or EFI, 2x4V Top Mount & Blank) – 11.08" to the lifter valley cover flange on engine block.
- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/102mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- Port Size – 2.49" Height x 1.21" Wide
- Mounting Flange Gasket Type – Round 3/32" O-Ring Viton, 3" I.D.
- Plenum Top Gasket Type – 3/32" Round O-ring Cord
- Throttle Body Flange Location, with 92/102mm EFI Plenum Top : Height – 8.42" (from engine block lifter valley cover flange), Longitudinal Location – 3.84" (forward from engine block front flange), Angle – 25 deg. (down from vertical)
- Runner Length – 6.50", As-Cast Runner Cross-Sectional Area – Tapered 4.25" to 2.77 in^2

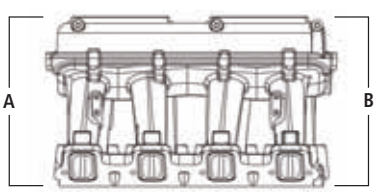
NOTE: The following parts should be used for the following applications: Racing/ Performance/Street Rodder where hood restrictions are NOT a consideration.

CATHEDRAL PORT & LS7 COMING SOON!

Part#	Description
300-112	LS3 style carbureted Hi-Ram Style Intake, 2 x 4500 Dominator (sideways mount)
300-114	LS3 style EFI Hi-Ram Style Intake, 2 x 4500 (2 x 2000cfm sideways or inline mounting)
300-113	LS3 style carbureted Hi-Ram Style Intake, 2 x 4150 (sideways and inline mounting)
300-115	LS3 style EFI Hi-Ram Style Intake, 2 x 4150 (2 x 1000cfm sideways or inline mounting)
300-116	LS3 style EFI Hi-Ram Style Intake with 1 x 92mm GM LS Throttle Body – Longitudinal Mount Plenum Top (top can be mounted forward or backward)
300-117	LS3 style EFI Hi-Ram Style Intake with 1 x 102mm GM LS Throttle Body – Longitudinal Mount Plenum Top (top can be mounted forward or backward)
300-118	LS3 style carbureted Hi-Ram Style Intake with Blank Configurable Top
300-119	LS3 style EFI Hi-Ram Style Intake with Blank Configurable Top
300-213	LS3 style carbureted Base Only (Plenum-Top-Mounting Fabrication Flange Available)
300-214	LS3 style EFI Base Only Fuel Rails Included (Plenum-Top-Mounting, 92mm and 102mm Throttle Valve Fabrication Flanges Available)
300-217	Blank configurable Top only
300-218	1 x 92mm GM LS Throttle Valve Top Only
300-219	1 x 102mm GM LS Throttle Valve Top Only
300-215	2 x 4500 Top Only
300-216	2 x 4150 Top Only
300-220	Lower to top Mounting flange (For use when fabricating a sheet metal top)
300-222	102mm Throttle Body flange (For use when fabricating a sheet metal top)
300-221	92mm Throttle Body flange (For use when fabricating a sheet metal top)



EFI Hi-Ram style Intake diagram



Carbureted Hi-Ram style Intake diagram

NOTE: For more product dimensions, go to specific product page at www.holley.com.

LS Modular "Hi-Ram" Style Intake Systems - (CONTINUED)

300-213

300-215

300-214

300-216

300-217

300-220

300-221

300-218

300-222

300-219

534-209

Modular "Hi-Ram" Style Intake Systems - Service Parts

Part#	Description
300-225	Mounting Stud Kit, LS3 and LS cathedral port Hi-Ram
508-20	Gasket - 90/102mm throttle body
508-21	O-ring cord replacement for Hi-Ram plenum flange
508-22	O-ring set for LS3 Hi-Ram port flanges
508-23	O-ring set for LS1 Dual-Quad port flanges (300-120 & 300-121)
534-203	Fuel rail kit, LS3/LS7 for EFI Hi-Rams or when adding EFI to single plane manifolds
534-204	Fuel rail kit, LS1 for Dual-Quad and cathedral port Hi-Ram
534-206	AN -8 Hi-flow fuel rail extrusion - 12"
534-207	AN -8 Hi-flow fuel rail extrusion - 18"
534-208	AN -8 Hi-flow fuel rail extrusion - 36"
534-209	LS Fuel Rail - LS1, LS2, LS3, LS6, L76 & L99 factory intakes
534-210	LS Fuel Rail - Same as 534-209, but also includes (6') braided hose, (4) 90° and (2) straight -6 hose ends

ACCESSORIES FOR P/N 534-209 & 534-210:

534-211	Adapter kit, directly connects to GM factory quick connect
534-212	Bracket kit, required when using (EV1/Bosch style) performance injectors on LS2, LS3, L76 or L99 applications

300-120

NEW

Carbureted & EFI!

300-121

LS Dual Plane Mid-Rise Intake Manifolds

- The Holley GM LS1/LS2/LS6 2x4V dual-plane was designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am and at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle-car era!
- The dual-plane equal-distribution layout produces great mid-range torque without compromising top end power. The LS engine architecture does not utilize an intake mounted water neck or distributor so it's perfect for two Holley carburetors and this intake manifold design takes full advantage of that opportunity.
- Carbureted and EFI versions available
- Power band from 1500-7000 rpm
- Appropriate for any Street/Performance, Muscle Car, or Street Rod enthusiast
- Cast aluminum construction
- Intended for use on all GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads

Part#	Description
300-120	Carbureted GM LS Gen III LS1/LS2/LS6 2 x 4160 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)
300-121	EFI GM LS Gen III LS1/LS2/LS6 2x4 Dual-Plane Mid-Rise Intake Manifold, Fuel Rails included (All GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)

Configurations
- Carbureted 2 x 4160 Mounted Inline, 1-11/16" throttle bore maximum
- EFI 2 x 4V (1000 CFM) Throttle Valves, 1-3/4 throttle bore maximum

Dimensions
- A-B Height (Carbureted or EFI) – A-4.46", B-5.53" to the lifter valley cover flange at the engine block front flange and bell-housing flange
- Port Size – 2.68" Height x 0.97" Wide
- Mounting Flange Gasket Type – Round 3/32" O-Ring Viton, 3" I.D.
- Carb/Throttle Body Flange Fore/Aft Spacing – 8-5/8" (center-to-center)

Chevrolet Big Block V8

396, 402, 427, 454, 502 V8
Oval port heads

Features
- 2500-6000 RPM power band
- Standard deck blocks
- Single plane manifold design
- Designed for port fuel injection systems
- Accepts 1000 CFM Holley 4-bbl throttle body - P/N **9900-171**

Part # **9901-209** ◆3

INSTALLATION:
Will fit tall blocks with use of WEIAND manifold spacer plate kit, **P/N 8206.**
Fuel rail kit available. Order Holley **P/N 9900-173.**
Performance fuel injection kits available.

SPECIFICATIONS:
Height - frt. 7.25", rr. 7.25".
Port size: 1.57" height; 1.60" width

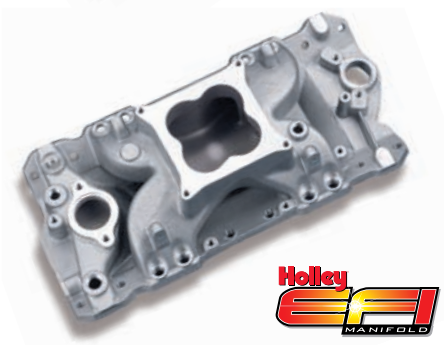
396, 402, 427, 454, 502 V8
Rectangular port heads

Features
- Machined for standard deck blocks
- 2500-6000 RPM power band
- Single plane manifold design
- Designed for port fuel injection systems
- Accepts 1000 CFM Holley 4-bbl throttle body - P/N **9900-171**

Part # **9901-201** ◆3

INSTALLATION:
Fuel rail kit available. Order Holley **P/N 9900-173.**
Performance fuel injection kits available.

SPECIFICATIONS:
Height - frt. 7.13", rr. 7.13".
Port size: 2.30" height; 1.60" width



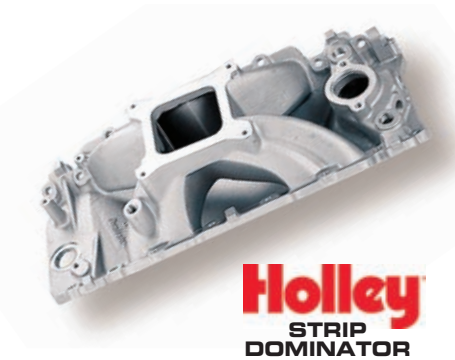
396, 402, 427, 454, 502 V8
Rectangular port heads

Features
- Machined for standard deck blocks
- 3000-6500 RPM power band
- Designed for port fuel injection systems
- Accepts 2000 CFM Holley 4-bbl throttle body - P/N **112-538**
- Single plane manifold design

Part # **9901-202** ◆3

INSTALLATION:
Fuel rail kit available. Order Holley **P/N 9900-173.**
Performance fuel injection kits available.

SPECIFICATIONS:
Height - frt. 7.13", rr. 7.13"
Port size: 2.30" height; 1.60" width



396, 402, 427, 454, 502 V8
Oval port heads

396, 402, 427, 454, 502 V8
Rectangular port heads

Features
- Machined for standard deck blocks
- Single Plane/Open Plenum Design
- Deep Plenum Design with Isolated Runners
- 4150 Square Bore Carburetor Mounting Flange
- Power band: 4500-8500 RPM

Part # **300-4** ◆3

Part # **300-5** ◆3

INSTALLATION:
Will fit tall blocks with use of Weiand spacer plate kit, P/N 8204

SPECIFICATIONS:
Height - frt. 4.77", rr. 6.16"
Port size: 2.30" height; 1.60" width

396, 402, 427, 454, 502
Rectangular Port V8

Features
- Machined for tall deck blocks
- 2500-6000 RPM power band using stock lifters
- Designed for port fuel injection systems
- Accepts 1000 CFM Holley 4-bbl throttle body - P/N **9900-171**
- Single plane manifold design

Part # **9901-203** ◆3

INSTALLATION:
Fuel rail kit available. Order Holley **P/N 9900-173.**
Performance fuel injection kits available.

SPECIFICATIONS:
Height - frt. 7.123", rr. 7.13"
Port size: 2.30" height; 1.60" width

◆1 ◆2 or ◆3 See page 271 for symbol explanation.

Chevrolet Big Block V8

396, 402, 427, 454, 502
Rectangular Port V8

Features
- Machined for tall deck blocks
- 3000-6500 RPM power band
- Designed for port fuel injection systems
- Accepts 2000 CFM Holley 4-bbl throttle body - P/N 112-538
- Single plane manifold design

Part # **9901-204** ◆3

INSTALLATION:
Fuel rail kit available. Order Holley **P/N 9900-173**. Performance fuel injection kits available.

SPECIFICATIONS:
Height - frt. 7.13", rr. 7.13"
Port size: 2.30" height; 1.60" width

Chrysler Big Block V8

413, 426 Wedge and 440 V8

Features
- Single plane manifold design
- 1500-6500 RPM power band
- Provision for EGR and choke
- Universal flange carburetor mounting

Part # **300-14** ◆3

CARBURETOR RECOMMENDATIONS:
0-80508S (750 CFM);
0-4779S (750 CFM)

SPECIFICATIONS:
Height - frt. 4.13", rr. 5.25"
Port size: 2.14" height; 1.12" width

Ford Small Block V8

300-74S

300-75S

5.0L EFI 1986-93 Passenger Car EO# D115-11

Don't be fooled by its California emission-legal designation. This manifold will flow air like no other street/strip manifold. It's fully machined and ready to bolt down on an engine.

Features
- 2000-6500 RPM power band
- Retains stock injector and water outlet locations
- External EGR passage maximized port and runner sizes
- Maximum unrestricted air flow

NOTE: Must use Holley valve covers P/N 241-81 or similar

Part # **300-72S**
(complete manifold kit Shiny Finish)

Part # **300-74S**
(upper manifold only)

Part # **300-75S**
(lower manifold only)

INSTALLATION:
Check out Holley's line of high-flow throttle bodies, in-tank fuel pumps, adjustable regulators, cylinder head and camshafts for the Ford 5.0L EFI passenger engine.

SPECIFICATIONS:
Shipping weight is 45 lbs.
Height - frt. 10.625", rr. 10.625"

SPACER KITS

Chevrolet Standard Big Block Manifold to Chevrolet Tall Deck (oval port) Part # 8206

This intake manifold spacer kit allows the use of any high performance big block Chevrolet manifold on late model Chevrolet "tall deck" truck engines. This spacer fits in the gap created by the taller deck height of the truck blocks. **NOTE:** Due to the increased manifold height, use of an aftermarket distributor is necessary.
Spacer plate thickness: .375".

Shipping weight is 4 lbs.

8206

Chevrolet Standard Big Block Manifold to Chevrolet Tall Deck (rectangular port) Part # 8204

This intake manifold spacer kit allows the use of any high performance big block Chevrolet manifold on late model Chevrolet "tall deck" truck engines. This spacer fits in the gap created by the taller deck height of the truck blocks. **NOTE:** Due to the increased manifold height, use of an aftermarket distributor is necessary.
Spacer plate thickness: .375".

Shipping weight is 4 lbs.

NOTE: Notches for manifold bolts between ports have been eliminated from these spacer plates.

8204

Intake Manifold Choke Kits

Choke block-off pad for some Chevrolet small block engine intake manifolds Part # 301-20

301-20

Intake Manifold Choke Kits

EGR block-off plate for Chevrolet small block manifolds Part # 9007

9007

Plenum divider plate.
Used in manifold #7546 Part # 9008

9008

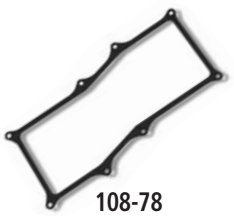
Intake Manifold Gaskets

SysteMAX II upper and lower manifold. Kormetal gasket used between the Holley SysteMAX II Ford 5.0L upper and lower manifolds Part # 108-80

108-80

Gasket for Holley Pro Dominator 2x4 tunnel ram manifolds. Used between upper and lower sections of manifolds

- Manifold P/N 300-44 (S/B Chevrolet) Part # 108-79
- Manifold P/N 300-45 (B/B Chevrolet) Part # 108-78



108-78

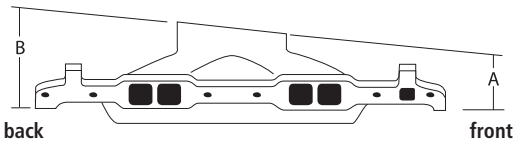
2 X 4 TUNNEL RAM CARBURETOR LINKAGE KITS

2 x 4 carburetor linkage kits utilize spherical rod bearings with stainless steel splined shafts. They are infinitely adjustable and easy to install. They all are designed to fit Holley Double Pumper™ carburetors.

LINKAGE PART #	APPLICATION	MOUNTING STYLE	CARB MODEL
4000	Universal	in-line	square bore
4021	Chevrolet 262-400	side-by-side	square bore
4022	Chevrolet 396-454-502	side-by-side	square bore
4023	Chrysler all (exc. Hemi)	side-by-side	square bore
4025	Ford 289-302 (inc. BOSS) & 351C	side-by-side	square bore
4027	429 Wedge & 460	side-by-side	square bore
4032	Chevrolet 396-454-502	side-by-side	DOMINATOR

4000

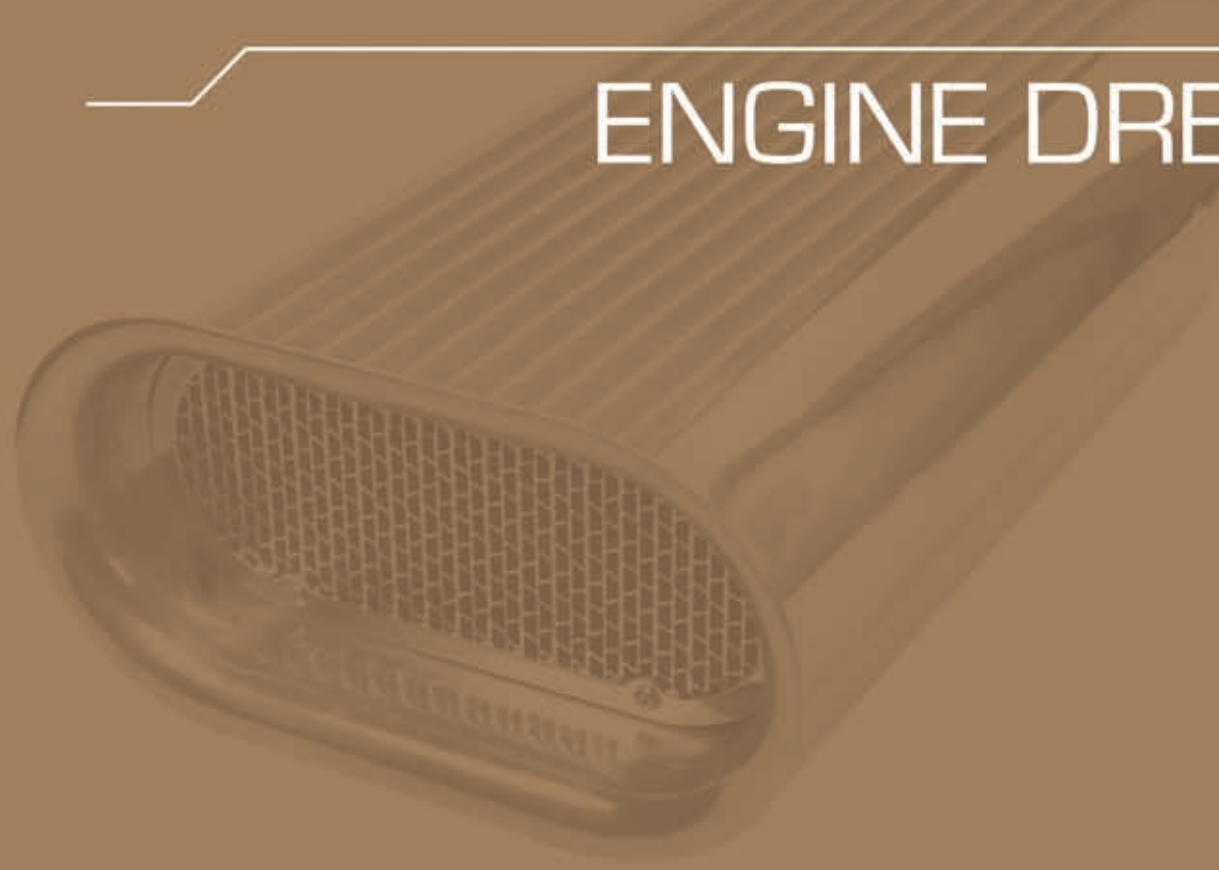
4021



Determining Manifold Height

The manifold height measurements "A" (front) and "B" (rear), shown in the illustration (left), are determined in the following manner. Lay in a straight edge across the carburetor mounting pad. The measurements are taken from the manifold front and rear mounting surfaces to the bottom of the straight edge. To ensure adequate hood clearance, check the stock manifold height in the same manner and compare with the dimensions listed for the particular manifold of your choice.

ENGINE DRESS-UP



DRESS-UP 187-190

Air Cleaners & Air Scoops 188
Service Parts & Holley Custom Valve Covers. 189
M/T Valve Covers 190
LS Valve Covers & LS Coil Covers 190

Holley Air Cleaners

120-146

Holley Chrome Round Air Cleaners

Features
- Triple chrome plated
- 14" x 3" & 10" x 2" sizes
- Open element style
- Low restriction
- Traditional look

PART #	DESCRIPTION
120-146	14" air cleaner assembly, fits 5-1/8" neck (w/ POWER SHOT™ filter element)
120-102	14" air cleaner assembly, fits 5-1/8" neck (w/ paper filter element)
120-145	10" air cleaner assembly, fits 5-1/8" neck
220-5	14" x 3" POWER SHOT™ filter element

120-141

Holley Custom Oval Air Cleaner

Features
- Cast aluminum with "Billet" look
- Ball-milled finish
- Fits 5-1/8" airhorn
- Minimal air flow restriction
- Low profile (11.8" x 8.4" x 3.2")
- Very high tech look

PART #	DESCRIPTION
120-141	Air cleaner assembly, fits 5-1/8" neck
120-144	Replacement element

64280

Holley HI TEK Air Cleaner

Features
- Unique low profile design (7.8" x 18.3" x 3")
- Highly polished aluminum
- Includes POWER SHOT™ filters

PART #	DESCRIPTION
64280 (B)	Air cleaner assembly
90633 (B)	Replacement POWER SHOT™ filter element

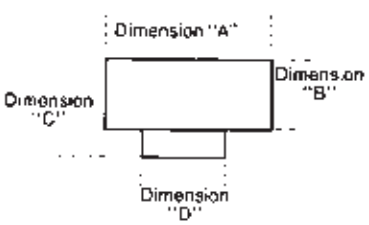
7221

7223

Holley Carburetor Air Scoops

- Hilborn or Enderle styles are available
- Cast aluminum casings are highly polished
- Designs are available to fit either 1x4 or 2x4 carburetor installations (5-1/8" necks)
- Bases are adjustable to accommodate 8-1/2" to 10" center-to-center carburetor spacings
- Looks great on a supercharger installation or can be used on carburetor alone
- Includes air cleaner(s)

APPLICATION	PART #
Weiand Hilborn-style (1x4) Dimensions: 13" x 10" x 6"	7220
Weiand Hilborn-style (2x4) Dimensions: 20.5" x 10" x 6"	7221
Weiand Enderle-style (2x4) Dimensions: 20.5" x 13.3" x 4.8"	7223



Flame Arrestors

Flame arrestors are required, by law, for every boat with a gasoline engine. Holley marine flame arrestors are designed to protect your vessel from the potentially disastrous effects of backfire, plus they look great. A properly sized flame arrestor is a must to get the maximum performance from your vessel. A flame arrestor that is undersized will restrict engine breathing as would a dirty air cleaner.

Holley offers aluminum, chrome and stainless steel flame arrestors in various sizes. The charts below list these by finish and also their sizes and recommended CFM. The recommended CFM column is a selection guide so that the flame arrestor could be properly sized to the carburetor's CFM capacity and existing space restrictions.

PART #	A	B	C	D	Vents	Fume Tube	Recommended CFM
Aluminum							
720-11	5-3/4"	2"	3/4"	5"	NO	NO	350-600
720-12	5-3/4"	3"	3/4"	5"	NO	NO	600-700
720-13	8"	3"	3/4"	5"	NO	NO	600-800
Chrome							
720-3	8"	3"	3/4"	5"	YES	NO	600-800
Stainless Steel							
720-1	5-3/4"	3"	3/4"	5"	YES	NO	600-800

PART #	DESCRIPTION - Flame Arrestor Vent Tubes
720-33	1/2" bolt-on aluminum vent tube (use with Holley flame arrestors - P/N 720-11 & 720-12)
720-31	5/8" bolt-on aluminum vent tube

1 2 or 3 See page 271 for symbol explanation.

Carburetor Air Horn Gaskets

APPLICATION	PART #
5" diameter x .060"	108-4
5" diameter x .200"	108-62
7" diameter x .060"	108-73
3x2 carburetors (D-shaped)	108-71

108-4

108-71

Air Cleaner Spacers

APPLICATION	PART #
5" diameter x 1-3/8" high - For 4165/4175 Models ONLY.	17-13
5" diameter x 3/4" high	17-14

17-13

17-14

Air Cleaner/Air Scoop Filter Elements

APPLICATION	PART #
Replacement filter for Weiand's Enderle- and Hilborn-style air scoops	3010
Replacement filter for Holley MegaScoop air cleaner	93156
Replacement filter for Holley Hi Tek air cleaner	90633

3010

93156

Hood Scoop Plug

APPLICATION	PART #
Polyurethane foam plug that's designed to fit the most popular hood scoops. Resistant to gasoline.	120-139

Powershot™ Filters

APPLICATION	PART #
Universal - round 14" x 3"	220-5
Universal - round 14" x 4"	220-7

120-139

Holley Custom Valve Covers

241-80

Application

Chevrolet Engines	
Small Block V8 4-bolt - old style - Chrome Stamped Steel-Short	241-80
Ford Engines	
All - Chrome Stamped Steel-Short	241-81*

* Fits with SysteMAX intake P/N 300-72S and includes oil fill tube and breather cap

241-81

Holley Custom Valve Cover Service Parts & Accessories

241-213

241-209

Breather Caps

Universal with tube — Part # **241-213**

Universal without tube — Part # **241-209**

Image circa 1972 from original Holley-M/T Performance Parts Catalog

THEY'RE BACK!

Holley's Famous M/T Valve Covers

Flashback - 1972: Nothing was cooler than sporting around town in a hot rod with a Holley Double Pumper® and M/T® finned aluminum valve covers! Show everyone how cool you are and show up sporting those same parts today!

"For the custom engine, M/T offers a superior valve cover of polished aluminum for added cooling. Each die-cast cover is precision manufactured with knock-out plugs for stock PCV (smog Control) and oil fill installations. The M/T polished top cover surface may be used for engraving your name horizontally, next to the deep heat dissipating fins." - 1972 Holley - M/T Performance Parts Catalog.

Other historic literature stated that you could expect reduced valve train noise from these cast M/T covers. We've also brought them back in the black krinkle finish that Holley & M/T helped make popular! Get a set today and get back your hot rodding groove!

Part #	Description
241-82	Small Block Chevy M/T (Polished)
241-83	Small Block Chevy M/T (Black Krinkle)
241-84	Big Block Chevy M/T (Polished)
241-85	Big Block Chevy M/T (Black Krinkle)

NOTE: P/Ns 241-84 & 241-85 will NOT clear roller rockers.

LS Valve Covers - On-cover coil mounting

The "coils on valve cover" design gives the LS engine its high tech presence. Clean up that signature look with Holley's LS valve covers which incorporate its refined radiused shape, angled direct-to-cover coil mounting, and a billet fill cap. Take these covers to the next level and paint them to match your vehicle's theme.

- Angled Coil Mounts and a Smooth Clean Look
- Retain the Hi-tech Look and Performance of Coil-on-Cover
- Eliminates Unsightly OE Style Coil Brackets
- Four Finishes Available (Natural Cast, Satin, Black Krinkle & Polished)
- Billet Aluminum Oil Fill Cap
- OE Style Baffles and Vents
- Reuses Original Gaskets and Bolts
- Fits LS1, LS2, LS3, LS6 and LS7 Engines Using Coils with Standard LS3 Bolt Spacing of 72mm
- Clearance for .750" Lift with Stock Style Rocker Arms

Part #	Description - Finish	Part #	Description - Finish
241-88	Natural Cast	241-90	Polished
241-89	Satin	241-91	Black Krinkle

LS Valve Covers Oil Fill Cap

Eliminate that unsightly oil fill tube sticking out of your LS engine and install Holley's oil fill cap directly in the valve cover as it should be. Original caps are not correctly keyed to fit newer LS covers but this cap will fit in all original equipment LS valve covers & fill tubes.

- Cap can be configured in FIVE ways
- Insert can be easily painted to match your application
- Billet machined insert has a Holley logo side and a clean billet side
- Optional Holley domed decal adds even more detail
- Glass filled nylon base is the same material as the original cap.
- Fits directly into stock valve covers and fill tubes on LS2, LS3, LS7, LS9, & LSA applications (Fill tube must be used with LS1/LS6)
- NOT for use with Part# 241-88 thru 241-91

LS Coil Covers - Big Block Chevy Replica

Do you own a vehicle with an LS based engine, but love the looks of a big–block Chevy? Well now, thanks to Holley, you can give your LS a custom look with our LS Coil Covers. They're equally at home on a 2010 Camaro or a LS swap muscle car, truck or any ride needing to cover the factory LS coils. They're ready to paint so use your imagination!

The LS Coil Covers are constructed from Glass Filled Nylon Composite for strength and durability. The covers are easily installed by using basic hand tools. Just replace a few coil bracket mount bolts with the included ball studs and snap the covers in place.

- Cover those unsightly coil packs on your GM LS engine
- Ultra lightweight glass-filled nylon composite construction
- Paint to match your color scheme
- For LS2, LS3 & LS7 engines as well as other LS family engines using LS3 style coils & valve covers. *Coil cover may require minor trimming on typical hot rod or swap application. Use on OE applications may require more extensive trimming to clear factory componentry (A/C box, brake booster, front drive accessories etc.).
- Trim to fit your application
- OEM-style snap-on mounting
- Oil fill adaptor and cap included

LS HEADQUARTERS

LS PRODUCTS 191-200

Holley EFI 192
Throttle Bodies. 192
Valve Covers. 193
Valve Covers Oil Fill Cap 193
Coil Covers 193
LS Retro-fit Oil Pan. 193
LS Modular "Hi-Ram" Style Intake Manifolds 194-195
LS Dual Plane Mid-Rise Intake Manifolds 195
LS1 Intake Manifolds 196
Hooker Engine Swap Plates 196
Hooker Full Length Headers. 197
Hooker Cast Iron Exhaust Manifolds 198
Hooker LS Cast Stainless Steel Headers 198
Hooker Super Competition Block Huggers 199
Hooker Aero Chamber Mufflers & Cat-backs. 199
Flowtech Full Length Headers 200
NOS Nitrous Oxide Systems 200

Holley EFI A BRAND NEW ERA IN FUEL INJECTION!

Looking for a plug and play alternative for your stock or built late model factory EFI engine? How about a replacement ECU for your LS powerplant? Holley has you covered. HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost or water meth.

Plug & Play! for LSx engines!

Part#	Description
550-602	HP EFI™ - GM LS1/LS6 (24x crank sensor)
550-603	HP EFI™ - GM LS2/LS7 (58x crank sensor)
	5.7" Touchscreen Upgrade

DOMINATOR™ EFI

- The new standard in EFI with virtually unlimited capabilities!
- Integrated controls - electronic transmissions, drive by wire, progressive nitrous, boost control, water meth injection and more!
- Extensive data logging capabilities!
- Massive amount of user programmable inputs and outputs!
- Dominator™ systems are not sold as a kit. Components must be purchased separately

Part #	Description
554-114	Dominator ECU Only
558-308	Main Power Harness
558-102	LS1/LS6 Main Harness (24x crank sensor)
558-103	LS2/LS7 Main Harness (58x crank sensor)
558-200	Injector Harness (Bosch style connector)
558-201	Injector Harness (EV6 style injector)
558-301	LS1/LS6 Ignition Harness (for remote coil mounting)
558-302	LS2/LS7 Ignition Harness (for remote coil mounting)
558-405	GM 4L60/80E Transmission Harness - Complete terminated harness with J4 connector to operate GM electronic transmissions.
558-406	GM Drive By Wire Harness - Complete terminated harness with J3 connector to operate late model GM drive by wire systems.
553-103	5.7" Touchscreen Upgrade

80 & 90mm Throttle Bodies

112-574 112-576

Got an LS engine retrofitted with an LS2, LS3, LS7 or FAST™ 4-bolt intake manifold? Need more air? How about an 80mm or 90mm billet aluminum throttle body? Here they are - the finest LS throttle bodies on the market! They are throttle cable actuated and feature a full roller bearing supported throttle shaft to prevent sticking and improve longevity. Their contoured throttle bore design provides smooth and predictable performance from idle to WOT. They also feature factory style stamped steel throttle linkage and an included throttle cable bracket for a precise fit. They feature a clear anodized finish for long lasting good looks! Ideal for converting a drive-by-wire engine to a throttle cable.

FAST™ is a trademark of the Comp Performance Group.

Part#	Description
112-574	Gen 3 - LS2/LS3/LS7/FAST™ LSX™ - 80mm
112-576	Gen 3 - LS2/LS3/LS7/FAST™ LSX™ - 90mm

LS Valve Covers - On-cover coil mounting

The "coils on valve cover" design gives the LS engine its high tech presence. Clean up that signature look with Holley's LS valve covers which incorporate its refined radiused shape, angled direct-to-cover coil mounting, and a billet fill cap. Take these covers to the next level and paint them to match your vehicle's theme.

- Angled Coil Mounts and a Smooth Clean Look
- Retain the Hi-tech Look and Performance of Coil-on-Cover
- Eliminates Unsightly OE Style Coil Brackets
- Four Finishes Available (Natural Cast, Satin, Black Krinkle & Polished)
- Billet Aluminum Oil Fill Cap
- OE Style Baffles and Vents
- Reuses Original Gaskets and Bolts
- Fits LS1, LS2, LS3, LS6 and LS7 Engines Using Coils with Standard LS3 Bolt Spacing of 72mm
- Clearance for .750" Lift with Stock Style Rocker Arms

Part #	Description - Finish
241-88	Natural Die Cast
241-89	Satin
241-90	Polished
241-91	Black Krinkle

LS Valve Covers Oil Fill Cap

Eliminate that unsightly oil fill tube sticking out of your LS engine and install Holley's oil fill cap directly in the valve cover as it should be. Original caps are not correctly keyed to fit newer LS covers but this cap will fit in all original equipment LS valve covers & fill tubes.

- Cap can be configured in FIVE ways
- Insert can be easily painted to match your application
- Billet machined insert has a Holley logo side and a clean billet side
- Optional Holley domed decal adds even more detail
- Glass filled nylon base is the same material as the original cap.
- Fits directly into stock valve covers and fill tubes on LS2, LS3, LS7, LS9, & LSA applications (Fill tube must be used with LS1/LS6)
- NOT for use with Part# 241-88 thru 241-91

LS Coil Covers - Big Block Chevy Replica

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The LS Coil Covers are constructed from Glass Filled Nylon Composite for strength and durability. The covers are easily installed by using basic hand tools. Just replace a few coil bracket mount bolts with the included ball studs and snap the covers in place.

- Cover those unsightly coil packs on your GM LS engine
- Ultra lightweight glass-filled nylon composite construction
- Paint to match your color scheme
- For LS2, LS3 & LS7 engines as well as other LS family engines using LS3 style coils & valve covers. *Coil cover may require minor trimming on typical hot rod or swap application. Use on OE applications may require more extensive trimming to clear factory componentry (A/C box, brake booster, front drive accessories etc.).
- Trim to fit your application
- OEM-style snap-on mounting
- Oil fill adaptor and cap included

GM LS Retro-fit Engine Oil Pan

- Designed for LS engine retrofit installations in a wide range of popular GM muscle/classic car and truck chassis.
- Provides OEM fitment– OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing, proper structural rigidity and OEM bell-housing attachments.
- Traditional high-quality cast aluminum appearance with clean exterior styling.
- Provides maximum clearance to chassis
- Cast and machined aluminum
- Complete kit including sump baffle, pick-up tube, sump plug, oil filter stud, oil passage cover, etc.

Capacities
- Sump Oil Capacity – 5.5 Quarts
- Total Oil Capacity with stock oil filter – 6 Quarts

Configurations
- Traditional Rear Sump Layout
- External Sump Max Depth (from mounting flange) – 5.89"
- External Sump Length (from bell housing flange) – 7.65"
- External Sump Width – 9.75"

Part#	Description
302-1	GM LS Retrofit Engine Oil Pan - 1955-1987 GM Muscle car/Classic car/Trucks

300-112

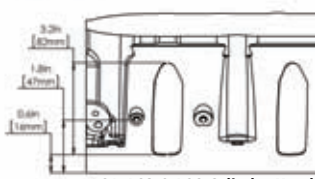
300-114

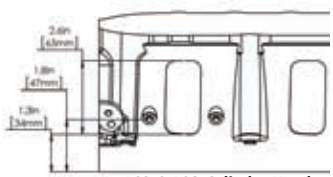
300-113

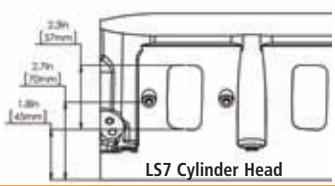
300-115

300-116

300-118


LS1, LS2 & LS6 Cylinder Head


LS3 & L92 Cylinder Head


LS7 Cylinder Head

LS Modular "Hi-Ram" Style Intake Systems

- The Holley GM LS3/L92 Modular Hi-Ram Style Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram style intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost.
- Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- The base is designed to be modular in configuration to accept a wide range of carbureted and EFI tops and to be attractive to builders and fabricators as the foundation for custom induction systems.
- Runner length and the tapered cross-section was designed to perform well for a wide range of engine configurations
- EFI fuel rails feature -8 fittings with passages large enough to accommodate high fuel flows and dampen pressure pulsations in the fuel system and come standard with EFI Hi-Ram style kits.
- Cast aluminum construction.
- Intended for use on N/A or forced induction engines in the 6.0 to 7.0+ liter range, max power at 7000-8000+RPM.

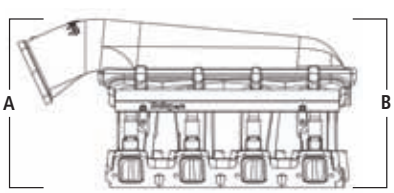
Dimensions

- A-B Height (Carbureted or EFI, 2x4V Top Mount & Blank) – 11.08" to the lifter valley cover flange on engine block.
- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/102mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- Port Size – 2.49" Height x 1.21" Wide
- Mounting Flange Gasket Type – Round 3/32" O-Ring Viton, 3" I.D.
- Plenum Top Gasket Type – 3/32" Round O-ring Cord
- Throttle Body Flange Location, with 92/102mm EFI Plenum Top : Height – 8.42" (from engine block lifter valley cover flange), Longitudinal Location – 3.84" (forward from engine block front flange), Angle – 25 deg. (down from vertical)
- Runner Length – 6.50", As-Cast Runner Cross-Sectional Area – Tapered 4.25" to 2.77 in^2

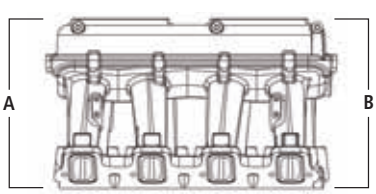
NOTE: The following parts should be used for the following applications: Racing/ Performance/Street Rodder where hood restrictions are NOT a consideration.

CATHEDRAL PORT & LS7 COMING SOON!

Part#	Description
300-112	LS3 style carbureted Hi-Ram Style Intake, 2 x 4500 Dominator (sideways mount)
300-114	LS3 style EFI Hi-Ram Style Intake, 2 x 4500 (2 x 2000cfm sideways or inline mounting)
300-113	LS3 style carbureted Hi-Ram Style Intake, 2 x 4150 (sideways and inline mounting)
300-115	LS3 style EFI Hi-Ram Style Intake, 2 x 4150 (2 x 1000cfm sideways or inline mounting)
300-116	LS3 style EFI Hi-Ram Style Intake with 1 x 92mm GM LS Throttle Body – Longitudinal Mount Plenum Top (top can be mounted forward or backward)
300-117	LS3 style EFI Hi-Ram Style Intake with 1 x 102mm GM LS Throttle Body – Longitudinal Mount Plenum Top (top can be mounted forward or backward)
300-118	LS3 style carbureted Hi-Ram Style Intake with Blank Configurable Top
300-119	LS3 style EFI Hi-Ram Style Intake with Blank Configurable Top
300-213	LS3 style carbureted Base Only (Plenum-Top-Mounting Fabrication Flange Available)
300-214	LS3 style EFI Base Only Fuel Rails Included (Plenum-Top-Mounting, 92mm and 102mm Throttle Valve Fabrication Flanges Available)
300-217	Blank configurable Top only
300-218	1 x 92mm GM LS Throttle Valve Top Only
300-219	1 x 102mm GM LS Throttle Valve Top Only
300-215	2 x 4500 Top Only
300-216	2 x 4150 Top Only
300-220	Lower to top Mounting flange (For use when fabricating a sheet metal top)
300-222	102mm Throttle Body flange (For use when fabricating a sheet metal top)
300-221	92mm Throttle Body flange (For use when fabricating a sheet metal top)



EFI Hi-Ram style Intake diagram



Carbureted Hi-Ram style Intake diagram

NOTE: For more product dimensions, go to specific product page at www.holley.com.

LS Modular "Hi-Ram" Style Intake Systems - (CONTINUED)

300-213

300-215

300-214

300-216

300-217

300-220

300-221

300-218

300-222

300-219

534-209

Modular "Hi-Ram" Style Intake Systems - Service Parts

Part#	Description
300-225	Mounting Stud Kit, LS3 and LS cathedral port Hi-Ram
508-20	Gasket - 90/102mm throttle body
508-21	O-ring cord replacement for Hi-Ram plenum flange
508-22	O-ring set for LS3 Hi-Ram port flanges
508-23	O-ring set for LS1 Dual-Quad port flanges (300-120 & 300-121)
534-203	Fuel rail kit, LS3/LS7 for EFI Hi-Rams or when adding EFI to single plane manifolds
534-204	Fuel rail kit, LS1 for Dual-Quad and cathedral port Hi-Ram
534-206	AN -8 Hi-flow fuel rail extrusion - 12"
534-207	AN -8 Hi-flow fuel rail extrusion - 18"
534-208	AN -8 Hi-flow fuel rail extrusion - 36"
534-209	LS Fuel Rail - LS1, LS2, LS3, LS6, L76 & L99 factory intakes
534-210	LS Fuel Rail - Same as 534-209, but also includes (6') braided hose, (4) 90° and (2) straight -6 hose ends

ACCESSORIES FOR P/N 534-209 & 534-210:

534-211	Adapter kit, directly connects to GM factory quick connect
534-212	Bracket kit, required when using (EV1/Bosch style) performance injectors on LS2, LS3, L76 or L99 applications

300-120

NEW

LS Dual Plane Mid-Rise Intake Manifolds

Carbureted & EFI!

300-121

- The Holley GM LS1/LS2/LS6 2x4V dual-plane was designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am and at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle-car era!
- The dual-plane equal-distribution layout produces great mid-range torque without compromising top end power. The LS engine architecture does not utilize an intake mounted water neck or distributor so it's perfect for two Holley carburetors and this intake manifold design takes full advantage of that opportunity.
- Carbureted and EFI versions available
- Power band from 1500-7000 rpm
- Appropriate for any Street/Performance, Muscle Car, or Street Rod enthusiast
- Cast aluminum construction
- Intended for use on all GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads

Part#	Description
300-120	Carbureted GM LS Gen III LS1/LS2/LS6 2 x 4160 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)
300-121	EFI GM LS Gen III LS1/LS2/LS6 2x4 Dual-Plane Mid-Rise Intake Manifold, Fuel Rails included (All GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)

Configurations
- Carbureted 2 x 4160 Mounted Inline, 1-11/16" throttle bore maximum
- EFI 2 x 4V (1000 CFM) Throttle Valves, 1-3/4 throttle bore maximum

Dimensions
- A-B Height (Carbureted or EFI) – A-4.46", B-5.53" to the lifter valley cover flange at the engine block front flange and bell-housing flange
- Port Size – 2.68" Height x 0.97" Wide
- Mounting Flange Gasket Type – Round 3/32" O-Ring Viton, 3" I.D.
- Carb/Throttle Body Flange Fore/Aft Spacing – 8-5/8" (center-to-center)

WEIAND®

LS-1 Intake Manifolds

300-111C

Great for Forced Induction!

300-111

- Fits LS-1 & LS6 cathedral port cylinder heads
- Perfect for 5.3 & 6.0L truck engine transplants
- Produces gains of up to 25hp over stock plastic intakes
- Designed to handle blow-through superchargers and turbochargers in custom applications
- Cast aluminum construction allows for easy plumbing of NOS Fogger nitrous systems
- Available in satin, polished and Everbright™ coated
- Fully CNC machined for a perfect fit
- Comes with provisions for EGR (block-off plate is available)
- Utilizes stock fuel rails, crossover lines and throttle body

Part#	Description
300-111	LS1 - High flow aluminum, satin
300-111P	LS1 - High flow aluminum, hand polished
300-111C	LS1 - High flow aluminum, Everbright™ coated for the look of chrome
9001	EGR Block-off plate, satin
9001P	EGR Block-off plate, polished

9001P

HOOKER® HEADERS

LS Engine Swap Mount Plates

Hooker LS engine swap mounts are designed to make the task of swapping an LS into your classic muscle car or truck as easy as possible. With 5 different mount kits available, you are sure to find the mounts needed to position the engine and transmission assembly in the appropriate location. Plates are available for use with stock small block Chevy engine mounts to place the engine and transmission in the stock location or move it forward ½", 1-¼" or 3". Hooker also offers a mount kit designed for applications that utilize the clamshell type mount such as a "G" body.

12621HKR

12622HKR

12623HKR

12624HKR

12611HKR

- Constructed of sturdy 3/8" thick hot rolled steel
- Designed for lightweight, rigidity and a clean appearance
- Precision machined for perfect alignment
- Zinc plated for durability and corrosion resistance
- Come complete with counter sink machine screws and instructions
- Works with all small block Chevy mounts and frame towers
- Perfect for use with Hooker's growing family of Gen III/IV (LS1/LS2/LS3/LS6/LS7) engine swap headers (refer to actual header application to determine which mount the header was designed for use with)

Part#	Description
12621HKR	LS Swap Engine Mount Plate (Clamshell Style 1.25" Forward 1/2" up)
12622HKR	LS Swap Engine Mount Plate (3" Forward)
12623HKR	LS Swap Engine Mount Plate (1.25" Forward)
12624HKR	LS Swap Engine Mount Plate (1/2" Forward)
12611HKR	LS Swap Engine Mount Plate (Stock Location)

2468-1HKR

2292-1HKR

2292-3HKR

Late Model Headers - Full Length

- Big 1-7/8" (Super Competition) or 1-3/4" (Competition) tuned length primary tubes
- Super Competition version features a 3" slip-fit Power Spear™ collector for efficient high RPM scavenging and reduced backpressure
- Competition version features a 3" slip-fit long transition 9" conventional collector for efficient scavenging and reduced backpressure
- Made of sturdy 18 (Super Competition) or 16 (Competition) gauge tube
- Precision machined 3/8" head flange for perfect sealing
- Tight tuck collector designs make it easier to lower vehicle
- Offered in high temp black paint, metallic ceramic coated or 304 stainless steel

Part#	Description - Camaro/Firebird
2290HKR	1998-99 Camaro/Firebird , LS1 , 1-7/8", painted - Super Competition
2290-1HKR	1998-99 Camaro/Firebird , LS1 , 1-7/8", coated - Super Competition
2290-2HKR	1998-99 Camaro/Firebird , LS1 , 1-7/8", stainless - Super Competition
2294HKR	1998-02 Camaro/Firebird , LS1 , 1-7/8", painted - Super Comp - No Emissions
2294-1HKR	1998-02 Camaro/Firebird , LS1 , 1-7/8", coated - Super Comp - No Emissions
2291HKR	2000-02 Camaro/Firebird , LS1 , 1-7/8", painted - Super Competition
2291-1HKR	2000-02 Camaro/Firebird , LS1 , 1-7/8", coated - Super Competition
2291-2HKR	2000-02 Camaro/Firebird , LS1 , 1-7/8", stainless - Super Competition
2468HKR	1998-99 Camaro/Firebird , LS1 , 1-3/4", painted - Competition
2468-1HKR	1998-99 Camaro/Firebird , LS1 , 1-3/4", coated - Competition
2468-2HKR	1998-99 Camaro/Firebird , LS1 , 1-3/4", stainless - Competition
2470HKR	1998-02 Camaro/Firebird , LS1 , 1-3/4", painted - Super Comp - No Emissions
2470-1HKR	1998-02 Camaro/Firebird , LS1 , 1-3/4", coated - Super Comp - No Emissions
2469HKR	2000-02 Camaro/Firebird , LS1 , 1-3/4", painted - Competition
2469-1HKR	2000-02 Camaro/Firebird , LS1 , 1-3/4", coated - Competition
2469-2HKR	2000-02 Camaro/Firebird , LS1 , 1-3/4", stainless - Competition
16723HKR	1998-02 Y-pipe mild steel for 2290/2291/2468/2469
16723-2HKR	1998-02 Y-pipe 409 stainless steel for 2290/2291/2468/2469
Part#	**Description - 2WD Truck**
2850HKR	1999-05 , 4.8/5.3/6.0L , 1-5/8", painted - Super Competition
2850-1HKR	1999-05 , 4.8/5.3/6.0L , 1-5/8", ceramic coated - Super Competition
2851HKR	1999-05 , 4.8/5.3/6.0L , 1-3/4", painted - Super Competition
2851-1HKR	1999-05 , 4.8/5.3/6.0L , 1-3/4", ceramic coated - Super Competition
16785HKR	Y-pipe for 2850HKR & 2850-1HKR
16786HKR	Y-pipe for 2851HKR & 2851-1HKR

Engine Swap Headers - Full Length

Hooker has a complete line of LS engine swap headers for popular applications. Hooker swap Headers and mounts are designed to provide an exact fit when used together. Hooker swap Headers add the extra horsepower and torque the serious enthusiast demands. These headers and LS engine mounts position the bellhousing in the stock location for easy installation. Available in high-temp black paint, standard silver ceramic as well as Hooker's new Darkside™ black ceramic and "Titanium" look ceramic finishes!

Part#	Description
2288HKR	LS 1967-69 Camaro/Firebird , 1-3/4", painted
2288-1HKR	LS 1967-69 Camaro/Firebird , 1-3/4", coated
2288-3HKR	LS 1967-69 Camaro/Firebird , 1-3/4", "Darkside" black ceramic
2288-4HKR	LS 1967-69 Camaro/Firebird , 1-3/4", "Titanium" ceramic coated
2289HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", painted
2289-1HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", coated
2289-3HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", "Darkside" black ceramic
2289-4HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", "Titanium" ceramic coated
2292HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", painted (stock steering box or Saginaw 605 steering box)
2292-1HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", coated (stock steering box or Saginaw 605 steering box)
2292-3HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", "Darkside" black ceramic (stock steering box or Saginaw 605 steering box)
2292-4HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", "Titanium" ceramic coated (stock steering box or Saginaw 605 steering box)
2293HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", painted (w/ Unisteer rack and pinion steering)
2293-1HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", coated (w/ Unisteer rack and pinion steering)
2293-3HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", "Darkside" black ceramic (w/ Unisteer rack and pinion steering)
2293-4HKR	LS (all exc. LS7) 1955-57 Chevy , 1-3/4", "Titanium" ceramic coated (w/ Unisteer rack and pinion steering)

HOOKER ®HEADERS

NEW

LS Cast Iron Exhaust Manifolds

Raw Finish

Black Ceramic | Titanium Ceramic | Charcoal Grey Ceramic | Silver Ceramic

- Intended for all LS, except LS7 and LS9, engine swap applications where OE appearance, durability, tight fitment concerns or reduced under-hood noise are a priority.
- Designed to provide universal fit for most popular chassis, a clean traditional muscle car appearance, be free-flowing for good performance, and provide for good catalytic converter efficiency when desired.
- Cast from Hi-Silicon-Moly Ductile Iron to provide durability and corrosion resistance.
- Exit flange configuration is 2010 Camaro (2-1/4" outlet) and uses an OE exit flange gasket for durable seal.
- 304 stainless steel exit flange is included with the exhaust manifold set.
- Available in the plain as-cast finish and with the various Hooker ceramic coatings.

Part#	Description
8501HKR	LS Exhaust manifold - Raw Finish
8501-1HKR	LS Exhaust manifold - Silver Ceramic Finish
8501-3HKR	LS Exhaust manifold - Black Ceramic Finish
8501-4HKR	LS Exhaust manifold - Titanium Finish
8501-5HKR	LS Exhaust manifold - Charcoal Grey Ceramic Finish

HOOKER ®HEADERS

NEW

LS Cast Stainless Steel Headers

Looking for some bolt-on power for your C5 or C6 Corvette that retains the unique service/maintenance and noise deadening benefits of manifolds? Hooker's new Revolution™ SS Cast Headers are the answer! These headers are investment cast from stainless steel for a great hi-tech look and feature high-flow collectors for better scavenging. They fit LS1 thru LS7 equipped Corvettes but their block hugging design will work in many LS engine swap vehicles including street rods, early Corvettes, and some classic pick-up trucks.

Part#	Description
8502HKR	LS Cast SS Header - Raw Finish
8502-2HKR	LS Cast SS Header - Polished
31531HKR	Collectors - Raw Finish
31531-2HKR	Collectors - Polished Finish
8503HKR	Manifold/Collector set - Raw Finish
8503-2HKR	Manifold/Collector set - Polished Finish

2313HKR

Super Competition Block Huggers

Street Rod/Universal SUPER COMPETITION Headers are great for custom car, truck, or street rod where a specific fit tuned SUPER COMPETITION header is not available. They work great for those tight–fit installations where frame rails are close to the engine block. Stock motor mounts can be used. Because the collector exits parallel with the oil pan rail, maximum ground clearance is allowed. These Headers come complete with gaskets, header bolts and collector reducers. These Headers come available in chrome, high heat resistant black paint or Hookers Metallic Ceramic Thermal Barrier Coating.

Part#	Description
2312HKR	LS1 Block Hugger Header - Black
2313HKR	LS1 Block Hugger Header - Ceramic Coated
2314HKR	LS1 Block Hugger Header - Stainless

(Photo for representation only to show internal construction.)

Aero Chamber™ Mufflers & Cat-backs

- Aluminized steel for corrosion resistance
- Deep powerful sound without annoying resonance
- 23% more flow than all other brands!
- Stepped header technology in a muffler!

Part #	Description
16811HKR	'98-02 Camaro Cat-back w/ stainless tips
21721HKR	'93-99 Camaro/Firebird muffler
21729HKR	Universal Camaro/Firebird muffler (Also used in Hooker Competition cat-backs)

Hear them @ HolleyTV.com!

FLOWTECH EXHAUST

11134-1FLT

Full Length Headers

- Tuned length for a broad power curve
- Bolt up collector flanges for ease of installation
- Mandrel-bent tubing for low back-pressure
- Constructed of 16 gauge cold-roll tubing
- 5/16" flanges for a perfect seal
- Includes all hardware and gaskets for ease of installation
- Certain applications include O_2 extension harnesses
- Budget-minded pricing!

Part#	Description
11133FLT	1998-99 Camaro/Firebird , LS1 , 1-3/4", painted
11133-1FLT	1998-99 Camaro/Firebird , LS1 , 1-3/4", coated
11134FLT	2000-02 Camaro/Firebird , LS1 , 1-3/4", painted
11134-1FLT	2000-02 Camaro/Firebird , LS1 , 1-3/4", coated
11133YFLT	Y-pipe aluminized steel for 11133FLT & 11134FLT

NOS Nitrous Oxide Systems

05168NOS

LS Nitrous Systems

The NOS LS plate system uses a billet plate with no spray bars. This unique design allows better atomization which prevents fuel puddles in your manifold and provides the best cylinder to cylinder distribution for maximum power. This is no ordinary low HP kit. The plate and Solenoids supplied will easily support 200HP.

NOTE: To install 05169NOS plate kit, minor fabrication is required to the idler pulley for throttle body clearance on the 2010 Camaro.

Part#	Description
05168NOS	LS1 Camaro/Firebird/Corvette C5 "Wet" Plate Kit (3-bolt throttle body 80mm)
05169NOS	LS 4-Bolt Throttle Body "Wet" Plate Kit (for use with 90mm throttle body)
05177NOS	LS1 Camaro "Dry" kit (up to 125HP)
05131NOS	Universal 8 cyl. Powerfogger™ EFI kit (75-100-125HP)
05135NOS	Universal 8 cyl. Powerfogger™ EFI kit w/ Drive-by-Wire (75-100-125HP)

MERCHANDISING

MERCHANDISING 201-212

Apparel 202-206
Caps 207
Holley Brand Metal Signs 207
Holley Brand Neon Wall Clocks 208
Decal Sheet 208
Plan-o-gram 209
Banners 209-211
Service/Tuning Manuals 212
Carburetor Installation & Tuning DVD 212

These shirts feature full color artwork on the back and the front chest. Shirts are printed on Hanes Beefy Tees, 100 % cotton & pre-shrunk. Available in sizes from SM-XXXL. When placing an order, replace the "xx" with the size desired. For example, a small Holley retro shirt would be 10000-SMHOL. (Use SM, MD, LG, XL, XXL, XXXL)

NEW Holley Mustang Rebirth T-Shirt - Part # 10013-xxHOL

American Icons! Holley and Mustang are two of the biggest names in performance and racing, and both have played a major role in automotive performance history. Celebrate the re-birth of the vintage Mustang with this special edition T-shirt from Holley. The back features Chris Froggett artwork showcasing the new Mustang with a 1968 Cobra Jet cleverly mirrored in the pavement below on a black Hanes Beefy T-shirt. On the front, modern and vintage Holley logos show everyone that you're serious about automotive performance!

Back
Front

NEW Holley Challenger Re-birth T-Shirt - Part # 10007-xxHOL

American Icons. Holley and Challenger are two of the biggest names in performance and racing, and both have played a major role in automotive performance history. Celebrate the re-birth of the Challenger with this special edition T-Shirt from Holley. The back features Chris Froggett artwork showcasing the new Challenger with a 1970 Challenger cleverly mirrored in the pavement below on a black Hanes Beefy T-shirt. On the front, modern and vintage Holley logos show everyone that you're serious about automotive performance.

Back
Front

NEW Holley Camaro Rebirth T-shirt - Part # 10006-xxHOL

American Icons! Holley and Camaro are two of the biggest names in performance and racing, and both have played a major role in automotive performance history. Celebrate the re-birth of the Camaro with this special edition T-Shirt from Holley. The back features Chris Froggett artwork showcasing the new Camaro with a 1969 Camaro cleverly mirrored in the pavement below on a navy blue Hanes Beefy-T T-Shirt. On the front, modern and vintage Holley logos show everyone that you're serious about automotive performance!

Back
Front

BUY ITEMS ONLINE AT HOLLEY.COM/STORE!

NEW Navy Blue Holley DP Retro T-Shirt (short sleeve) - Part # 10010-xxHOL (long sleeve) - Part # 10015-xxHOL

World Famous! There are carburetors and then there is a Holley carburetor. And, none is more famous than the formidable Holley Double Pumper®. The Double Pumper met the demands for increased power being delivered by the factory muscle cars of the 1960s and is still doing so today! The new "Breathe Easy" t-shirt conjures images of this golden era of performance. The red and grey art contrasts perfectly against the navy blue Haynes Beefy T-shirt. Put one on and "Breathe Easy" knowing the statement on your back says you're a true hot rodder.

Back

Front

NEW White Holley Flathead Retro T-Shirt - Part # 10012-xxHOL

The new Holley retro engine t-shirt features the popular little Flathead engine from the original Holley retro t-shirt – only this time it's full size on the back! Everyone admires the Ford Flathead as one of the early engines of hot rodding. And, who doesn't love the look of a nostalgic tri power carb setup like the Holley 94s found on this t-shirt! Combine that with the early Holley pennant logo and everyone will know you're serious about hot rodding!

Back

Front

Holley Retro T-Shirt (short sleeve) - Part # 10000-xxHOL (long sleeve) - Part # 10006-xxHOL

The Holley retro t-shirt features a traditional rat rod style, chopped and channeled '32 Ford pickup. The truck is outfitted with a full race flathead equipped with lakes headers and a trio of Holley 94 carbs. Halibrand® wheels, dirt track tires and the prerequisite Moon® tank give this truck the attitude and look every hot rodder loves.

Back

Front

75th Anniversary Deuce T-Shirt - Part # 10005-xxHOL

Since its introduction 75 years ago, the '32 Ford has been an icon in the world of hot-rodding. In recognition of the Deuce's place in hot rod history, Holley had Chris Froggett whip up a baker's dozen of the most recognizable Deuce hot rods of all time. Printed in full color on a white Hanes Beefy T, the large print on the back pays homage to some of our favorite Deuces down through the ages.

Back

Front

NEW Weiand Tiger Tee - T-Shirt (white) - Part # 10006-xxWND
NEW Weiand Tiger Tee - T-Shirt (black) - Part # 10007-xxWND

Weiand introduces the recreation of their early '70s Tiger Tee. If this shirt looks familiar, it's because it appeared in the movie Funny Car Summer 1974. Leap back in time with this classic print on a 100% cotton preshrunk Beefy Tee featuring full-back screenprinted Weiand Retro artwork. Retro logo is also featured on the left chest.

NEW Weiand Retro Hemi T-Shirt
(short sleeve) - Part # 10003-xxWND
(long sleeve) - Part # 10012-xxWND

The new Weiand retro engine t-shirt features the popular blown Hemi engine from the original Weiand retro t-shirt-only this time it's full size on the back! And, what hot rodder doesn't love a big Weiand blower and nostalgic Weiand logos that bring back the flavor of early hot rodding! This t-shirt will tell everyone that sees it that you like power! It's printed on a black Hanes Beef T for hot rodders destined to get greasy!

NEW Weiand Dragstar T-Shirt - Part # 10008-xxWND

The new Weiand Drag Star t-shirt celebrates some of the coolest and memorable gassers of the past.! Uniquely disguised as the art for the cover of Weiand Drag Start News Magazine, you will see a killer Willys, Anglia, and Kaiser Henry J. that you can wear with pride! The front chest is an awesome view of a front engine dragster with chute open, all on a quality Hanes Beefy T!

NEW Weiand Belly Tanker Retro T-Shirt
(short sleeve) - Part # 10002-xxWND
(long sleeve) - Part # 10010-xxWND

Flashback to Bonneville, 1955…legendary Tom Beatty pushes his supercharged flathead powered belly tanker equipped with Weiand Power and Speed parts to an astounding two-way average of 211.144 mph. Famed artist Chris Froggett vividly captures the action in his classic style on the latest Retro Series T-shirt. In addition to the large print on the back, Weiand's historic "Power and Speed" logo adorns the front chest area of the navy blue, high quality Hanes Beefy-T shirt.

All registered trademarks are property of their respective owners.

Weiand Retro T-Shirt
(short sleeve) - Part # 10000-xxWND
(long sleeve) - Part # 10011-xxWND

The Weiand retro t-shirt features a classic front engine fuel dragster powered by a Weiand equipped, blown, and injected HEMI®. You can almost hear the cackle of the Nitro in the flaming zoomies as the pilot readies for his pass. The classic Weiand logos take you back to the good old days with a large dragster print on the back and a pocket sized HEMI® on the front chest.

NEW **Hooker Willys Pin-Up Retro T-Shirt**
(short sleeve) - Part # 10149-xxHKR
(long sleeve) - Part # 10153-xxHKR

NEW **Hooker Willys No Pin-Up Retro T-Shirt - Part # 10151-xxHKR**

This new Hooker retro pin up girl t-shirt features a killer gasser-style Willys. An exaggerated set of Hooker fender-well exit headers set it off while the classy pin up girl sitting on the Hooker Headers box takes this retro T to the next level! Artist Chris Froggett showed his talents again on this one and the Hanes Beefy T is sure to please as well. Also available with no pin up girl.

Hooker Retro T-Shirt - Part # 10148-xxHKR

Features a classic image of a '55 Chevy 2 door post assuming the 1960's gasser pose clapped out with a solid axle, American® Torque Thrust rollers, and M&H Racemasters® on the backside. Powered by a nasty rat motor sporting 2 Holley Double Pumpers® perched atop a Weiand Hi Ram. To wake up the neighbors, it's running Hooker Super Competition equal length fenderwell headers, snaking through the fiberglass flip front end. Up front, you have the classic logo that proudly proclaims how much you love your Hookers.

BUY ITEMS ONLINE AT HOLLEY.COM/STORE!

NOS Bottle Rocket T-shirt - Part # 19070-xxNOS

Do you dig hot bikes, hotter women and NOS? With the latest T-design from NOS, you get all three! The new NOS "T" features original artwork by Chris Froggett and comes alive in vivid colors on a black Hanes Beefy T. The large print on the back depicts an NOS equipped Suzuki Hayabusa getting ready to make another pass by the sexy umbrella girl, NOS Nikki. The small front pocket artwork again showcases Nikki's fantasy of taking a midnight ride to the moon on the NOS Express Rocket.

Earl's Retro T-Shirt - Part # 10001-xxERL

The back of the shirt features a vintage sprint® car complete with knock off wheels, wrapped in Firestone® dirt track tires, and sporting big chrome side pipes. This little number is on its way to the races behind a customized '56 GMC pickup with candy apple scallops, chrome reverse wheels, and a spare mill in the bed. A stack-injected small block is printed on the front of the shirt proudly displaying its Earl's plumbing and Weiand accessories. Classic Earl's logos with that famous "Little Guy" complete the look and let everyone know whose high-performance plumbing you run on your ride.

Holley Since 1903 T-shirt - Part # 10001-xxHOL

100% preshrunk t-shirt in gray, with the Holley logo screened in two colors. Available in sizes SM-3XL

Holley Since 1903 Hooded Sweatshirt - Part # 10002-xxHOL

Hooded sweatshirt in gray preshrunk fleece. Front pocket and drawstring hood. Available in sizes SM-3XL

BUY ITEMS ONLINE AT HOLLEY.COM/STORE!

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Holley Brand Caps

10007HOL 10008HOL 10009HOL 10006WND 10007WND 19113NOS 19109-FNOS

19114NOS 19115NOS 11001ERL 11002ERL 10212HKR 10213HKR

Part #	Description
10007HOL	Holley Equipped Stone W/Black Under Peak, Button, & Eyelets, Front Embroidery With Holley Equipped
10008HOL	Holley Khaki W/Stone Under Peak, Eyelets, Sandwich Bill & Contrast Stitching
10009HOL	Holley Black/Red, Front Embroidery And Woven Label Of Holley Carburetors
10006WND	Weiand Black W/Yellow Under Peak, Eyelets, & Button, Front Woven Label Of Weiand Speed & Racing
10007WND	Weiand Equipped Navy W/Orange Under Peak, Sandwich Bill, Eyelets, Button And Contrast Stitching
19113NOS	NOS Blue W/ Orange Racing Stripes
19109-FNOS	Black Cap featuring flames and the NOS logo embroidered in full color. Adjustable back
19114NOS	NOS Blue W/Orange Under Peak, Eyelets, And Button , Front Woven NOS Label
19115NOS	NOS Blue W/Orange On Side, Under Peak, Front Woven NOS Label, Flame Embroidery
11001ERL	Earl's Black W/Yellow Under Peak, Button, Eyelets, & Contrast Stitching
11002ERL	Earl's Yellow W/Black Under Peak, Button, & Eyelets
10212HKR	Black Cap featuring the Hooker logo embroidered in full color. Adjustable back
10213HKR	Khaki Cap featuring the Hooker logo embroidered in full color. Adjustable back

Holley Brand Metal Signs

Designed to dress up your garage, shop or office in a cool way! They're the perfect item for die-hard enthusiasts.

Key Features & Benefits

- New metal signs for retail locations, garage or office
- Great gift idea
- High shine embossing
- Die cut for "one of a kind" look
- Earl's sign features the current logo & popular Earl's mascot
- Flowtech sign introduces its brand new logo!
- Holley Retro signs blasts you into the past with the world's most famous performance brand
- Hooker sign is all fired up with its classic logo & zoomie headers
- NOS Refill blends classic with current power
- NOS sign heats up any wall & tells you sell the #1 brand in nitrous
- Weiand Retro signs take another look at a classic logo & Weiand's rich history

Part #	Description	Size
10000ERL	Earl's	24" x 8.25"
10000FLT	Flowtech	18" x 7"
10003HOL	Holley Retro	18" x 18"
10145HKR	Hooker	12" x 19"
19326NOS	NOS Refill	9" x 17"
19327NOS	NOS	24" x 14"
10001WND	Weiand Retro	20" x 20"
10004WND	Weiand Power & Speed Equip.	20" x 20"
10009WND	Weiand Tiger	20" x 20"

Holley Brand Neon Wall Clocks

11000ERL

10004HOL

10150HKR

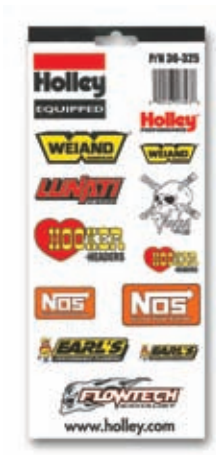
19352NOS

10005WND

19350NOS

Part #	Description
11000ERL	Earl's - yellow neon, chrome hands w/ black second hand
10004HOL	Holley - blue neon, chrome hands w/ black second hand
10150HKR	Hooker - red neon, chrome hands w/ gray second hand
19352NOS	NOS - blue neon, red hands w/ black second hand
10005WND	Weiand - blue neon, off-white hands w/ red second hand
19350NOS	NOS - black hands w/ black second hand

Holley has done it again! Six new wall clocks bring the biggest names in speed parts to life through the use of neon! Our popular nostalgic art, drawn by renowned artist Chris Froggett, was used on the Weiand and Earl's clocks. The blue and red "Holley High Performance Carburetion" logo made famous by NASCAR® racers in the 1960s was used on the Holley clock. Our latest "zoomie" version of the world famous Hooker Header logo was used on the Hooker clock while the already popular NOS gauge clock art was used again on the NOS neon clock. The clock faces are surrounded by brightly beveled rims with a chrome finish. They measure 14.5" outside diameter and the neon is powered by a UL listed 12 volt AC adapter with a 6' cord. The clock mechanism requires one AA battery (not included).



Holley Brand Decal Sheet
4.5" x 10.5"
Part # **36-325**

Holley Retro Decal Sheet
8.5" x 11"
Part # **36-397**

Holley Carb Store™
Part # **36-176**

Treat your carburetor to some TLC with this handy, yet practical carburetor carrying case. Made of durable plastic, it is designed to securely hold and protect your carburetor during storage or transportation. There's even room enough to accommodate a dual feed fuel line, so it need not be disconnected from the carburetor. A neat carrying handle rounds out the package and adds convenience. Locking tabs promote security. This case can hold a Holley model 2300 carburetor or any of the square flange four barrels.

BUY ITEMS ONLINE AT HOLLEY.COM/STORE!

Performance Parts Center Plan-o-gram Part # 36-192

The Holley Performance Parts Center is a versatile retail display of the fastest moving Holley performance tuning and service parts. Included in the parts assortment are 59 of the most popular Holley part numbers for needle and seat assemblies, jets, power valves, brackets, floats, gaskets, chokes, diaphragms, pumps, cams, springs, etc. A colorful pegboard and header complete the display. What's more, the complete package is priced less than what the parts would cost if bought individually.

Holley Family Banner Part # 36-277

Hang this vinyl banner in your garage and let everyone know who you turn to for performance. The background checkerboard designs feature the Holley Equipped logo, followed by color logos of all of our brands. (measures 2' x 9').

Holley #1 In Fuel Systems Banner Part # 36-33

This banner features the Holley logo, and is designed with 4 corner grommets and full four-side stitched hems for strength. (measures 2' x 8').

Holley Carburetors Banner Part # 36-75

This banner features the Holley logo, and is designed with 4 corner grommets and full four-side stitched hems for strength. (measures 2' X 8').

NOS Nitrous Banner Part # 19306NOS

How fast is your car? Hang this bright orange NOS banner and tell everyone that you're NOS-powered! Features corner grommets for easy hanging (measures 3' x 5').

Hooker Authorized Speed Shop Banner Part # 36-363

Make Hooker Headers the focus of your garage with our graphic color banner. Designed with 4 corner grommets for easy hanging (measures 2' by 4').

Earl's Banner Part # 36-75

Hang this vinyl Earl's banner in your garage and let everyone know who you turn to for performance plumbing. Price includes shipping and handling (measures 18" x 36").

BUY ITEMS ONLINE AT HOLLEY.COM/STORE!

Holley EFI Banner Part # 36-398

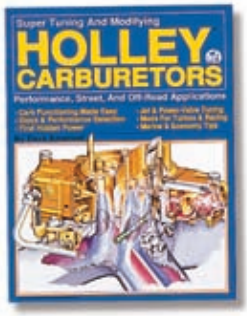
Features the Holley EFI logo, and is designed with 6 grommets and full four–side stitched hems for strength. Price includes shipping and handling (measures 28" by 108").

Weiand Intake Manifolds Banner Part # 36-270

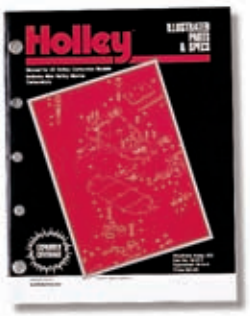
The manifold's in your car, so put the banner on your wall! Weiand's banner is made from heavy nylon, with reinforced stitched hems on all four sides (measures 2' x 8').

Flowtech Exhaust, Punish The Pavement Banner Part # 36-373

Hang this vinyl Flowtech banner in your garage and let everyone know who you turn to for performance exhaust (measures 30" x 90").



36-136



36-51-7

Learn More About Holley Fuel System Products!

•Tuning • Modifications • Selection • Servicing

Holley Carburetors Manual — Part# 36-136

By Dave Emanuel. A detailed comprehensive guide to proper selection and modification of Holley carburetors for competition. Includes turbocharging modifications. Tips on rebuilding Holley two and four barrel models. Illustrated. 128 pages.

Illustrated Parts & Specs Manual — Part# 36-51-7

A technical aid showing exploded illustrations of current Holley carburetor models. Complete list of parts and adjustment specifications. Designed for the professional service technician.

36-168

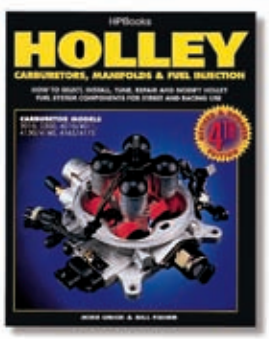
36-133

Holley Carburetor Numerical Listing — Part# 36-168

Contains a complete list of all Holley carburetors, including automotive, farm, industrial and marine along with their corresponding repair kits. The listing consists of over 3,500 applications covering vehicles from 1957 to the present.

Holley Model 4150 & 4160 Carburetor Handbook — Part# 36-133

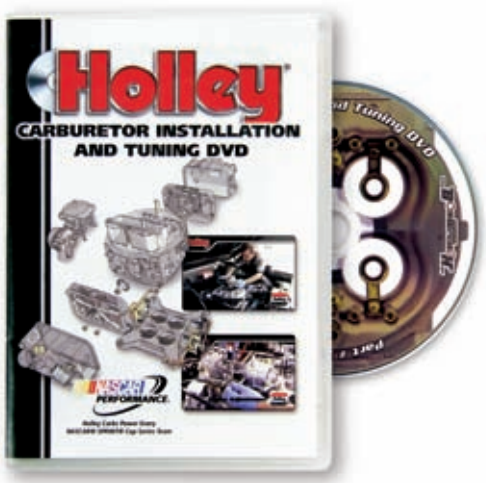
By M. Urich. Includes application recommendations, tuning and repair.



36-73

Holley Carburetors, Manifolds & Fuel Injection — Part# 36-73

By Bill Fisher and Mike Urich. New for 1994. Covers all 2010, 2300, 4010/4011, 4150/4160/4180, 4165/4175 and 4500 performance carburetors. Includes Holley Pro-Jection 1-bbl. through 4-bbl. models with installation and tuning information not found in any other publication. Explains how to select and install the "right" carburetor and manifold. Plus alcohol modifications for short track racing. 224 pages.



NEW

Holley Carburetor Installation & Tuning DVD — Part# 36-381

Two hours of everything you ever wanted to know about Holley carburetors! Virtual tours, exploded views, step-by-step under the hood installation including transmission kickdowns, advanced tuning, & troubleshooting. It is interactive, so you can easily find the chapters you need.

Holley Carburetor Installation & Tuning DVD in Zip Mailer — Part# 36-378

BUY ITEMS ONLINE AT HOLLEY.COM/STORE!

Holley Technical Service

Holley Technical Service offers the performance enthusiast an opportunity to talk to a factory-trained technician in the areas of:

- **Product Application & System Recommendations**
- **Specifications**
- **Troubleshooting**
- **Installation Tips**
- **Performance Tuning**

Visit Holley's web site at: **www.holley.com**

CONTACT

Holley, Earl's, Hooker, NOS, Weiand & Flowtech Technical Service at:

Telephone: 1-270-781-9741 or 1-866-GOHOLLEY

FAX: 1-270-781-9772

E-MAIL

Go to www.holley.com then click on Tech Service Link

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Bowling Green, Kentucky 42101

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- In Depth Product Interviews On New and Hot Products From Holley
- Product Testimonials and Interviews With Racers and Consumers
- Dyno & Track Testing

Also follow us on:

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R1848-1	4160	465	37-119	37-933	6-506	122-57	N/S	N/S	34R9716-3	125-85	0.025
R1849	4160	550	37-119	37-933	6-506	122-62	N/S	N/S	N/S	125-85	0.025
R1850-2	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
R1850-3	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
R1850-4	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.031
R1850-5	4160	600	37-119	37-933	6-506	122-66	134-9	134-128S	134-9	125-65	0.031
R1850-6	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.031
R1850-7	4160	600	37-119	37-933	6-506	122-64	134-9	N/A	134-9	125-65	0.031
R1850-8	4160	600	37-119	37-933	6-506	122-64	134-9	N/A	134-9	125-65	0.031
R1850-9	4160	600	37-119	37-933	6-511	122-64	134-9	N/A	134-9	125-65	0.031
R1850-10	4160	600	37-119	37-933	6-511	122-64	134-9	N/A	134-9	125-65	0.031
R2818-1	4150	600	37-1537	37-933	6-506	122-65	122-76	N/A	N/S	125-65	0.025
R3124	4150	750	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R3247	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.021
R3259-1	4150	725	N/A	N/A	N/S	122-68	122-78	N/S	N/S	125-85	0.025
R3310-1	4150	780	37-1539	37-933	6-504	122-72	122-76	134-131	N/S	"(12,13)"	0.025
R3310-2	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R3310-3	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R3310-4	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-5	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-6	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-7	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-8	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-9	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
R3310-10	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R3310-11	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R3367	4160	585	37-119	37-933	N/S	122-65	34R9716-22	N/S	N/R	125-65	0.025
R3370	4160	585	37-119	37-933	6-504	122-65	N/S	N/S	N/R	125-65	0.025
R3418-1	4150	855	37-1539	37-933	6-504	78C/82T	82C/80T	N/S	N/S	(15,21)	0.028
R3613	4150	770	37-1539	37-933	6-504	122-71	122-76	N/S	N/S	125-85 (12)	0.021
R3659	2300	466	37-1537	37-933	6-504	N/R	N/S	N/R	N/S	N/R	N/R
R3660	2300	350	37-1537	37-933	6-504	122-64	N/R	N/S	N/R	125-65	0.021
R3807	4150	595	37-1537	37-933	N/S	122-67	122-72	N/S	N/S	125-65	0.025
R3810	4160	585	37-1537	37-933	N/S	122-65	34R9716-22	N/S	N/R	125-65	0.025
R3811	4160	585	37-1537	37-933	N/S	122-65	N/S	N/S	N/R	125-65	0.025
R3910	4150	780	37-1539	37-933	6-504	122-71	122-76	N/S	N/S	125-65 (12)	0.021
R4053	4150	780	37-1539	37-933	6-504	122-68	122-76	N/S	N/S	125-65 (12)	0.025
R4055-1	2300	350	37-1537	37-933	6-504	122-63	N/R	N/S	N/R	125-65	0.021
R4056-1	2300	350	37-1537	37-933	6-504	122-61	N/R	N/S	N/R	125-65	0.025
R4118	4150	725	37-1539	37-933	6-504	122-68	122-78	N/S	N/S	125-85	0.025
R4144-1	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
R4224	4160	660	37-1537	37-933	6-508	122-76	34R9716-12	N/A	34R9716-12	N/R	0.025
R4235	4160	770	N/A	37-933	6-504	75/80	N/S	N/S	N/R	125-65	0.035
R4236	4160	770	N/A	37-933	6-504	122-80	N/S	N/S	N/R	125-65	0.035
R4295	4150	585	37-485	37-933	6-504	122-69	122-71	N/S	N/S	125-65	0.025
R4296	4150	850	37-485	37-933	6-504	78C/82T	82C/80T	N/S	N/S	125-65 (15)	0.035
R4346	4150	780	37-1539	37-933	6-504	122-68	122-76	N/S	N/S	125-85 (12)	0.025
R4365-1	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
R4412	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-1	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-2	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-3	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-4	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4412-5	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R4452-1	4160	600	37-119	37-933	6-506	122-63	134-39	N/S	N/S	125-85	0.031
R4490	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R4514-1	4150	700	37-1537	37-933	6-504	122-66	122-79	N/S	N/S	125-65	0.029
R4548	4160	450	37-119	37-933	6-506	122-57	N/S	N/S	N/S	N/S	0.031
R4555	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Green	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-3/32	1-3/32	1-1/2	1-1/2
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-281S	134-282S	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-281S	134-282S	112-112	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-101	N/A	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-5/16	1-3/8	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-9	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/A	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/A	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/A	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	112-117	1-3/8	1-7/16	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Brown	N/R	N/R	108-90-2	108-90-2	108-27-2	N/R	N/S	N/S	1-3/8	N/A	1-3/4	N/A
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	N/S	1-5/16	1-3/8	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
0.025	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	N/A	N/A	1-1/4	1-5/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	N/A	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	N/A	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	N/R	N/R	108-90-2	108-90-2	108-13-2	N/S	N/R	N/S	1-9/16	N/A	1-3/4	N/A
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103S	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
Purple	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Brown	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-3/32	1-3/32	1-1/2	1-1/2
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R4575	4500	1050	37-1539	37-933	6-504	122-84	122-84	N/S	N/S	125-65 (15)	0.035
R4609	4150	730	37-1537	37-933	6-504	122-66	122-79	N/S	N/S	125-65	0.029
R4628	4150	780	37-1537	37-933	6-504	122-70	122-83	N/S	N/S	125-85	0.026
R4647	4150	735	37-1537	37-933	6-504	122-64	122-82	N/S	N/S	125-85	0.031
R4653	4150	780	37-1537	37-933	6-504	122-71	122-82	N/S	N/S	125-65	0.026
R4670	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
R4672	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
R4691-2	2110	300	N/A	N/A	N/S	122-63	N/R	N/R	N/R	N/R	0.021
R4742	4150	600	37-1539	37-933	6-504	122-63	122-72	N/S	N/S	N/S	0.031
R4773	4160	450	703-1	N/A	6-506	122-58	N/S	N/S	N/S	125-85	0.025
R4776	4150	600	37-485	37-933	6-504	122-69	122-71	N/S	N/A	125-65	0.025
R4776-1	4150	600	37-485	37-933	6-504	122-66	122-76	N/S	N/A	125-65	0.028
R4776-2	4150	600	37-485	37-933	6-504	122-66	122-76	N/A	N/A	125-65	0.028
R4776-3	4150	600	37-485	37-933	6-504	122-66	122-73	N/A	N/A	125-65	0.028
R4776-4	4150	600	37-485	37-933	6-504	122-66	122-73	N/A	N/A	125-65	0.028
R4776-5	4150	600	37-485	37-933	6-504	122-66	122-73	N/A	N/A	125-65	0.028
R4776-6	4150	600	37-485	37-933	6-504	122-66	122-73	N/A	N/A	125-65	0.028
R4776-7	4150	600	37-485	37-933	6-504	122-66	122-73	134-63	134-64	125-65	0.028
R4777	4150	650	37-485	37-933	6-504	122-71	122-76	N/S	N/A	125-65	0.025
R4777-1	4150	650	37-485	37-933	6-504	122-67	122-76	N/S	N/A	125-65	0.028
R4777-2	4150	650	37-485	37-933	6-504	122-67	122-76	134-150	N/A	125-65	0.028
R4777-3	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	N/A	125-65	0.028
R4777-4	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	N/A	125-65	0.028
R4777-5	4150	650	37-485	37-933	6-504	122-67	122-73	N/A	N/A	125-65	0.028
R4777-6	4150	650	37-485	37-933	6-504	122-67	122-73	N/A	N/A	125-65	0.028
R4777-7	4150	650	37-485	37-933	6-504	122-67	122-73	N/A	N/A	125-65	0.028
R4778	4150	700	37-485	37-933	6-504	122-66	122-71	N/S	N/S	125-65	0.025
R4778-1	4150	700	37-485	37-933	6-504	122-66	122-76	N/S	N/S	125-65	0.028
R4778-2	4150	700	37-485	37-933	6-504	122-66	122-76	N/S	N/S	125-65	0.028
R4778-3	4150	700	37-485	37-933	6-504	122-69	122-78	N/S	N/S	125-65	0.028
R4778-4	4150	700	37-485	37-933	6-504	122-69	122-78	N/S	N/S	125-65	0.028
R4778-5	4150	700	37-485	37-933	6-504	122-69	122-78	N/A	N/A	125-65	0.028
R4778-6	4150	700	37-485	37-933	6-504	122-69	122-78	N/A	N/A	125-65	0.028
R4778-7	4150	700	37-485	37-933	6-504	122-69	122-78	N/A	N/A	125-65	0.028
R4778-8	4150	700	37-485	37-933	6-504	122-69	122-78	N/A	N/A	125-65	0.028
R4779	4150	750	37-485	37-933	6-504	122-75	122-76	N/S	N/S	125-85	0.025
R4779-1	4150	750	37-485	37-933	6-504	122-70	122-80	N/S	N/S	125-85	0.028
R4779-2	4150	750	37-485	37-933	6-504	122-70	122-80	134-155	N/S	125-65	0.028
R4779-3	4150	750	37-485	37-933	6-504	122-70	122-73	N/A	N/S	125-65	0.028
R4779-4	4150	750	37-485	37-933	6-504	122-70	122-80	N/A	N/S	125-65	0.028
R4779-5	4150	750	37-485	37-933	6-504	122-70	122-80	N/A	N/S	125-65	0.028
R4779-6	4150	750	37-485	37-933	6-504	122-71	122-80	N/A	N/A	125-65	0.028
R4779-7	4150	750	37-485	37-933	6-504	122-71	122-80	N/A	N/A	125-65	0.028
R4779-8	4150	750	37-485	37-933	6-504	122-71	122-80	N/A	N/A	125-65	0.028
R4779-9	4150	750	37-485	37-933	6-504	122-71	122-80	134-61	134-62	125-65	0.028
R4780	4150	800	37-485	37-933	6-504	122-72	122-76	N/S	N/S	(12,21)	0.031
R4780-1	4150	800	37-485	37-933	6-504	122-70	122-76	N/S	N/S	(12,21)	0.031
R4780-2	4150	800	37-485	37-933	6-504	122-70	122-85	N/S	N/S	125-65	0.031
R4780-3	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/S	125-65	0.031
R4780-4	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/S	125-65	0.031
R4780-5	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/A	125-65	0.031
R4780-6	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/A	125-65	0.031
R4780-7	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/A	125-65	0.031
R4781	4150	850	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (15)	0.035
R4781-1	4150	850	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (15)	0.031
R4781-2	4150	850	37-485	37-933	6-504	122-80	122-80	N/A	N/S	125-65 (15)	0.031
R4781-3	4150	850	37-485	37-933	6-504	122-80	122-78	N/S	N/S	125-65 (15)	0.031
R4781-4	4150	850	37-485	37-933	6-504	122-80	122-78	N/S	N/S	125-65 (15)	0.031
R4781-5	4150	850	37-485	37-933	6-504	122-80	122-78	N/A	N/S	125-65 (15)	0.031
R4781-6	4150	850	37-485	37-933	6-504	122-80	122-78	N/A	N/A	125-65 (15)	0.031

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/A	1-1/2	N/A
Yellow	N/R	N/R	108-90-2	108-90-2	108-13-2	N/R	N/S	N/S	1-9/16	N/A	1-3/4	N/A
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1/5/32	N/R	1-7/16	N/R
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
ORANGE	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-118	1-1/4	1-5/16	1-9/16	1-9/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-1/4	1-5/16	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-11/16	1-11/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-116	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-9/16	1-9/16	1-3/4	1-3/4

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R4781-7	4150	850	37-485	37-933	6-504	122-80	122-78	N/A	N/A	125-65 (15)	0.031
R4781-8	4150	850	37-485	37-933	6-504	122-80	122-78	134-65	134-66	125-65 (15)	0.031
R4782	2300	355	37-1537	37-933	6-504	122-64	N/R	N/S	N/R	125-65	0.031
R4783	2300	500	37-1537	37-933	6-504	122-82	N/R	N/R	N/S	N/R	0.028
R4788	4150	830	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (B)	0.031
R4788-1	4150	830	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (B)	0.031
R4790	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
R4791	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
R4792	2300	350	37-1537	37-933	6-504	122-61	N/R	N/S	N/R	125-65	0.031
R4800-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R4801-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	128-85 (12)	0.025
R4802-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R4803-1	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
R6105	2300	500	3-396	N/A	6-504	N/R	N/S	N/S	N/S	N/R	N/R
R6106	2300	350	3-396	N/A	6-504	N/R	N/S	N/S	N/S	125-65	.031
R6107	2300	500	3-396	N/A	6-504	N/R	N/S	N/S	N/S	N/R	N/R
R6109	4150	750	37-485	37-933	6-504	122-75	122-76	N/S	N/S	125-85	0.025
R6129	4150	780	37-1537	37-933	6-504	122-70	122-82	N/S	N/S	125-65	0.026
R6150	2300	300	3-888	N/A	6-506	122-59	N/S	N/S	N/S	125-25	.028
R6151	4160	600	703-1	N/A	6-506	122-66	34R9716-3	N/S	N/S	125-105	.025
R6152	4160	600	703-1	N/A	6-506	122-66	N/S	N/S	N/S	125-85	.025
R6210-1	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R6210-2	4165	650	37-605	37-933	(16,17)	N/A	122-83	N/S	N/S	125-85	0.025
R6210-3	4165	650	37-605	37-933	(16,17)	N/A	122-83	N/S	N/S	125-85	0.025
R6211	4165	800	37-605	37-933	16,17)	122-62	122-85	N/S	N/S	(14,15)	0.025
R6211-1	4165	800	37-605	37-933	(16,17)	N/A	122-85	N/S	N/S	(14,15)	0.025
R6212	4165	800	37-1537	37-933	6-504	122-63	122-86	N/S	N/S	(14,15)	0.025
R6213	4165	800	37-1537	37-933	6-504	122-62	122-85	N/S	N/S	(14,15)	0.025
R6214	4500	1150	N/A	N/A	6-504	122-95	122-95	N/S	N/S	N/R	0.026
R6238-1	4150	780	37-1539	37-933	6-504	122-68	122-73	N/S	N/S	125-65 (12)	0.025
R6239-1	4150	780	37-1539	37-933	6-504	122-68	122-73	N/S	N/S	125-65 (12)	0.025
R6244-1	2110	200	N/A	N/A	N/A	122-47	N/R	N/R	N/R	N/R	0.021
R6262	4165	800	37-605	37-933	(16,17)	122-62	122-85	N/S	N/S	(14,15)	0.025
R6270-1	4160	600	37-1536	37-933	N/S	122-64	N/S	N/S	N/S	125-85	0.032
R6291	4160	600	37-119	37-933	6-506	122-62	134-39	N/S	N/S	125-85	0.031
R6299-1	4160	390	37-1539	37-933	6-506	122-50	N/A	N/S	N/S	N/A	0.025
R6319	2300	300	3-888	N/A	6-506	122-60	N/S	N/S	N/S	125-50	.028
R6361	4150	650	3-1184	N/A	6-504	122-72	122-84	N/S	N/S	125-85	.026
R6407	4160	450	703-1	N/A	6-506	122-58	N/S	N/S	N/S	125-85	.021
R6425	2300	650	N/A	N/A	6-504	122-82	N/R	N/S	N/S	125-65	0.031
R6464	4500	1050	37-1539	37-933	6-504	122-88	122-88	N/S	N/R	N/R	0.035
R6468-1	4165	650	37-605	37-933	(16,17)	122-60	122-83	N/S	N/S	125-85	0.025
R6468-2	4165	650	37-605	37-933	(16,17)	N/A	122-83	N/S	N/A	125-85	0.025
R6497	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R6498	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R6499	4165	650	37-1537	N/A	6-504	122-60	122-63	N/S	N/S	(14,15)	0.025
R6512	4165	650	37-605	37-933	(16,17)	122-60	122-60	N/S	N/S	(14,15)	0.025
R6520	4160	600	37-119	37-933	6-506	122-62	134-39	N/S	N/S	125-85	0.031
R6528	4165	650	37-605	37-933	(16,17)	122-61	122-60	N/S	N/S	(14,15)	0.025
R6619-1	4160	600	37-720	37-933	6-506	N/A	134-39	N/S	134-39	125-65	0.031
R6647	4150	750	N/A	N/A	6-504	122-68	122-70	N/S	N/S	125-85 (12)	0.025
R6708	4150	650	37-1539	37-933	6-504	N/A	N/A	N/S	134-39	(21,22)	0.025
R6708-1	4150	650	37-1539	37-933	6-504	N/A	122-85	N/S	N/S	125-65	0.025
R6709	4150	750	37-1539	37-933	6-504	N/A	122-76	N/S	N/S	(21,22)	0.025
R6710	4165	800	37-1537	37-933	6-504	122-63	122-86	N/S	N/S	(21,22)	0.025
R6711	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(21,22)	0.025
R6772	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R6773	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R6774	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R6846	2300	300	N/A	N/A	6-511	122-60	N/S	N/S	N/S	125-50	.028

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket[1]	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-119	1-9/16	1-9/16	1-3/4	1-3/4
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-9/16	N/R	1-3/4	N/R
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
Yellow	N/R	N/R	108-90-2	108-90-2	108-13-2	N/R	N/S	N/S	1-9/16	N/R	1-3/4	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/S	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-9/16	N/R	1-3/4	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
N/S	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-9/16	N/R	1-3/4	N/R
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
Purple	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
PURPLE	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PURPLE	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/A	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-23/32	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-23/32	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
0.026	108-83-2	108-36-2	108-83-2	108-36-2	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-5/16	N/R	1-7/16	N/R
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-13/16	1-23/32	1-3/8	2
Orange	108-83-2	108-34-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-5/16	1-9/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-28-2	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
YELLOW	N/A	N/A	N/A	N/A	N/A	134-108	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
PLAIN	N/A	N/A	N/A	N/A	108-27-2	N/S	134-105	N/S	1-3/32	1-3/32	1-1/2	1-1/2
N/R	108-92-2	108-35-2	N/R	N/R	N/R	N/S	N/S	N/S	1-7/16	N/R	1-3/4	N/R
0.035	108-83-2	108-36-2	108-83-2	108-36-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-3/32	1-9/16	1-1/2	1-3/4
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-3/32	1-9/16	1-1/2	1-3/4
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-1/4	1-9/16	1-1/2	1-3/4
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
0.028	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.04	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.04	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R6853	4165	650	37-605	37-933	(16,17)	122-60	122-62	N/S	N/S	(14,15)	0.025
R6895	4150	390	37-1536	37-933	6-504	122-50	122-62	N/S	N/S	125-85	0.025
R6909	4160	600	37-119	37-933	6-506	N/A	134-39	N/S	134-39	125-65	0.031
R6910	4165	800	37-1537	37-933	6-504	N/A	122-86	N/S	N/S	(14,15)	0.025
R6919	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-206	0.031
R6946-1	4160	600	3-1012	N/A	6-504	N/A	N/S	N/S	N/S	N/A	0.025
R6947	4160	600	3-1012	N/A	6-504	N/A	N/S	N/S	N/S	125-206	0.025
R6979	4160	600	N/A	37-933	6-506	N/A	134-39	N/S	134-39	125-85	0.031
R6979-1	4160	600	N/A	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R6989	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-206	0.031
R7001	4165	650	N/A	37-933	(16,17)	N/A	N/A	N/S	N/S	(15,24)	0.025
R7002-1	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-85	0.025
R7004-1	4175	650	37-1537	37-933	(16,17)	N/A	N/A	N/S	N/A	N/A	0.025
R7004-2	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025
R7005-1	4175	650	37-1537	37-933	(16,17)	N/A	N/A	N/S	N/A	N/A	0.025
R7005-2	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025
R7006-1	4175	650	37-1537	37-933	(16,17)	N/A	N/A	N/S	N/A	N/A	0.025
R7006-2	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025
R7009-1	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-206	0.031
R7010	4160	780	37-1537	37-933	6-506	N/A	N/S	N/S	N/S	125-65	0.025
R7036	2300	300	703-32	N/A	6-511	122-60	N/S	N/S	N/S	125-50	.028
R7053-1	4160	600	37-119	37-933	6-506	N/A	134-39	N/S	N/S	125-85	0.031
R7054	4165	650	37-605	37-933	(16,17)	N/A	N/A	N/S	N/S	(14,15)	0.025
R7128	4160	650	703-33	N/A	6-511	122-73	N/S	N/S	N/S	125-65	.026
R7154	4160	600	37-119	37-933	6-506	122-62	N/S	N/S	N/S	125-85	0.031
R7159	4160	450	703-33	N/A	6-511	122-59	134-8	N/S	N/S	125-85	.021
R7163	4160	600	703-33	N/A	6-511	122-66	N/S	N/S	N/S	125-25	.025
R7320	4500	1150	37-1539	37-933	6-518-2	122-96	122-96	N/S	N/S	122-65	0.035
R7320-1	4500	1150	37-1539	37-933	6-518-2	122-95	122-95	N/S	N/S	N/R	0.031
R7320-2	4500	1150	37-1539	37-933	6-518-2	122-95	122-95	N/S	N/S	N/R	0.031
R7343	5200	230	N/A	N/A	N/S	N/S	N/S	N/S	N/S	N/S	0.02
R7344	5210	255	N/A	N/A	N/S	N/S	N/S	N/S	N/S	N/S	0.021
R7351	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	134-21	125-206	0.037
R7397	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-206	0.037
R7410	4150	340	37-1536	37-933	6-504	122-50	122-62	N/S	N/S	125-85	0.025
R7411	4150	370	37-1536	37-933	6-504	122-50	122-62	N/S	N/S	125-85	0.025
R7413	4160	600	37-119	37-933	6-506	N/A	134-39	N/S	N/S	125-85	0.031
R7448	2300	350	37-1536	37-933	6-504	122-61	N/A	134-203	N/R	125-85	0.031
R7448-1	2300	350	37-1536	37-933	6-504	122-61	N/A	134-203	N/R	125-85	0.031
R7454	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7455	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7456	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7555	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7556	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R76650AABK	AL 4150	650	37-485	37-933	6-504	122-63	122-73	N/S	N/S	125-65	0.028
R76650AABL	AL 4150	650	37-485	37-933	6-504	122-63	122-73	N/S	N/S	125-65	0.028
R76650AARD	AL 4150	650	37-485	37-933	6-504	122-63	122-73	N/S	N/S	125-65	0.028
R76750AABK	AL 4150	750	37-485	37-933	6-504	122-72	122-80	N/S	N/S	125-65	0.028
R76750AABL	AL 4150	750	37-485	37-933	6-504	122-72	122-80	N/S	N/S	125-65	0.028
R76750AARD	AL 4150	750	37-485	37-933	6-504	122-72	122-80	N/S	N/S	125-65	0.028
R7850	4160	600	N/A	N/A	6-506	N/A	134-39	N/S	N/S	125-85	0.031
R7855	4175	650	37-1537	37-933	(16,17)	N/A	N/A	N/S	N/A	N/A	0.028
R7955	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7956	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7957	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7958	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R7985	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R7986	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R7987	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R8001	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-1/16	1-1/16	1-7/16	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-92-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-5/32	1-3/8	1-3/8	2
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-102	N/S	1-1/4	1-9/16	1-1/2	1-3/4
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.037	108-92-2	108-91-2	108-83-2	108-91-2	N/R	134-110	N/A	N/S	1-5/32	1-3/8	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PLAIN	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
PURPLE	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1.83	1.83	2	2
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/33	1-1/16	1-1/4	1-7/25
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
Purple	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	N/A	1-3/16	N/R	1-1/2	N/R
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	N/A	1-3/16	N/R	1-1/2	N/R
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-1/4	1-5/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-13/32	1-13/64	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16

See page 236 for numerical listing specific footnotes.
See pages 190 & 191 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R8002	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8003	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8004	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R8005	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R8006	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R8007	4160	390	37-720	37-933	6-506	122-51	N/A	N/A	N/A	125-65	0.025
R8059	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-206	0.037
R8059-1	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025
R8060	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-206	0.037
R8060-1	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/S	0.025
R8082	4500	1050	37-1539	37-933	6-518-2	122-92	122-92	N/S	N/S	125-65	0.035
R8082-1	4500	1050	37-1539	37-933	6-504	122-88	122-88	N/S	N/S	125-65 (15)	0.035
R8082-2	4500	1050	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.035
R8082-3	4500	1050	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.035
R8123	4160	600	N/A	N/A	6-511	122-66	N/S	N/S	N/S	125-50	.025
R8149	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8149-1	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8156	4150	750	37-485	37-933	6-504	122-70	122-83	134-155	N/S	125-65	0.028
R8158	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8159	4160	450	703-33	N/A	6-511	122-59	34R9716-32	N/S	N/S	125-85	.021
R8162	4150	850	37-485	37-933	6-504	122-80	122-80	N/A	N/S	125-65	0.031
R8181	4160	600	37-1536	37-933	6-504	122-80	122-80	N/S	134-39	125-65 (15)	0.031
R8203	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8204	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8206	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8207	4160	600	N/A	N/A	6-506	N/A	134-39	N/S	N/S	125-85	0.031
R8276	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	N/S	125-85	0.025
R8302	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	N/S	125-85	0.025
R8479	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8516	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8517	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8546	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-85	0.025
R8572	4150	715	3-1184	N/A	6-504	122-72	122-84	N/S	N/S	125-85	.026
R8642	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8677	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8679	4175	650	37-1537	37-933	(16,17)	N/A	34R9716-27	N/S	N/A	125-85	0.025
R8700	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-85	0.025
R8771	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8804	4150	830	37-485	37-933	6-504	122-80	122-80	N/S	N/S	125-65 (B)	0.028
R8874	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8875	4360	450	3-1160	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8876	4360	450	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8877	4360	450	3-1160	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8879	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-65	0.025
R8896	4500	1050	37-1539	37-933	6-518-2	122-90	122-90	N/A	N/A	122-55	0.035
R8896-1	4500	1050	37-1539	37-933	6-518-2	122-88	122-88	N/A	N/A	125-55	0.035
R8896-2	4500	1050	37-1539	37-933	6-518-2	122-88	122-88	134-70	134-70	125-55	0.035
R8914	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R8958	4360	450	37-1540	N/A	N/S	124-195	N/A	N/R	N/R	N/S	0.028
R9002	4160	600	37-1536	37-933	6-506	122-632	134-37	N/S	134-37	125-208	0.031
R9011	2300	500	3-474	N/A	6-504	122-75	N/S	N/S	N/S	125-50	.028
R9013	4160	600	3-720	N/A	6-506	122-64	34R9716-44	N/S	N/S	125-65	.031
R9015	4160	750	3-720	N/A	6-504	122-76	34R9716-27	N/S	N/S	125-105	.025
R9015-1	4160	750	3-720	N/A	6-504	122-76	34R9716-27	N/S	N/R	125-105	0.025
R9022	4150	800	3-485	N/A	6-504	122-72	122-87	N/S	N/S	125-65	0.031
R9023	4165	800	3-605	N/A	6-504	122-61	122-86	N/S	N/S	125-85 (15)	.025
R9029	4150	715	3-1184	N/A	6-504	122-75	122-84	N/S	N/S	125-85	.026
R9040	4160	600	37-119	37-933	N/S	122-661	N/S	N/S	N/S	N/A	0.031
R9088	4360	450	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9105	4360	450	3-1160	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/A	1-1/16	1-1/16	1-7/16	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1.69	1.69	2	2
0.035	108-83-2	108-89-2	108-90-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
PURPLE	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-3/8	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
PLAIN	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	134-105	N/S	1-9/16	1-9/16	1-3/4	1-3/4
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	N/A	134-108	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Plain	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/S	1-13/64	1-13/32	1-3/8	2
0.035	108-83-2	108-36-2	108-36-2	108-36-2	N/R	N/R	N/R	N/S	1.69	1.69	2	2
0.035	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	N/R	1-11/16	N/R
BLACK	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PLAIN	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
0.031	N/A	N/A	N/A	N/A	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
.037	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R9112	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9162	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9185	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9188	4150	780	37-1539	37-933	6-504	122-72	122-76	N/S	N/S	(12,21)	0.025
R9192	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9193	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9210	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R9219	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	134-39	125-208	0.031
R9228	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9254	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	N/A	0.031
R9375	4500	1050	37-1539	37-933	6-518-2	122-86	122-86	N/A	N/A	PLUG	0.035
R9375-1	4500	1050	37-1539	37-933	6-518-2	122-86	122-86	N/A	N/A	N/R	0.035
R9375-2	4500	1050	37-1539	37-933	6-518-2	122-86	122-86	N/A	N/A	N/R	0.035
R9377	4500	1150	37-1539	37-933	6-518-2	122-96	122-96	N/S	N/S	PLUG	0.035
R9377-1	4500	1150	37-1539	37-933	6-518-2	122-92	122-92	N/A	N/A	N/R	0.035
R9377-2	4500	1150	37-1539	37-933	6-518-2	122-92	122-92	N/A	N/A	N/R	0.035
R9379	4150	750	37-485	37-933	6-504	122-68	122-81	134-155	N/A	125-65	0.028
R9379-1	4150	750	37-485	37-933	6-504	122-68	122-81	134-155	N/A	125-65	0.028
R9380	4150	850	37-485	37-933	6-504	122-78	122-78	N/A	N/S	125-65 (15)	0.031
R9380-1	4150	850	37-485	37-933	6-504	122-78	122-78	N/A	N/S	125-65 (15)	0.031
R9381	4150	830	37-485	37-933	6-504	122-78	122-78	N/A	N/S	125-65 (15)	0.028
R9392	4160	600	703-33	N/A	6-511	122-66	N/S	N/S	N/S	125-25	.025
R9393	4160	450	703-28	N/A	6-511	122-59	N/S	N/S	N/S	125-85	.021
R9394	4160	650	703-28	N/A	6-511	122-73	N/S	N/S	N/S	125-65	.026
R9399	4160	650	703-28	N/A	6-511	122-73	N/S	N/S	N/S	125-65	.040
R9429	5200	280	N/A	N/A	N/S	N/A	124-231	N/R	N/R	N/S	0.023
R9441	5200	280	N/A	N/A	N/S	N/A	124-231	N/R	N/R	N/S	0.023
R9444	5200	280	N/A	N/A	N/S	N/A	124-231	N/R	N/R	N/S	0.023
R9446	5200	280	N/A	N/A	N/S	N/A	124-231	N/R	N/R	N/S	0.023
R9545	5200	280	N/A	N/A	N/S	N/A	124-231	N/R	N/R	N/S	0.023
R9626	4160	600	3-1415	N/A	6-506	N/A	134-39	N/S	N/S	125-206	0.031
R9644	6520	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9645	4150	750	37-1539	37-933	6-515-2	122-80	122-80	N/A	N/A	125-165 (15)	0.045
R9646	4150	850	37-1539	37-933	6-515-2	122-92	122-92	N/A	N/A	125-165 (15)	0.045
R9647	2300	500	37-1536	37-933	6-515-2	122-81	N/R	N/A	N/R	125-145	0.04
R9655	6520	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9659	6520	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9678	4360	450	3-1160	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9681	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9682	6520	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9688	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9689	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9694	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9767	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9776	4160	450	37-1536	37-933	6-506	N/A	N/A	N/S	N/A	125-85	0.031
R9777	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9781	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9810	6520	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9811	6520	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9834	4160	600	37-720	37-933	6-506	N/A	134-39	N/S	134-39	125-65	0.031
R9834-1	4160	600	37-720	37-933	6-506	N/A	134-39	N/S	134-39	125-65	0.031
R9834-2	4160	600	37-720	37-933	6-506	122-68	134-39	N/S	134-39	125-65	0.031
R9834-3	4160	600	37-720	37-933	6-506	122-68	134-39	N/S	134-39	125-65	0.031
R9864	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9875	4360	450	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9895	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-206	0.037
R9895-1	4175	650	37-1537	37-933	(16,17)	N/A	134-21	N/S	134-21	125-206	0.037
R9896	6510	280	N/A	N/A	N/A	N/A	N/A	N/R	N/R	N/A	0.02
R9899	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9923	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-83-2	108-36-2	108-36-2	108-36-2	N/R	N/S	N/S	N/S	1.69	1.69	2	2
0.035	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-83-2	108-36-2	108-36-2	108-36-2	N/R	N/R	N/R	N/S	1.83	1.83	2	2
0.037	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.037	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1-13/16	1-13/16	2	2
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-11/16	1-11/16
PURPLE	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PLAIN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
YELLOW	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
WHITE	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/S	112-2	1-3/8	N/R	1-11/16	N/R
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-101	134-105	N/A	1-3/32	1-3/32	1-1/2	1-1/2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/A	1-13/64	1-13/32	1-3/8	2
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	134-110	N/A	N/A	1-13/64	1-13/32	1-3/8	2
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R9925	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9931	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9932	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R9935	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9948	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025
R9973	4360	450	37-1540	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R9976	4175	650	37-1537	37-933	(16,17)	N/A	N/S	N/S	N/S	N/A	0.025
R50399	4160	650	703-28	N/A	6-511	122-73	N/S	N/S	N/R	125-65	0.04
R50399-1	4160	650	703-28	N/A	N/S	122-73	N/S	N/S	N/R	125-65	0.04
R50405	4160	650	703-28	N/A	N/A	122-74	N/S	N/S	N/S	125-65	.040
R50417	2300	300	703-30	N/A	6-511	122-60	N/S	N/S	N/S	125-50	.028
R50418	4160	450	703-28	N/A	6-511	122-59	N/S	N/S	N/S	125-85	.021
R50419	4160	600	703-29	N/A	6-511	122-66	N/S	N/S	N/S	125-25	.025
R50419-1	4160	600	703-29	N/A	6-511	122-65	N/S	N/S	N/S	125-25	.025
R50461	2300	300	703-30	N/A	6-511	122-60	N/S	N/S	N/S	125-50	.028
R50462	4160	450	703-28	N/A	N/A	122-59	N/S	N/S	N/S	125-85	.021
R50463	4160	600	703-29	N/A	N/A	122-65	N/S	N/S	N/S	125-25	.025
R50464	4160	750	703-33	N/A	6-511	122-74	N/S	N/S	N/S	125-65	.040
R50467	2300	300	703-30	N/A	6-511	122-61	N/S	N/S	N/S	125-50	.028
R50468	4160	450	703-28	N/A	6-511	122-59	N/S	N/S	N/S	125-85	.021
R50469	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	.025
R50470	4160	650	703-33	N/A	N/A	122-74	N/S	N/S	N/S	125-65	.040
R50483	4010	600	703-53	N/A	6-504	122-69	122-76	N/S	N/S	125-65	.026
R50483-1	4010	600	703-53	N/A	6-504	122-69	122-77	N/S	N/S	125-65	.035
R75007-1	4160	600	N/A	N/A	6-511	122-63	34R9716-60	34R11954A	N/S	125-25	.037
R75009	4160	600	703-29	N/A	6-511	122-66	34R6153-59	34R11962A	N/S	125-65	.031
R75009-1	4160	600	703-29	N/A	6-511	122-66	34R6153-59	34R11962A	N/S	125-65	.031
R75010	4500	1150	37-1539	37-933	6-518-2	122-92	122-92	34R11972-3A	34R11972-3A	N/R	.035
R75011	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	34R11972-5A	34R11972-5A	N/R	.035
R75021	4150	600	703-45	N/A	6-504	122-70	122-76	34R12019A	34R6497-3AM	125-25	.031
R75021-1	4150	600	703-45	N/A	6-504	122-68	122-66	34R12019A	34R6497-3AM	125-25	.031
R76650AA	AL 4150	650	37-485	37-933	6-504	122-63	122-73	N/S	N/S	125-65	0.028
R76750AA	AL 4150	750	37-485	37-933	6-504	122-72	122-80	N/S	N/S	125-65	0.028
R80054	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R80055	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R80056	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R80057	5200	280	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.023
R80073	4175	650	N/A	N/A	(16,17)	N/A	N/S	N/S	N/S	N/A	0.037
R80086	4360	450	N/A	N/A	N/S	N/A	N/A	N/R	N/R	N/S	0.028
R80095	2305	500	37-1536	37-933	6-504	122-55	122-73	N/S	N/R	125-85	0.035
R80098	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/A	0.028
R80099	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/A	0.028
R80111	4180	600	37-1536	37-933	6-517	N/A	N/S	N/S	N/S	N/A	0.028
R80112	4180	600	37-1536	37-933	6-517	N/A	N/S	N/S	N/S	N/A	0.028
R80120	2305	350	37-1536	37-933	6-504	122-52	122-65	N/S	N/R	125-85	0.035
R80128	4175	650	37-1537	37-933	6-510	N/A	N/S	N/S	N/S	N/A	0.031
R80133	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/A	0.028
R80134	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80135	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80136	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80137	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80139	4175	650	37-1537	37-933	6-510	N/A	134-21	N/S	N/S	N/S	0.037
R80140	4175	650	N/A	N/A	6-510	N/A	N/S	N/S	N/S	N/A	0.037
R80145	4150	600	37-1539	37-933	6-504	122-68	122-70	N/S	N/S	125-65	0.031
R80155	4175	650	37-1537	37-933	6-510	N/A	134-21	N/S	N/S	N/S	0.037
R80159	4150	715	3-1184	N/A	6-504	122-74	122-85	N/S	N/S	125-85	.026
R80163	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80164	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80165	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028
R80166	4180	600	37-1536	37-933	6-506	N/A	N/S	N/S	N/S	N/S	0.028

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/S	1-1/16	1-3/16	1-3/8	1-7/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-13/64	1-13/32	1-3/8	2
White	108-83-2	108-91-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
White	108-83-2	108-91-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PINK	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
PLAIN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
PURPLE	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PURPLE	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
PLAIN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
PURPLE	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PINK	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
PLAIN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
BROWN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1/516	1-9/16	1-9/16
PINK	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
PINK	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
PINK	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
RED	N/A	N/A	N/A	N/A	108-27-2	34R7800-3AM	34R5972-3AM	12R11257A	1-1/4	1-5/16	1-9/16	1-9/16
PINK	N/A	N/A	N/A	N/A	108-13-2	34R10918A	34R5972-3AM	12R10830A	1-1/4	1-5/16	1-9/16	1-9/16
PLAIN	N/A	N/A	N/A	N/A	108-13-2	34R10918A	34R5972-3AM	12R10830A	1-1/4	1-5/16	1-9/16	1-9/16
.037	108-120	108-121	108-120	108-121	N/A	134-108	134-112	N/S	1-13/16	1-13/16	2	2
.037	108-120	108-121	108-120	108-121	N/A	134-108	134-112	N/S	1-13/16	1-13/16	2	2
RED	N/A	N/A	N/A	N/A	N/A	34R11341-1	34R11340-1	12R11315A	1-1/4	1-5/16	1-9/16	1-9/16
WHITE	N/A	N/A	N/A	N/A	N/A	34R11341-1	34R11340-1	12R11315A	1-1/4	1-5/16	1-9/16	1-9/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1.25	1.3125	1.6875	1.6875
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1.375	1.375	1.6875	1.6875
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/25	1-1/16	1-7/25	1-7/16
Black	N/A	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
N/R	N/S	N/R	N/R	N/R	N/R	N/R	N/R	N/R	1-1/16	1-3/16	1-3/8	1-7/16
0.028	108-83-2	108-89-2	N/R	N/R	N/R	N/R	N/R	N/R	1-3/8	1-3/8	1-11/16	1-11/16
Purple	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Purple	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Orange	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Orange	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.028	108-83-2	108-89-2	N/R	N/R	N/R	N/S	N/S	N/S	1-3/16	1-3/16	1-11/16	1-11/16
White	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Orange	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Black	N/A	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
Plain	108-83-2	108-91-2	108-83-2	108-89-2	N/R	N/S	N/A	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
Purple	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Pink	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Pink	108-56-2	108-55-2	108-90-2	108-90-2	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R80169	4175	650	37-1537	37-933	6-510	N/A	N/A	N/S	N/S	N/A	0.025
R80180	4150	850	703-46	N/A	6-504	122-92	122-92	N/S	N/S	125-65 (15)	.028
R80186	4500	750	37-1539	37-933	6-518-2	122-74	122-74	N/S	N/S	125-85	0.028
R80186-1	4500	750	37-1539	37-933	6-518-2	122-70	122-70	N/S	N/S	125-65 (15)	0.028
R80186-2	4500	750	37-1539	37-933	6-518-2	122-70	122-70	N/S	N/S	125-65 (15)	0.028
R80262	4160	650	703-28	N/A	N/A	122-74	N/S	N/S	N/S	125-65	.040
R80263	2300	300	703-30	N/A	N/A	122-60	N/S	N/S	N/S	125-50	.028
R80264	4160	450	703-28	N/A	N/A	122-59	N/S	N/S	N/S	125-85	.021
R80265	4160	600	703-29	N/A	N/A	122-65	N/S	N/S	N/S	125-25	.025
R80309	4150	715	703-45	N/A	6-504	122-72	(1)	N/S	N/S	125-25	.031
R80310	4175	650	703-34	N/A	6-511	122-61	N/S	N/S	N/S	125-50	.040
R80311	4150	850	703-35	N/A	6-504	122-84	122-88	N/S	N/S	125-65 (22)	.040
R80312	2300	350	703-36	N/A	6-511	122-70	N/S	N/S	N/S	125-25	.028
R80313	2300	350	703-41	N/A	6-506	122-62	N/S	N/S	N/S	125-25	.031
R80315	4160	600	703-29	N/A	6-511	122-67	N/S	N/S	N/S	125-25	.025
R80316	2300	500	703-41	N/A	6-506	122-75	N/S	N/S	N/S	125-25	.028
R80318-1	4160	600	703-33	N/A	N/S	122-74	N/S	N/S	N/S	125-65	0.04
R80319-1	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	0.025
R80319-2	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	0.025
R80319-3	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	0.025
R80319-4	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	0.025
R80320-1	2300	350	703-30	N/A	N/S	122-61	N/R	N/S	N/R	125-50	0.028
R80320-2	2300	350	703-30	N/A	N/S	122-61	N/R	N/S	N/R	125-50	0.028
R80321	2300	350	703-41	N/A	6-506	122-63	N/S	N/S	N/S	125-35	.031
R80328	4175	650	703-40	N/A	6-511	122-62	N/S	N/S	N/S	125-50	.040
R80330	4150	850	703-35	N/A	6-504	122-88	122-94	N/S	N/S	125-65	.040
R80340	4500	1050	37-1539	37-933	6-504	122-84	122-84	N/S	N/S	125-65 (15)	.035
R80340-1	4500	1050	37-1539	37-933	6-504	122-84	122-84	N/S	N/S	125-65 (15)	0.035
R80340-2	4500	1050	37-1539	37-933	6-518-2	122-88	122-88	N/S	N/S	125-65 (15)	0.035
R80341	4160	390	3-720	N/A	6-506	122-54	34R9716-32	N/S	N/S	125-65	.059
R80364	4150	450	703-28	N/A	6-511	122-59	N/S	N/S	N/S	125-85	0.021
R80364-1	4150	450	703-28	N/A	6-511	122-59	N/S	N/S	N/S	125-85	
R80378	4150	750	703-48	N/A	6-511	122-59	122-72	N/S	N/S	125-25 (30)	.035
R80378-1	4150	750	703-48	N/A	6-511	122-56	122-73	N/S	N/S	125-25 (30)	.031
R80382	2300	350	703-49	N/A	6-511	122-71	N/S	N/S	N/S	125-35	.031
R80383	4160	650	703-47	N/A	6-511	122-68	N/S	N/S	N/S	125-25	.035
R80385	2300	350	703-41	N/A	6-506	122-75	N/S	N/S	N/S	125-25	.028
R80386	2300	350	703-49	N/A	6-511	122-61	N/S	N/S	N/S	125-35	.028
R80390	4175	650	703-50	N/A	6-511	122-61	34R9716-22	N/S	N/S	125-25	.040
R80391	4160	700	703-33	N/A	6-511	122-69	N/S	N/S	N/S	125-25	.035
R80402	2300	450	703-36	N/A	6-511	122-75	N/S	N/S	N/S	125-25	.028
R80402-1	2300	500	703-36	N/A	6-511	122-75	N/R	N/S	N/R	125-45	0.028
R80403	4160	600	703-29	N/A	6-511	122-64	N/S	N/S	N/S	125-25	.025
R80403-1	4160	600	703-29	N/A	6-511	122-64	N/S	N/S	N/S	125-25	.032
R80408	4150	715	703-45	N/A	6-504	122-73	(1)	N/S	N/S	125-25	.031
R80427	4150	700	3-485	N/A	6-504	122-74	122-84	N/S	N/S	125-45	.037
R80431	4160	550	37-119	37-933	6-506	122-60	134-9	N/S	N/S	125-65	0.025
R80432	4160	550	37-119	37-933	6-506	122-60	134-9	N/S	N/S	125-65	0.025
R80434	4160	750	703-55	N/A	N/A	122-69	N/S	N/S	N/S	125-45	.035
R80436	4150	850	37-1539	37-933	6-504	122-80	122-80	N/S	N/A	125-65 (22)	0.04
R80443	4150	850	703-58	N/A	6-504	122-88	122-96	N/S	N/S	125-65 (15)	0.031
R80444	4150	850	703-35	N/A	6-504	122-88	122-94	N/S	N/S	125-65 (22)	.040
R80450	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R80451	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R80452	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R80453	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R80454	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R80456-1	4160	600	703-47	N/A	6-511	122-65	N/S	N/S	N/S	125-25	.025
R80457	4160	600	37-119	37-933	6-506	122-69	134-39	134-128	134-39	125-65	0.031
R80457-1	4160	600	37-119	37-933	6-506	122-64	134-39	134-128	134-39	125-65	0.031

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket[1]	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Black	108-92-2	108-35-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-13/32	1-13/64	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1.69	1.69	2	2
0.035	108-83-2	108-91-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	108-83-2	108-91-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-11/16	1-11/16	2	2
PINK	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
PLAIN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
PURPLE	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-13/64	1-13/64	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
YELLOW	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	N/R	1-11/16	N/R
Pink	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Brown	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/R	N/A	N/A	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
N/R	N/A	N/A	N/R	N/R	N/R	N/S	N/R	N/S	1-3/16	N/R	1-1/2	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
PINK	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
.035	N/A	N/A	N/A	N/A	N/A	134-108	134-112	N/S	1-11/16	1-11/16	2	2
0.035	N/A	N/A	N/A	N/A	N/R	134-108	134-112	N/R	1-11/16	1-11/16	2	2
0.035	N/A	N/A	N/A	N/A	N/R	134-108	134-112	N/R	1-11/16	1-11/16	2	2
YELLOW	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/16	1-1/16	1-7/16	1-7/16
Plain	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
PINK	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
PINK	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
BROWN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-1/2	N/R
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-13/64	1-13/32	1-3/8	2
YELLOW	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-9/16		1-3/4	
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	N/R	1-3/4	N/R
N/R	N/A	N/A	N/R	N/R	N/R	N/S	N/R	N/S	1-9/16	N/R	1-3/4	N/R
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-5/16	1-3/8	1-11/16	1-11/16
.037	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-5/16	1-3/8	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	N/S	N/S	N/S	1-3/16	1-1/4	1-1/2	1-1/2
ORANGE/RED	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
Pink	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	N/A	N/A	N/A	N/A	N/R	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
YELLOW	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
BROWN	N/A	N/A	N/A	N/A	108-13-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	N/A	1-1/4	1-5/16	1-9/16	1-9/16

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R80457-2	4160	600	37-119	37-933	6-506	122-64	134-39	134-128S	134-39	125-65	0.031
R80457-3	4160	600	37-119	37-933	6-506	122-64	134-39	134-128S	134-39	125-65	0.031
R80457-4	4160	600	37-119	37-933	6-506	122-64	134-39	134-128S	134-39	125-65	0.031
R80457-5	4160	600	37-119	37-933	6-511	122-64	134-39	134-128S	134-39	125-65	0.031
R80457-6	4160	600	37-119	37-933	6-506	122-64	134-39	134-128S	134-39	125-65	0.031
R80457-7	4160	600	37-119	37-933	6-511	122-64	134-39	134-128S	134-39	125-65	0.031
R80460	4160	600	37-1536	37-933	6-506	N/A	134-39	N/S	N/S	125-208	0.031
R80466	4150	800	3-485	N/A	6-504	122-72	122-87	N/S	N/S	125-45	.031
R80473	4160	600	703-29	N/A	6-511	122-64	N/S	N/S	N/S	125-25	.025
R80487	4160	600	703-66	N/A	6-511	122-68	N/S	N/S	N/S	125-45	.037
R80491	4175	650	37-1537	37-933	6-511	N/A	134-21	N/S	134-21	N/S	0.037
R80492	4160	600	703-29	N/A	6-511	122-68	N/S	N/S	N/S	N/A	0.037
R80492-1	4160	600	703-29	N/A	6-511	122-68	N/S	N/S	N/S	N/A	0.037
R80496	4150	950	37-1539	37-933	6-518-2	122-79	122-79	N/A	N/A	125-165 (both)	0.031
R80496-1	4150	950	37-1539	37-933	6-518-2	122-79	122-79	134-69	134-69	125-165 (both)	0.031
R80497	4150	950	37-1539	37-933	6-518-2	122-78	122-78	N/A	N/A	125-165 (both)	0.031
R80497-1	4150	950	37-1539	37-933	6-518-2	122-78	122-78	N/A	N/A	125-165 (both)	0.031
R80498	4150	950	37-1539	37-933	6-519-2	122-144	122-144	N/A	N/A	125-155 (both)	0.055
R80498-1	4150	950	37-1539	37-933	6-519-2	122-144	122-144	N/A	N/A	125-155 (both)	0.055
R80502	2300	500	3-474	N/A	6-504	122-71	N/S	N/S	N/S	125-35	.047
R80507	4150	390	37-1539	37-933	6-504	122-65	122-65	N/A	N/A	125-35 (22)	0.025
R80507-1	4150	390	37-1539	37-933	6-504	122-65	122-65	N/A	N/A	125-35 (22)	0.025
R80507-2	4150	390	37-1539	37-933	6-504	122-65	122-65	N/A	N/A	125-35 (22)	0.025
R80507-3	4150	390	37-1539	37-933	6-504	122-65	122-65	N/A	N/A	125-35 (22)	
R80508	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R80508-1	4160	750	37-754	37-933	6-504	122-72	134-21	134-131S	134-21	125-65	0.025
R80508-2	4160	750	37-754	37-933	6-504	122-72	134-21	134-131S	134-21	125-65	0.031
R80508-3	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R80508-4	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R80508-5	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R80508-6	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R80508-7	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
R80509	4150	830	37-1539	37-933	6-504	122-86	122-86	N/A	N/A	125-65 (15)	0.028
R80509-1	4150	830	37-1539	37-933	6-504	122-86	122-86	N/A	N/A	125-65 (15)	0.028
R80509-2	4150	830	37-1539	37-933	6-504	122-86	122-86	N/A	N/A	125-65 (15)	0.028
R80511	4150	830	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.028
R80511-1	4150	830	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.028
R80511-2	4150	830	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.028
R80512	4150	1000	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.031
R80513	4150	1000	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.031
R80513-1	4150	1000	37-1539	37-933	6-518-2	122-84	122-84	N/A	N/A	125-65 (15)	0.031
R80514	4150	1000	37-1539	37-933	6-518-2	122-84	122-88	N/A	N/A	125-65 (15)	0.031
R80514-1	4150	1000	37-1539	37-933	6-518-2	122-84	122-88	N/A	N/A	125-65 (15)	0.031
R80519	4150	1000	37-1539	37-933	6-518-2	122-84	122-88	N/A	N/A	125-65 (15)	0.031
R80528	4150	750	37-1539	37-933	6-504	122-72	122-84	N/A	N/A	125-65	0.031
R80528-1	4150	750	37-1539	37-933	6-504	122-73	122-73	N/A	N/A	125-65 (15)	0.031
R80528-2	4150	750	37-1539	37-933	6-504	122-73	122-73	134-67	134-67	125-65 (15)	0.031
R80529	4150	750	37-1539	37-933	6-504	122-72	122-84	N/A	N/A	125-65	0.031
R80529-1	4150	750	37-1539	37-933	6-504	122-72	122-84	N/A	N/A	N/R	0.031
R80531	4150	850	37-1539	37-933	6-504	122-78	122-82	N/A	N/A	125-45 (22)	0.04
R80532	4500	1250	37-1539	37-933	6-518-2	122-101	122-101	N/A	N/A	122-55	0.035
R80532-1	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	N/A	N/A	N/R	0.035
R80533	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	N/A	N/A	N/R	0.035
R80533-1	4500	1250	37-1539	37-933	6-518-2	122-97	122-97	N/A	N/A	N/R	0.035
R80535	4150	750	37-1539	37-933	6-519-2	122-132	122-132	N/A	N/A	125-55	0.045
R80535-1	4150	750	37-1539	37-933	6-519-2	122-144	122-144	N/A	N/A	125-55	0.045
R80535-2	4150	750	37-1539	37-933	6-519-2	122-144	122-144	N/A	N/A	125-55	0.045
R80535-3	4150	750	37-1539	37-933	6-519-2	122-144	122-144	N/A	N/A	125-55	0.045
R80537	4150	750	3-485	N/A	6-504	122-73	122-81	N/S	N/A	125-65	0.028

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	N/A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	N/A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	N/A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	N/A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101S	134-105S	N/A	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-281S	134-282S	112-113	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-90-2	108-90-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
.031	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
RED	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/S	N/A	N/S	1-13/32	1-13/64	1-3/8	2
Red	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
	N/A	N/A	N/A	N/A	108-27-2	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	112-122	1-3/8	1-3/8	1-3/4	1-3/4
Brown	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	34R11442	N/A	1-3/8	1-3/8	1-3/4	1-3/4
Brown	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	N/A	N/A	1-3/8	1-3/8	1-3/4	1-3/4
0.055	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-3/4	1-3/4
0.055	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-3/4	1-3/4
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/8	N/R	1-11/16	N/R
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/16	1-1/16	1-7/16	1-7/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/16	1-1/16	1-7/16	1-7/16
0.025	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/16	1-1/16	1-7/16	1-7/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103S	134-102S	112-117	1-3/8	1-7/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-9/16	1-9/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/S	1-9/16	1-9/16	1-11/16	1-11/16
Brown	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	N/A	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.036	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-9/16	1-9/16	1-3/4	1-3/4
Brown	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	N/A	N/A	1-9/16	1-9/16	1-3/4	1-3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	112-120	1-3/8	1-3/8	1-11/16	1-11/16
Brown	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16
Brown	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16
Pink	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.035	108-83-2	108-36-2	108-36-2	108-36-2	N/R	N/A	N/A	N/S	1.88	1.88	2-1/8	2-1/8
0.037	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1.88	1.88	2-1/8	2-1/8
0.037	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1.88	1.88	2-1/8	2-1/8
0.037	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/S	1.88	1.88	2-1/8	2-1/8
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.045	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	N/A	N/A	N/A	N/A	N/R	134-108	134-112	N/S	1-3/8	1-3/8	1-11/16	1-11/16

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R80540	4150	600	37-1539	37-933	6-518-2	122-70	122-70	N/A	N/A	125-65	0.028
R80540-1	4150	600	37-1539	37-933	6-518-2	122-70	122-70	N/A	N/A	125-65	0.028
R80540-2	4150	600	37-1539	37-933	6-518-2	122-70	122-70	N/A	N/A	125-65	0.028
R80541	4150	650	37-1539	37-933	6-518-2	122-70	122-70	N/A	N/A	125-65	0.028
R80541-1	4150	650	37-1539	37-933	6-518-2	122-70	122-70	N/A	N/A	125-65	0.028
R80541-2	4150	650	37-1539	37-933	6-518-2	122-70	122-70	134-68	134-68	125-65	0.028
R80542	4150	650	37-1539	37-933	6-519-2	122-90	122-90	N/A	N/A	125-65	0.055
R80542-1	4150	650	37-1539	37-933	6-519-2	122-90	122-90	N/A	N/A	125-65	0.055
R80551	4160	600	703-1	N/A	6-511	122-63	N/A	N/A	N/A	125-25	0.037
R80551-1	4160	600	703-1	N/A	6-511	122-63	N/A	N/A	N/A	125-25	0.037
R80552	4175	650	703-34	N/A	6-511	122-61	N/A	N/A	N/A	125-50	0.04
R80555	4175	650	37-1537	37-933	6-510	122-62	N/A	N/A	N/A	125-65	0.04
R80555-1	4175	650	37-1537	37-933	6-510	122-62	N/A	N/A	N/A	125-65	0.04
R80556	4500	1150	37-1539	37-933	6-518-2	122-92	122-92	N/A	N/A	125-55	0.035
R80556-1	4500	1150	37-1539	37-933	6-518-2	122-90	122-90	N/A	N/A	125-55	0.035
R80557	4150	750	703-47	N/A							
R80558	4150	830	703-4	N/A		122-85	122-85				
R80559	4150	600	N/A	N/A	6-504	122-67	122-74	N/A	N/A	125-65	0.028
R80570	4160	570	37-934	N/A	6-506	122-54	122-65	N/S	N/S	125-85	0.031
R80572	4150	700	N/A	37-933	6-504	122-72	122-82	N/A	N/A	125-105	0.028
R80573	4150	750	N/A	37-933	6-504	122-74	122-84	N/A	N/A	125-105	0.028
R80574	4150	800	N/A	N/A	6-504	122-74	122-82	N/A	N/A	125-105	0.031
R80575	4150	600	37-1544	37-933	6-518-2	122-73	122-73	N/A	N/A	125-105	0.028
R80575-1	4150	600	37-1544	37-933	6-518-2	122-73	122-73	N/A	N/A	125-105	0.028
R80576	4150	750	N/A	37-933	6-504	122-76	122-87	N/A	N/A	125-105	0.031
R80576-1	4150	750	37-1544	37-933	6-504	122-76	122-87	N/A	N/A	125-105	0.031
R80577	4150	850	37-1544	37-933	6-518-2	122-80	122-86	N/A	N/A	125-105	0.031
R80577-1	4150	850	37-1544	37-933	6-504	122-80	122-86	N/A	N/A	125-105	0.031
R80578	4500	1150	N/A	37-933	6-518-2	122-99	122-99	N/A	N/A	N/R	0.035
R80583-1	2300	500	37-1543	N/A	6-504	122-73	N/A	N/S	N/A	125-35	0.028
R80670	4160	670	37-935	37-933	6-506	122-65	122-68	N/S	N/S	125-65	0.031
R80670-1	4160	670	37-935	37-933	6-504	122-65	122-68	N/S	N/S	125-65	0.031
R80670-2	4160	670	37-935	37-933	6-504	122-65	122-68	134-57	134-58	125-65	0.031
R80672	4500	1050	37-1539	37-933	6-518-2	122-88	122-88	N/A	N/A	125-55 (both)	0.035
R80673	4500	1150	37-1539	37-933	6-518-2	122-90	122-90	N/A	N/A	125-55 (both)	0.035
R80674	4150	650	37-1539	37-933	6-518-2	122-70	122-70	N/A	N/A	125-65 (both)	0.028
R80675	4150	750	37-1539	37-933	6-504	122-73	122-73	N/A	N/A	125-65 (both)	0.031
R80676	4150	950	37-1539	37-933	6-518-2	122-78	122-78	N/A	N/A	125-65 (both)	0.031
R80681	4150	670	37-936	N/A	6-513	122-68	122-89	N/A	N/A	125-25	0.028
R80770	4160	770	37-935	N/A	6-506	122-72	122-75	N/S	N/S	125-65	0.025
R80770-1	4160	770	37-935	37-933	6-504	122-72	122-75	134-59	134-60	125-65	0.025
R80776	4150	600	37-485	37-933	6-504	122-66	122-73	N/A	N/A	125-65	0.028
R80777	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	N/A	125-65	0.028
R80778	4150	700	37-485	37-933	6-504	122-69	122-78	N/A	N/A	125-65	0.028
R80779	4150	750	37-485	37-933	6-504	122-70	122-80	N/A	N/A	125-65	0.028
R80780	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/A	125-65	0.031
R80781	4150	850	37-485	37-933	6-504	122-80	122-78	N/A	N/A	125-65 (15)	0.031
R80783	4150	650	N/A	N/A	6-504	122-67	122-73	34-150	N/A	125-65	0.028
R80783-1	4150	650	N/A	N/A	6-504	122-67	122-73	34-150	N/A	125-65	0.028
R80787-1	2300	350	N/A	N/A	6-504	122-77	N/A	134-276	N/A	125-45	0.021
R80801	4150	600	37-1548	N/A	6-518-2	122-68	122-68	N/S	N/S	122-65	0.032
R80802	4150	650	37-1548	N/A	6-518-2	122-70	122-70	N/S	N/S	122-65	0.032
R80803	4150	750	37-1548	N/A	6-518-2	122-76	122-76	N/S	N/S	122-65	0.032
R80804	4150	850	37-1548	N/A	6-518-2	122-84	122-84	N/S	N/S	122-45	0.032
R80805	4150	950	37-1548	N/A	6-518-2	122-92	122-92	N/S	N/S	122-45	0.032
R80870	4160	870	37-934	N/A	6-506	122-78	122-82	N/S	N/S	125-45	0.042
R80870-1	4160	870	37-934	37-933	6-504	122-78	122-82	N/S	N/S	125-45	0.042
R81570	4150	570	37-934	37-933	6-506	122-54	122-65	N/A	N/A	125-85	0.031
R81670	4150	670	37-935	37-933	6-506	122-65	122-68	N/A	N/A	125-65	0.031
R81770	4150	770	37-935	37-933	6-506	122-72	122-75	N/A	N/A	125-65	0.025

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-1/4	1-1/4	1-9/16	1-9/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-1/4	1-1/4	1-9/16	1-9/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-1/4	1-1/4	1-9/16	1-9/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-1/4	1-1/4	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-1/4	1-1/4	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	112-121	1-1/4	1-1/4	1-11/16	1-11/16
0.055	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-1/4	1-1/4	1-11/16	1-11/16
0.055	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-1/4	1-1/4	1-11/16	1-11/16
Red	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1-3/8	1-7/16	1-9/16	1-9/16
Red	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1-3/8	1-7/16	1-9/16	1-9/16
Red	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1-13/64	1-13/32	1-3/8	2
Yellow	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	N/A	N/A	1-13/64	1-13/32	1-3/8	2
Yellow	108-92-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	N/A	N/A	1-13/64	1-13/32	1-3/8	2
0.035	108-83-2	108-36-2	108-36-2	108-36-2	N/R	N/A	N/A	N/S	1.83	1.83	2	2
0.035	108-120	108-121	108-120	108-121	N/R	N/A	N/A	N/S	2	2	1.83	1.83
									1-3/8	1-3/8	1-11/16	1-11/16
									1-9/16	1-9/16	1-11/16	1-11/16
0.032	N/A	N/A	N/A	N/A	N/R	34R11341-1	34R11335	12R11335A	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/32	1-3/32	1-1/2	1-1/2
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-1/4	1-1/4	1-9/16	1-9/16
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-102S	134-104S	N/A	1-1/4	1-1/4	1-9/16	1-9/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1 3/8	1 3/8	1 3/4	1 3/4
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-108	134-112	N/A	1 3/8	1 3/8	1 3/4	1 3/4
0.035	108-120	108-121	108-120	108-121	N/R	134-108	134-112	N/R	1-13/16	1-13/16	2	2
N/A	108-83-2	108-89-2	N/A	N/A	N/A	N/S	N/A	N/S	1-3/8	N/R	1-11/16	N/R
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	112-114	1-1/4	1-5/16	1-9/16	1-9/16
0.035	108-120	108-121	108-120	108-121	N/R	N/A	N/A	N/S	1-11/16	1-11/16	2	2
0.035	108-120	108-121	108-120	108-121	N/R	N/A	N/A	N/S	2	2	1.83	1.83
0.029	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-1/4	1-1/4	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-3/4	1-3/4
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A N/A	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-7/16	1-11/16	1-11/16
	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	112-115	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-9/16	1-9/16	1-3/4	1-3/4
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S		1-1/4	1-5/16	1-11/16	1-11/16
Yellow	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103S	134-104S		1-1/4	1-5/16	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/A	N/A	N/A	N/S	N/A	N/S	1-3/16	N/R	1-1/2	N/R
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-1/4	1-9/16	1-9/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-9/16	1-9/16	1-3/4	1-3/4
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1.6	1.6	1-3/4	1-3/4
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R81870	4150	870	37-934	37-933	6-504	122-78	122-82	N/A	N/A	125-45 (22)	0.04
R81850	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
R82010	2010	350	37-1541	N/A	6-504	122-58	N/A	N/R	N/R	125-65	0.035
R82011	2010	500	37-1541	N/A	6-504	122-80	N/A	N/R	N/R	125-65	0.035
R82012	2010	560	37-1541	N/A	6-504	122-80	N/A	N/R	N/R	125-65	0.035
R82020	2010	350	703-51	N/A	6-504	122-60	N/S	N/S	N/S	125-65	.035
R82021	2010	500	703-51	N/A	6-504	122-80	N/S	N/S	N/S	125-65	.035
R82028	2010	500	703-51	N/A	6-504	122-80	N/S	N/S	N/S	125-65	.035
R82029	2010	500	703-51	N/A	6-504	122-81	N/S	N/S	N/S	125-65	.035
R82750	4150	750	37-1539	37-933	6-504	122-75	122-76	N/A	N/A	125-45	0.031
R82751	4150	750	37-1539	37-933	6-504	122-75	122-80	N/A	N/A	125-45	0.031
R83310	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R83310-1	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R83311	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R83312	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
R84010	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.026
R84010-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84010-2	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84010-3	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
R84011	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.026
R84011-1	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.035
R84011-2	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65	0.035
R84011-3	4010	750	37-1541	N/A	6-504	122-73	122-75	N/R	N/R	125-65	0.031
R84012	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.026
R84012-1	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.035
R84012-2	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.035
R84012-3	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.031
R84013	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.026
R84013-1	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.035
R84013-2	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.035
R84013-3	4010	750	37-1541	N/A	6-504	122-75	122-79	N/R	N/R	125-65	0.031
R84014	4011	650	37-1541	N/A	6-504	122-60	122-66	N/R	N/R	125-65 (15)	0.026
R84014-1	4011	650	37-1541	N/A	6-504	122-60	122-66	N/R	N/R	125-65 (15)	0.026
R84014-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84014-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84015	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84015-1	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84015-2	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84015-3	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84016	4011	650	37-1541	N/A	6-504	122-64	122-64	N/R	N/R	125-65 (15)	0.026
R84016-1	4011	650	37-1541	N/A	6-504	122-64	122-64	N/R	N/R	125-65 (15)	0.026
R84016-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84016-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84017	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84017-1	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
R84017-2	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84017-3	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
R84018	4010	750	3-1445	N/A	6-504	122-86	122-86	N/S	N/S	125-65 (15)	.026
R84020	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.026
R84020-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84020-2	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84020-3	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
R84021	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84021-1	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84021-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84021-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
R84022	4011	800	3-1447	N/A	6-504	122-64	122-95	N/S	N/S	125-65 (15)	.026
R84023	4010	600	3-1445	N/A	6-504	122-65	122-75	N/S	N/S	125-65	.026
R84023-2	4010	600	3-1445	N/A	6-504	122-67	122-75	N/S	N/S	125-65	.035
R84024	4011	650	3-1447	N/A	6-504	122-60	122-64	N/S	N/S	125-65 (15)	.026

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
Plain	108-83-2	108-89-2	108-90-2	108-90-2	N/R	134-101	134-105	112-20	1-1/4	1-5/16	1-9/16	1-9/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/32	1-3/32	1-1/2	1-1/2
N/R	N/S	N/S	N/S	N/S	N/R	N/R	N/R	N/R	1-3/16	N/R	1-11/16	N/R
N/R	N/S	N/S	N/S	N/S	N/R	N/R	N/R	N/R	1-9/16	N/R	1-11/16	N/R
N/R	N/S	N/S	N/S	N/S	N/R	N/R	N/R	N/R	1-9/16	N/R	1-3/4	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-3/16	N/R	1-11/16	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	N/R	1-11/16	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	N/R	1-11/16	N/R
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	N/R	1-11/16	N/R
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-3/8	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-90-2	108-90-2	108-27-2	134-103	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-102	N/S	1-3/8	1-7/16	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
0.026	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Yellow	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
Yellow	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
Yellow	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
0.026	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-23/32	1-3/8	2
YELLOW	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
Plain	(4)	(4)	(4)	(4)	(4)	N/R	N/R	N/R	1-5/32	1-3/8	1-3/8	2
YELLOW	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-23/32	1-3/8	2
YELLOW	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
YELLOW	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
YELLOW	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2

See page 236 for numerical listing specific footnotes.

Carburetor Part No.	Carb. Model No.	CFM	Renew Kit	Trick Kit	Needle & Seat	Primary Main Jet	Secondary Main Jet or Plate	Primary Metering Block	Secondary Metering Block	Power Valve	Pump Nozzle Size, Primary
R84024-1	4011	650	3-1447	N/A	6-504	122-64	122-68	N/S	N/S	125-65 (15)	.026
R84026	4011	650	3-1447	N/A	6-504	122-64	122-68	N/S	N/S	125-65 (15)	.026
R84028	4010	750	3-1445	N/A	6-504	122-86	122-90	N/S	N/S	125-65 (15)	.035
R84035	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84035-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
R84035-2	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
R84037	4011	650	703-59	N/A	6-504	122-63	122-69	N/S	N/S	125-85 (30)	.026
R84038	4010	600	3-1445	N/A	6-504	122-67	122-77	N/S	N/S	125-65	.035
R84039	4010	750	3-1445	N/A	6-504	122-79	122-79	N/S	N/S	125-65 (15)	.035
R84040	4011	650	3-1447	N/A	6-504	122-60	122-64	N/S	N/S	125-65 (15)	.026
R84041	4011	800	3-1447	N/A	6-504	122-64	122-90	N/S	N/S	125-65 (15)	.026
R84042	4011	650	3-1447	N/A	6-504	122-64	122-68	N/S	N/S	125-65 (15)	.026
R84044	4010	750	3-1445	N/A	6-504	122-71	122-76	N/S	N/S	125-105 (15)	.035
R84044-1	4010	750	3-1445	N/A	6-504	122-73	122-76	N/S	N/S	125-105 (15)	.035
R84046	4010	600	703-53	N/A	6-504	122-69	122-76	N/S	N/S	125-65	.035
R84047	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.035
R84047-1	4010	750	37-1541	N/A	6-504	122-73	122-75	N/R	N/R	125-65 (15)	0.031
R84050	4011	650	703-60	N/A	6-504	122-58	122-84	N/S	N/S	125-85 (12)	.026
R84412	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
R84776	4150	600	37-485	37-933	6-504	122-66	122-73	N/A	N/A	125-65	0.028
R84777	4150	650	37-485	37-933	6-504	122-67	122-73	134-150	N/A	125-65	0.028
R84778	4150	700	37-485	37-933	6-504	122-69	122-78	N/S	N/S	125-65	0.028
R84779	4150	750	37-485	37-933	6-504	122-70	122-73	N/A	N/S	125-65	0.028
R84780	4150	800	37-485	37-933	6-504	122-71	122-85	N/A	N/S	125-65	0.031
R84781	4150	850	37-485	37-933	6-504	122-80	122-78	N/S	N/S	125-65	0.031
R86670AA	AL 4150	670	37-935	37-933	6-504	122-63	122-73	N/S	N/S	125-65	0.031
R86770AA	AL 4150	770	37-935	37-933	6-504	122-73	122-80	N/S	N/S	125-65	0.031
R87448	2300	350	37-1536	37-933	6-504	122-61	N/A	134-203	N/R	125-85	0.031
R89834	4160	600	37-720	37-933	6-506	122-68	134-39	N/S	134-39	125-65	0.031
R90470	4150	470	37-936	N/A	6-513	122-57	122-57	N/A	N/A	125-25	0.035
R90670	4150	670	N/A	N/A	6-513 (2)	122-68	122-89	N/S	N/S	125-65	0.028
R90670-1	4150	670	37-936	N/A	6-513	122-68	122-89	N/S	N/S	125-65	0.028
R90670-2	4150	670	37-936	N/A	6-513	122-68	122-89	N/S	N/S	125-65	0.028
R90770	4150	770	37-936	N/A	6-513	125-74	122-99	N/A	N/A	125-25	0.035

(1) 122-80 Choke Side; 122-90 Throttle Side
(2) Model 2010 Airhorn Gasket is Available Under Part Number 108-75
(3) Model 4010 Airhorn Gasket is Available Under Part Number 108-63
(4) Model 4011 Airhorn Gasket is Available Under Part Number 108-64
(5) Main Body Gasket
(12) 125-85 Secondary
(13) 125-105 Primary
(14) 125-85 Primary
(15) 125-65 Secondary
(16) 6-511 Primary
(17) 6-510 Secondary
(21) 125-65 Primary
(22) 125-35 Secondary
(24) Early versions must use 108-89-2 to seal pump passage.
(29) 122-75 Diaphragm side; 122-80 Throttle Lever side
(30) 125-25 Secondary
N/A Not Available
N/S Not Serviced
N/R Not Required
†NOTE: Gasket Part Numbers now have a (-2) suffix to denote 2 gaskets per package.
For example: 108-83-2.

See page 236 for numerical listing specific footnotes.

Secondary Nozzle Size or Spring Color	Primary Bowl Gasket†	Primary Metering Block Gasket	Secondary Bowl Gasket	Secondary Metering Block Gasket	Secondary Metering Plate Gasket	Primary Fuel Bowl	Secondary Fuel Bowl	Throttle Body & Shaft Assembly	Venturii Diameter Primary	Venturii Diameter Secondary	Throttle Bore Diameter Primary	Throttle Bore Diameter Secondary
YELLOW	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
YELLOW	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
RED	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/4	1-1/4	1-11/16	1-11/16
YELLOW	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
.035	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
.035	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/2	1-1/2	1-11/16	1-11/16
.026	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
.026	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-28/32	1-3/8	2
YELLOW	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
RED	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/2	1-1/2	1-11/16	1-11/16
RED	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/2	1-1/2	1-11/16	1-11/16
PINK	(3)	(3)	(3)	(3)	(3)	N/S	N/S	N/S	1-1/4	1-1/4	1-11/16	1-11/16
Black	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
Purple	(3)	(3)	(3)	(3)	(3)	N/R	N/R	N/R	1-1/2	1-1/2	1-11/16	1-11/16
.026	(4)	(4)	(4)	(4)	(4)	N/S	N/S	N/S	1-5/32	1-3/8	1-3/8	2
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	112-2	1-3/8	N/R	1-11/16	N/R
0.032	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-1/4	1-5/16	1-9/16	1-9/16
0.028	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-17	1-1/4	1-5/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-5/16	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-3/8	1-3/8	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/A	1-3/8	1-7/16	1-11/16	1-11/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	N/S	1-9/16	1-9/16	1-3/4	1-3/4
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-1/4	1-5/16	1-11/16	1-11/16
Plain	108-83-2	108-89-2	108-83-2	108-89-2	N/A	N/S	N/S	N/S	1-3/8	1-3/8	1-11/16	1-11/16
N/R	108-83-2	108-89-2	N/R	N/R	N/R	134-103	N/R	N/A	1-3/16	N/R	1-1/2	N/R
Black	108-83-2	108-91-2	108-90-2	108-90-2	108-27-2	N/A	134-105	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/32	1-3/32	1-1/2	1-1/2
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/S	N/S	N/S	1-1/4	1-5/16	1-9/16	1-9/16
Black	108-83-2	108-89-2	108-83-2	108-89-2	N/R	N/A	N/A	N/A	1-3/8	1-7/16	1-11/16	1-11/16

See page 236 for numerical listing specific footnotes.

Inside Your Holley Carburetor

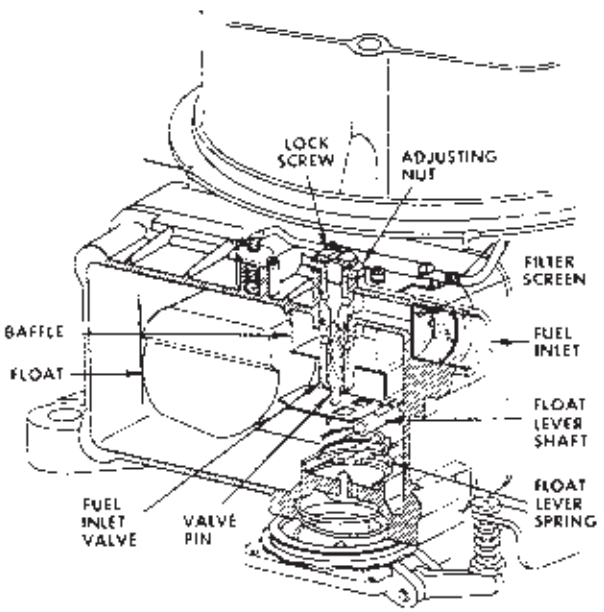
The carburetor is quite simply a fuel metering device that operates under the logical and straightforward laws of physics. It has evolved over the years from a very simple and basic design to the complex and intricate models that are available today. A carburetor's functions can be easily analyzed and understood but at the same time it can be frustratingly difficult to troubleshoot problems associated with it. Many times a carburetor is looked at as the prime culprit or the main cause for a myriad of other engine-related difficulties that might exist. Therefore, it's best to check and verify the condition of the complete engine system before proceeding with any carburetor work.

There should be no vacuum leaks, the carburetor floats and the ignition timing should be properly set and the carburetor and engine should both be in sound mechanical condition. There's an old saying that "You can't beat a dead horse". Well, the same can be said about carburetors. Tuning the carburetor won't cure bad valves, leaky head gaskets, worn piston rings or cracked and leaking vacuum lines and, no matter how much time and effort you devote toward it, the results will be the same.

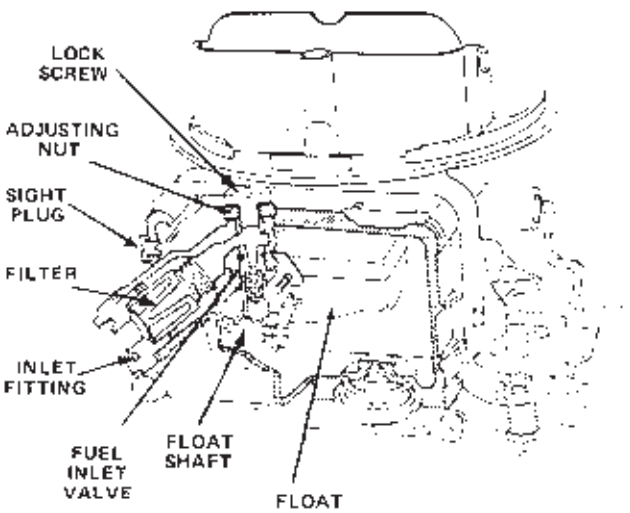
Fuel Inlet System

The fuel inlet system consists of a fuel bowl, fuel inlet fitting, fuel inlet needle and seat, and a float assembly. A fuel inlet screen or filter is usually installed in the fuel inlet fitting. However, if there is no filter or screen in the fuel inlet fitting, an in-line filter must be installed to prevent dirt or other contaminants from entering the carburetor.

Holley performance carburetors are equipped with a fuel bowl that is designed either for a center pivot or a side pivot float. An externally adjustable needle and seat assembly is used so that the float level can be easily adjusted without the need to disassemble the carburetor.



Fuel Inlet System. Side Pivot/Hung Float. Externally Adjustable Fuel Inlet Valve.



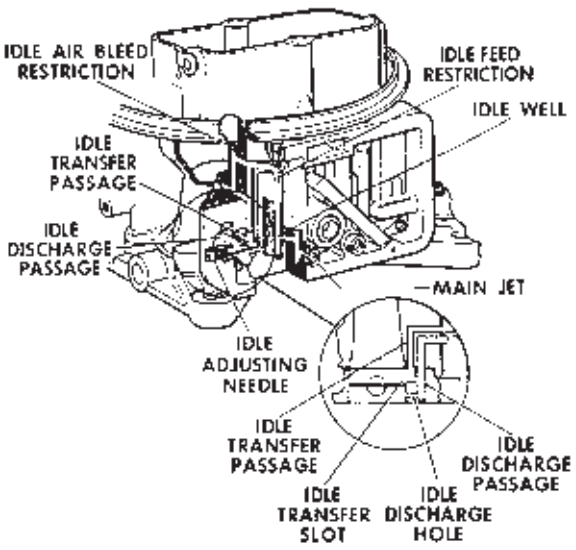
Fuel Inlet System. Center Pivot/Hung Float. Externally Adjustable Fuel Inlet Valve.

Idle System

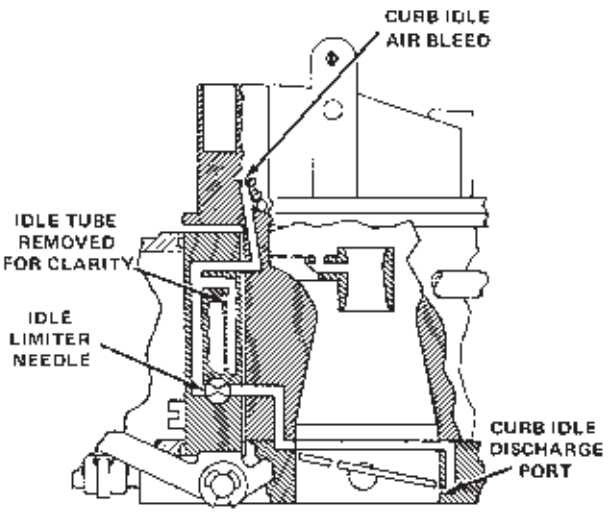
The idle system supplies the air/fuel mixture to operate the engine at idle and low speeds. Fuel enters the main well through the main metering jet that is screwed into the metering block. Some of this fuel is then bled off to an idle well where it is mixed with air from the idle air bleed hole. The idle well leads directly to the idle discharge port and the idle transfer system where this air/fuel mixture is discharged.

Most Holley Street Performance, O.E. Muscle Car, Competition and Pro-Series HP carburetors utilize idle mixture screws, located on the sides of the primary metering block. These control the volume of the pre-mixed air/fuel coming through the idle well. Turning the screws clockwise will "lean" the idle system. Conversely, turning the screws counterclockwise will "richen" the idle system.

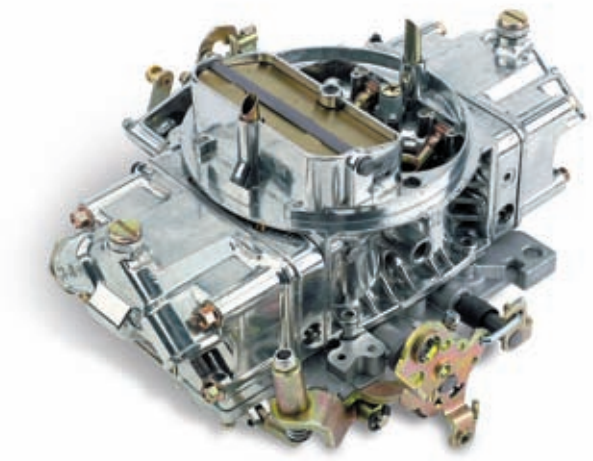
The initial adjustment is made by turning the mixture screws in a clockwise direction until they lightly bottom. Back them both off 1-1/2 turns. Connect a vacuum gauge to a carburetor vacuum port that will have access to full manifold vacuum at idle. Start the engine and allow it to warm up. Once the engine has warmed up and the idle stabilized, the choke should be disengaged. Adjust the idle mixture screws to obtain the highest vacuum reading. Each screw should be turned an equal amount so that the system is balanced.



Idle System.
Model 2300 — Primary Side 4V.



Curb Idle System.
Primary Idle Transfer System.



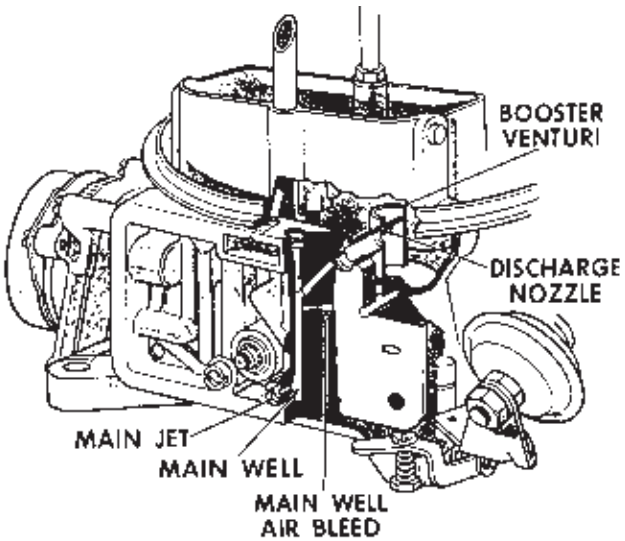
Main Metering System

The main metering system is designed to supply the leanest fuel mixture for cruising in the 35 MPH and over range. Operation is simple. Fuel from the main metering jet enters the main well and is mixed with air from the high speed air bleed. Engine vacuum pulls this air/fuel mixture and discharges it through the booster venturi and into the manifold through the throttle bores.

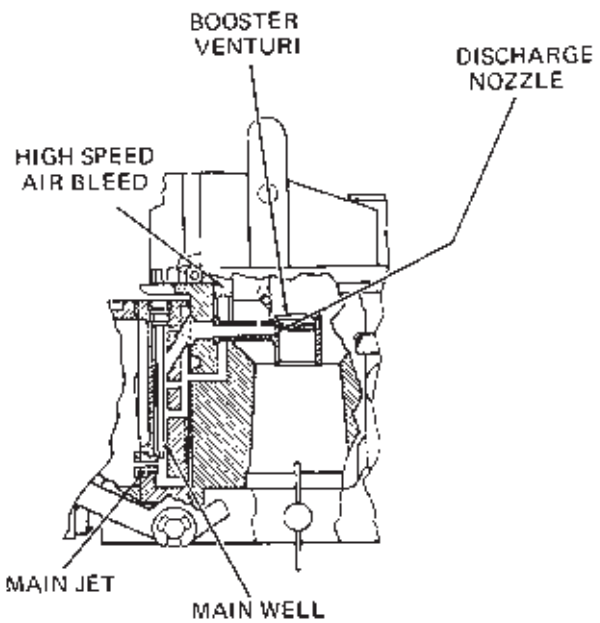
On a street vehicle optimum jetting can be determined by driving at various steady speeds and taking vacuum and spark plug readings. Manifold vacuum will increase the closer you get to ideal jetting; it will fall off once you get past this point. The ideal color for the spark plug porcelain is light brown or tan. A color lighter than this indicates that the carburetor is jetted lean; a darker color indicates that the carburetor is jetted rich.

Holley jets are number-stamped on their side for identification purposes. A higher relative number indicates a larger jet size. Changing to a larger or smaller jet will either richen or make leaner the carburetor's fuel curve from part throttle to full throttle, respectively.

NOTE: Jump two sizes when changing the carburetor jetting. There is approximately a 4-1/2% flow difference from one jet size to the next and one size won't make that much of a difference. If you must go up or down 8–10 jet sizes then you have a problem either with the fuel delivery system or the carburetor is wrong for the application.



Main Metering System.



Side View Main Metering System. Showing Idle Tube in Main Well.

Accelerator Pump System

The accelerator pump system consists of three main components: the pump diaphragm, the pump cam and the pump nozzle. This is the carburetor system that is most responsible for having good, crisp, off-idle throttle response. Its purpose is to inject a certain amount of fuel down the throttle bores when the throttle is opened. By accomplishing this purpose it acts to smooth the transition between the idle and main circuits so that no stumble, hesitation or sluggishness will be evident during this transition phase.

The first adjustment to check is the clearance between the pump operating lever and the pump diaphragm cover's arm, at wide open throttle. This clearance should be around .015". The purpose for this clearance is to assure that the pump diaphragm is never stretched to its maximum limit at wide open throttle. This will cause premature pump failure. Once this clearance has been set take a good look at the pump linkage and work the throttle. Make sure that the accelerator pump arm is being activated the moment that the throttle begins to move. This will assure that pump response will be instantaneous to the movement of the throttle. These adjustments can be made by turning the accelerator pump adjusting screw that is located on the accelerator pump arm together with the pump override spring and lock nut.

The amount of fuel that can be delivered by one accelerator pump stroke is determined by the pump's capacity and the profile of the pump cam. The period of time that it will take for this pre-determined amount of fuel to be delivered is affected by the pump nozzle size.

A larger pump nozzle will allow this fuel to be delivered much sooner than a smaller pump nozzle. If you need more pump shot sooner, then a larger pump nozzle size is required. During acceleration tests, if you notice that the car first hesitates and then picks up, it's a sure bet that the pump nozzle size should be increased. A backfire (lean condition) on acceleration also calls for a step up in pump nozzle size. Conversely, if off-idle acceleration does not feel crisp or clean, then the pump nozzle size may already be too large. In this case a smaller size is required.

Holley accelerator pump nozzles are stamped with a number which indicates the drilled pump hole size. For example, a pump nozzle stamped "35" is drilled .035". Pump nozzle sizes are available from .025" to .052". Please note that whenever a .040" or larger accelerator pump nozzle is installed the "hollow" pump nozzle screw should also be used. This screw will allow more fuel to flow to the pump nozzle, assuring that the pump nozzle itself will be the limiting restriction in the accelerator pump fuel supply system.

Accelerator Pump System.

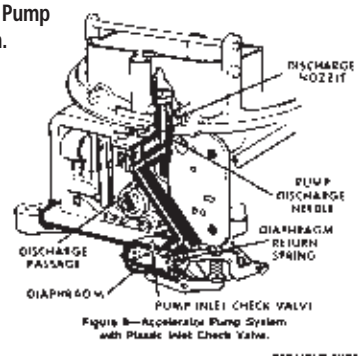


Figure 8—Accelerator Pump System with Plastic Inlet Check Valve.

NOTE: When changing the pump nozzle it's best to jump three sizes. For example if there's currently an off-line hesitation with #28 (.028") pump nozzle, try a #31 (.031") pump nozzle. If you must use a #37 (.037") or larger pump nozzle, then also use a 50cc pump.

The same applies to the accelerator pump cams. Once a pump nozzle size selection has been made the accelerator pump system can be further tailored with the pump cam. Holley offers an assortment of different pump cams, each with uniquely different lift and duration profiles, that are available under Holley P/N 20-12. Switching cams will directly affect the movement of the accelerator pump lever and, subsequently, the amount of fuel available at the pump nozzle. Lay out the pump cams side by side and note the profile differences. This little exercise may help to better explain the differences between the cams and their effect on pump action.

Installing a pump cam is straightforward. It's a simple matter of loosening one screw, placing the new pump cam next to the throttle lever and tightening it up. There are two and sometimes three holes in each pump cam, numbered 1, 2 and 3. Placing the screw in position #1 activates the accelerator pump a little early, allowing full use of the pump's capacity. Generally, vehicles which normally run at lower idle speeds (600 or 700 RPM) find this position more useful because they can have a good pump shot available coming right off this relatively low idle. Positions #2 and #3 delay the pump action, relatively speaking. These two cam positions are good for engines that idle around 1000 RPM and above. Repositioning the cam in this way makes allowance for the extra throttle rotation required to maintain the relatively higher idle setting. Pump arm adjustment and clearance should be checked and verified each and every time the pump cam and/or pump cam position is changed.

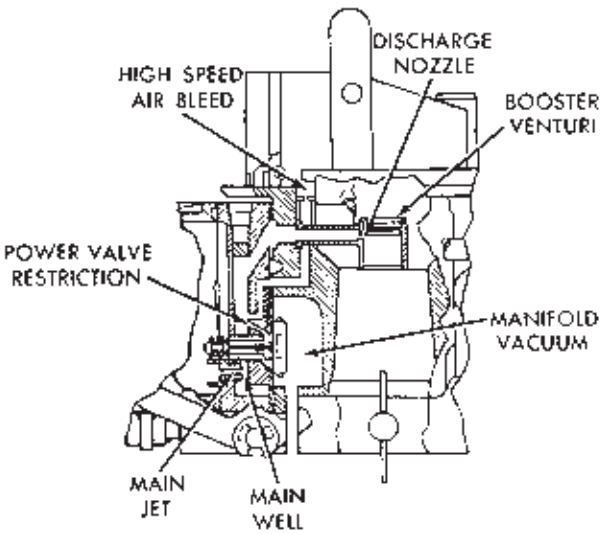
Lastly, a 50cc accelerator pump conversion kit is available under Holley P/N 20-11 when maximum pump capacity is desired.

Power Enrichment System

The power enrichment system supplies additional fuel to the main system during heavy load or full power situations. Holley carburetors utilize a vacuum operated power enrichment system and a selection of power valves is available to "time" this system's operation to your specific needs. Each Holley power valve is stamped with a number to indicate the vacuum opening point. For example, the number "65" indicates that the power valve will open when the engine vacuum drops to 6.5" or below. An accurate vacuum gauge, such as Holley P/N 26-501, should be used when determining the correct power valve to use. A competition or race engine which has a long duration high overlap camshaft will have low manifold vacuum at idle speeds. If the vehicle has a manual transmission, take the vacuum reading with the engine thoroughly warmed up and at idle. If the vehicle is equipped with an automatic transmission, take the vacuum reading with the engine thoroughly warmed up and idling in gear. In either case, the power valve selected should be 1/2 the intake manifold vacuum reading taken. EXAMPLE: 13" Hg vacuum reading divided by 2 = 6.5 power valve. If your reading divided by 2 lands on an even number you should select the next lowest power valve. EXAMPLE: 8" Hg vacuum reading divided by 2 = 4 power valve. Since there is no #4 power valve you should a 3.5.

Most of the popular Holley "Street Legal" and "Street Performance" carburetors incorporate a power valve blow-out protection system. A special check valve is located in the throttle body expressly for this purpose. This check valve is designed to be normally open but will quickly seat to close off the internal vacuum passage when a backfire occurs. Once closed, the check valve interrupts the pressure wave caused by the backfire, thus protecting the power valve.

If you have a carburetor older than 1992 (or you have experienced an extreme backfire) and expect a blown power valve, use this simple test. TEST: At idle turn your idle mixture screws (found on the side of the metering block) all the way in. If your engine dies the power valve is not blown.



Power Enrichment System.

THE TRUTH ABOUT POWER VALVES USED WITH HOLLEY CARBURETORS

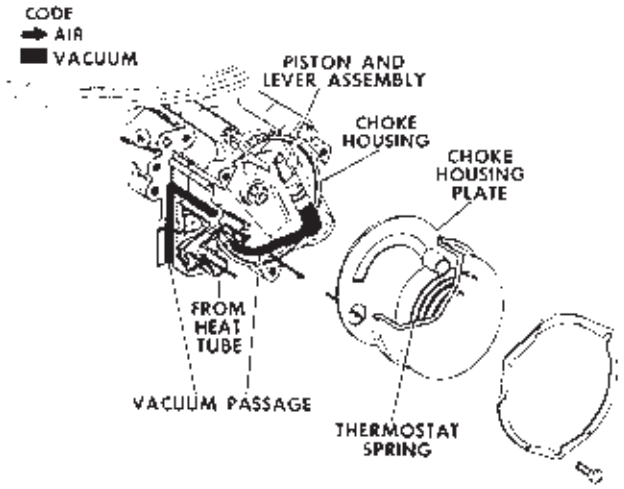
There still seems to be a lot of misconception about Holley carburetors blowing power valves. Nothing could be further from the truth. Holley performance carburetors built since 1992 have utilized a power valve check system that effectively eliminated this infrequent problem. Consisting of a spring, brass seat and check ball, the check ball system is 100% effective protecting the power valve diaphragm from damage due to engine backfire.

The power valve check ball is designed to be normally open but quickly seals to close off the internal vacuum passage when a backfire occurs. Once closed, the check valve interrupts the pressure wave generated by the backfire, thus protecting the power valve diaphragm. There is no way that the power valve's diaphragm can rupture due to an engine backfire!

Choke System

The choke system is designed to supply a rich fuel mixture to the engine for cold starts and cold drive-away conditions.

Holley carburetors with chokes will come equipped with either a manual, electric or hot air choke. All Holley square flange carburetors originally equipped with either a manual or hot air choke can be converted to automatic electric choke operation with the proper kit. Conversely, those equipped with either an electric or hot air choke can be converted to manual choke operation with the proper kit.



Integral Automatic Choke.

Secondary System

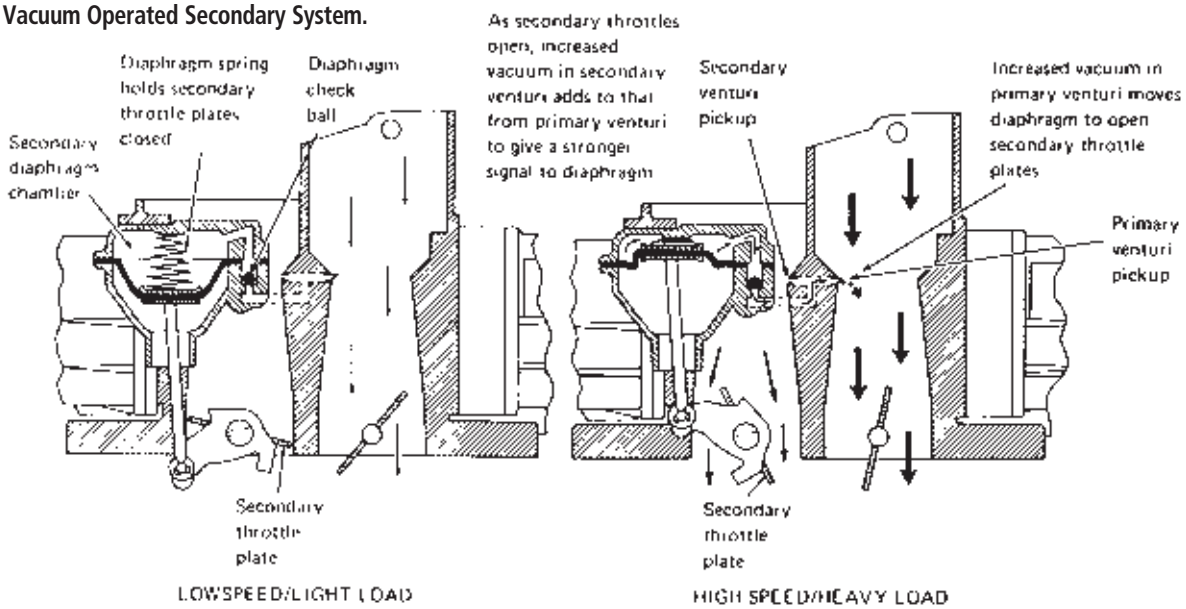
The secondary system of a Holley four barrel carburetor can be either vacuum or mechanically operated.

The opening rate of a mechanical secondary system is pre-determined by the linkage which is usually designed to allow the secondary throttle plates to begin opening once the primary throttle plates have rotated open about 40 degrees. Special Holley kits are also available which will allow the conversion to 1:1 linkage (primary and secondary throttle plates opening simultaneously) for special racing applications.

The opening rate of a vacuum secondary system is controlled by the diaphragm spring located in the vacuum secondary diaphragm housing. A "lighter" spring will allow the secondary throttle plates to open more quickly. A spring assortment kit, Holley P/N 20-13, is available to help you "tailor" the secondary opening rate to your application. A "quick change" kit, Holley P/N 20-59, is also available for fast and easy access to the spring. It consists of a two-piece secondary diaphragm housing cover which, after it's installed, can easily cut in half the time required to change the secondary spring.

DO NOT put a screw in the linkage of a vacuum secondary carburetor to mechanically "force" open the secondary throttle plates. Normally there is an accelerator pump on the secondary side of a mechanical secondary carburetor. The purpose of the secondary pump is to inject additional fuel to "cover" the transition time up to the point when the secondary main system starts to flow. Without this secondary pump shot the engine will go to an instant lean condition. Therefore, forcing the secondaries to open prematurely will hinder performance and may cause an engine backfire. The screw could also create a bind and cause the throttle to stick open.

Vacuum Operated Secondary System.



General Guidelines For Adjusting Brass And Nitrophyl Floats

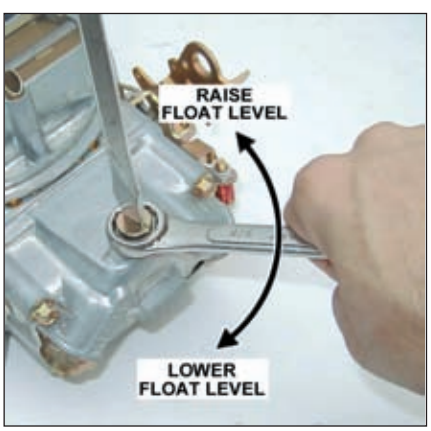
Two methods of float adjustment are provided for with Holley performance carburetors depending on the style of float bowl and needle and seat assembly employed. They are the internal (dry) setting and the external (wet) setting. The internal float adjustment is accomplished with the fuel bowl off the carburetor. With "internally adjustable" needle and seats, the fuel bowl is inverted and the float tang, or tab, is adjusted to the point where the float surface is parallel to the fuel bowl surface, just underneath. An initial dry setting can also be accomplished with "externally adjustable" needle and seats. To achieve this, invert the fuel bowl and turn the adjusting nut until the float surface lies parallel to the fuel bowl casting surface underneath.

Another, more accurate adjustment can be made with the side hung style float if measuring gauges, such as drill bits, are available. Here, with the fuel bowl inverted, the primary float can be adjusted to the point where there is a 7/64" gap between the "toe" of the float and the bottom of the fuel bowl surface underneath. The float "toe" is the part of the float furthest from where the arm is attached. The secondary float can be adjusted to the point where there is a 13/64" gap between the "heel" of the float and the bottom of the fuel bowl surface underneath. The float "heel" is the part of the float closest to the point where the arm is attached.

A "wet" level float adjustment can be performed on either the side or center hung floats, if the fuel bowls have provision for the externally adjustable needle and seats. This adjustment is made as follows. Start the vehicle up and move it out of the garage and into an open area where plenty of fresh ventilation is available. Allow the idle to stabilize. Turn the engine off and remove the sight plug from the primary fuel bowl to inspect the fuel level. If it's been determined that adjustment is required use a large screw driver to crack loose the lock screw. With a 5/8" open-end wrench turn the adjusting nut clockwise to lower the float level.

Conversely, turn the adjusting nut counter-clockwise to raise the float level. Tighten the lock screw. Restart the vehicle and let the engine idle stabilize. Shut the engine off. Remove the sight plug to reinspect the fuel level. The fuel level should stabilize at just below the level of the fuel bowl sight plug hole. This same adjustment procedure is performed on the secondary bowl.

NOTE: The float adjustment feature on Holley carburetors cannot cure a poor running engine, a bad ignition system, a clogged fuel filter, an improperly operating fuel pump or fuel pressure that is too high or low. This adjustment is provided solely to ensure that the fuel in the bowl can be adjusted to the correct level for the carburetor to perform its function. There is no need to "wrench" excessively on the adjustment nut. A quarter of a turn one way or the other should be enough to bring you into spec.



Terms and Definitions of Fuel Injection Management Systems

Throttle Body Assembly (TBA) — The throttle body assembly (also called air valve), controls the airflow to the engine through one, two or four butterfly valves and provides valve position feedback via the throttle position sensor. Rotating the throttle lever to open or close the passage into the intake manifold controls the airflow to the engine. The accelerator pedal controls the throttle lever position. Other functions of the throttle body are idle bypass air control via the idle air control valve, coolant heat for avoiding icing conditions, vacuum signals for the ancillaries and the sensors.

Fuel Injector — There are basically three approaches in delivering the fuel to the engine:

- Above the throttle plate as in throttle body injection
- In the intake port toward the intake valves as in multi-port injection or central multi-port injection.
- Directly into the combustion chamber as in gasoline direct injection systems (GDI).

The fuel injector is continuously supplied with pressurized fuel from the electric fuel pump. The pressure across the metering orifice of the injector is maintained constant by the fuel pressure regulator. The fuel injector is an electromagnetic valve that when driven by the ECU delivers a metered quantity of fuel into the intake manifold (or combustion chamber in the GDI system). The ECU controls the fuel flow by pulse width modulation. The time the injector is driven into an open condition is determined by the following sensor inputs:

- Engine RPM
- Throttle position (TPS)
- Manifold absolute pressure or mass air flow
- Engine coolant temperature
- Oxygen sensor feedback voltage
- Intake air charge temperature
- Battery voltage

Central Point Injection System (CPI) — Electronic fuel Injection system consisting on a single fuel injector mounted in the throttle body.

Digital Fuel Injection (DEFI or DFI) — Electronic fuel injection system controlled by digital microprocessors as opposed to earlier systems that were of analog design. The analog input signals to the microprocessor are converted from analog to digital before being processed.

THROTTLE BODY INJECTION (TBI) — In TBI systems the throttle body assembly has two major functions: regulate the airflow, and house the fuel injectors and the fuel pressure regulator. The choices of throttle bodies range from single barrel/single injector unit generally sized for less than 150 HP to four barrel/four injector unit capable of supporting fuel and air flow for 600 HP. The injectors are located in an injector pod above the throttle valves. The quantity of fuel the injector spray into the intake manifold is continuously controlled by the ECU. Most of the TBI systems use bottom fed fuel injectors.

MULTI-POINT FUEL INJECTION (MPFI) — In the multi point fuel injection system an injector is located in the intake manifold passage. The fuel is supplied to the injectors via a fuel rail in the case of top fed fuel injectors and via a fuel galley in the intake manifold in the case of bottom fed fuel injectors. MPFI systems provide better performance and fuel economy as compared to TBI. Most of the MPFI systems use one injector per cylinder but in certain applications up to two injectors per cylinder are used to supply the required fuel for the engine.

CENTRAL MULTI-PORT FUEL INJECTION (CMFI) — This is a variation of MPFI system but in this case the injectors (usually one per cylinder) are located in a plastic molded pod and the fuel is distributed to the intake ports via a polymeric hose. To avoid fuel distribution variations a fuel pressure activated poppet valve is installed at the end of the hose. The injectors are activated via the ECU in a similar fashion as in the MPFI fuel systems.

TUNED PORT INJECTION (TPI) — A TPI is a fuel/air management system that has a tuned induction system to optimize airflow to each cylinder. This system was developed to obtain the broadest possible torque curve. A single throttle body and one injector per cylinder are used in this configuration. The intake manifold incorporates long runners whose length is tuned to the desired torque curve. For low and mid range torque longer runners are utilized in this application.

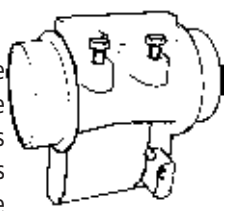
DIRECT FUEL INJECTION (DFI) — In a direct fuel injection system one injector is located in the cylinder head for each cylinder. The high-pressure fuel (single fluid) or low-pressure air/fuel mixture (dual fluid) is metered directly into the combustion chamber when the electromagnetic valve is activated by the ECU. This fuel injection system offers the latest in engine management systems and offers the best in engine performance, low exhaust emissions and fuel economy.

Electronic Control Unit (ECU) — The function of the ECU is to "tweak" or "fine tune" the engine operation to obtain the most complete and efficient combustion process. The ECU microprocessor receives input signals from various sensors from the engine and generates specific outputs to maintain optimum engine performance. The engine operating modes controlled by the ECU is the following:

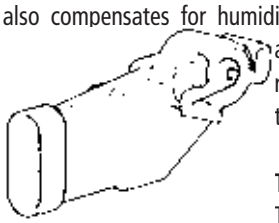
- Cold and hot start
- Acceleration enrichment
- Battery voltage compensation
- Deceleration cut/off or enleanment
- Run mode (open loop or closed loop)

Manifold Absolute Pressure Sensor (MAP) — The MAP sensor is a three-wire sensor located on or attached to the intake manifold. The function of this sensor is to measure the changes in the intake manifold air pressure and generates an electric signal that is proportional to the change of pressure. This signal is fed into the ECU and is used to:

- Adjust the fuel delivery
- Spark ignition calculations
- Barometric pressure readings upon starting the engine



Mass Air Flow Sensor (MAF) — The mass air flow sensor is positioned in the air intake duct or manifold and measures the mass of incoming air. From this acquired data the ECU calculates the required fuel for the specific air mass flow rate. The MAF works on the hot wire or hot film concept. The hot wire/film is maintained at a constant calibrated temperature. The passing air cools down the hot wire/film and the added energy required to maintain the calibrated temperature is directly proportional to the mass of air passing by the hot wire. The MAF also compensates for humidity as humid air, denser or cooler, absorbs more heat from the sensor, requiring more current to maintain the calibration temperature.

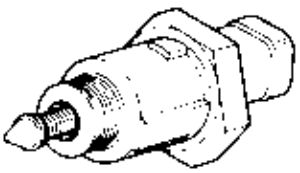


Throttle Position Sensor (TPS) — The TPS is a three-wire sensor that is mounted on the throttle body assembly and is actuated by the throttle shaft. The TPS is basically a variable resistor (potentiometer) that sends a voltage signal to the ECU that is proportional to the throttle shaft rotation. When the throttle shaft is open the sensor emits a high voltage signal and when the throttle shaft is closed it emits a low voltage signal. The voltage signal from the TPS changes between 0.45 V at idle to 4.5 to 5.0V at wide open throttle.

Open Loop — Open loop defines the engine operation where the fueling level is calculated by the ECU with only the input signals from the throttle position sensor (TPS), from the coolant and/or air charge temperature, and from the manifold absolute pressure (MAP) or the mass air flow sensor (MAF).

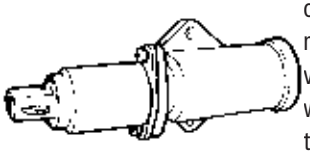
Closed Loop — Closed loop defines the engine operation where the fueling level is calculated and corrected by the ECU based on the voltage signal from the O_2 sensor. When the O_2 sensor emits a voltage signal above 0.45V due to a rich mixture in the exhaust manifold, the ECU reduces the fueling level by reducing the pulse width of the injector. The O_2 sensor voltage is the feedback that modifies the fuel control program that is based on other signals.

Idle Air Control Valve (IACV or IAC) — The IAC is located in the throttle body of the TBI, MPFI and CMFI systems. The valve consists of a stepper motor that adjusts the position of its pintle to vary the bypass air during idle and off idle conditions. During the closed throttle condition (idle), the ECU constantly compares actual engine speed with the programmed desired engine speeds. Discrepancy between these two values result in activation of the stepper motor increasing or decreasing the bypass air around the throttle plate(s) until desired engine speed is achieved. The following input signals or conditions determine the position of the valve:



- Throttle position sensor
- Engine load (MAP/MAF, A/C compressor, power steering pressure switch, gear selection)
- Battery Voltage
- Engine coolant temperature

Throttle Air Bypass Valve — The throttle air bypass valve is located on the throttle body of engine fuel management systems. This solenoid valve allows additional bypass air when the engine is subjected to certain load conditions or cold starts.



Air Charge Temperature Sensor — The air charge sensor is located in the engine air intake to sense the air induced into the engine manifold. The sensor consists of a thermistor, which generates a voltage signal, that is proportional to the air temperature. This voltage signal is used by the ECU to calculate the air density and using these results to adjust the fueling levels for a particular engine load. Other functions of the air temperature signal are:

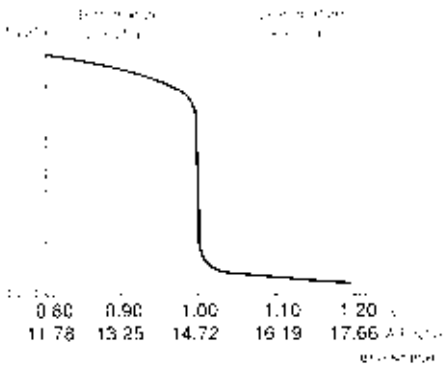
- Adjust fueling during cold start
- Activation of the EGR valve
- Modify spark advance
- Regulate acceleration enrichment

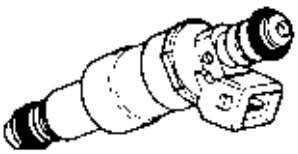
COOLANT TEMPERATURE SENSOR — The coolant temperature sensor is a two-wire sensor that is threaded into the engine block and is in direct contact with the coolant. The function of this sensor is to generate a signal that the ECU uses to adjust the fueling levels required for the operation of the engine and operate ancillaries. The thermistor contained in the sensor generates an electric signal that is proportional to the coolant temperature. At low temperatures the resistance is high (3800 ohms) generating a 5-volt signal in the ECU. At normal engine operating temperatures the resistance of the sensor is low (180–200 ohms) which generates 1–2 volt signal in the ECU. Other functions of the coolant temperature signal are:

- Idle speed adjustment via the IAC
- Modify spark advance
- Electric cooling fan operation
- Activation of the EGR
- Torque converter clutch application

Oxygen Sensor — The oxygen sensor is located in the exhaust manifold and its function is to measure the oxygen content in the exhaust gases. The sensor is an electrochemical cell, which develops a voltage signal between its two electrodes that is proportional to the oxygen content in the exhaust gases. The oxygen sensor adjusts and maintains an optimum air fuel mixture to control the exhaust emission and the fuel economy. When the oxygen content in the exhaust is high due to a lean mixture the output voltage of the sensor is close to zero. If the fuel air mixture is on the rich side, the oxygen content in the exhaust is low and the output voltage of the sensor approaches 1.0 volts. There are three types of oxygen sensors:

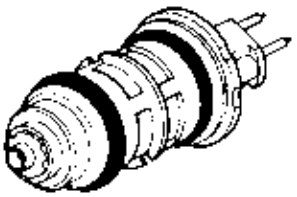
- One wire O_2 sensor (not heated)
- Three wire O_2 sensor (heated)
- Four wire O_2 sensor (heated)





Top-Fed Fuel Injector — When the ECU activates this electromagnetic valve, the injector meters and atomizes fuel in front of the intake valve. The fuel enters the top and is discharged via the metering orifice at the bottom at high pressure. The spray geometry and cross sectional area is specific to the engine application. In general there are four major spray patterns:

- Pencil stream. Solid stream narrow angle spray.
- Split pencil stream. Two solid streams narrow angle sprays usually used in multi valve cylinder applications.
- Bend spray. Solid stream narrow angle spray being discharged in an angle with respect to the injector center axis. This application is used in engine applications where the injector package does not allow alignment of the injector axis with the spray target center axis.
- Oblong spray. This spray geometry consists of an elliptic or oblong cross-sectional area of the spray. This application is used in engine applications where the spray target requires a specific spray pattern.



Bottom Fed Fuel Injector — This electromagnetic valve meters fuel into the intake manifold in proportion to the air flowing into the engine. When the valve is energized the electromagnetic force generated by the solenoid lifts the pintle/ball from the seat. Fuel under pressure is then injected into the throttle body bore or the intake port. The spray configuration is application dependent. For throttle body injection a hollow conical spray is required while for port injection a narrow pencil stream is preferred to avoid wall wetting.

High Impedance Injectors — Most injectors can be divided into two major categories: high impedance 12 to 16 Ohms and low impedance 1.2 to 4.0 Ohms. The high impedance injectors are used with ECUs that are designed with saturation drivers. The advantage of using saturation drivers is that the currents running through the ECU circuits and the injectors are relatively low thus generating less heat. The disadvantage of saturation drivers is that the driver has a slower response time, which could affect the full utilization of such a system at very high engine RPM.

Low Impedance Injectors — The low impedance injectors are designed to be run with an ECU that employs peak and hold drivers (also called current sensing or current limiting drivers). The current ratio (peak to hold) is generally 4:1 and the most common drivers available are 4 A peak/1 A hold or 2 A peak/ 0.5A hold. The peak current is generated to overcome the inertia of the closed valve and once the valve is open the driver cuts down to 1/4 of the peak current to hold the injector open until the end of the metering event. Low impedance injector designs are mostly used in high flow applications.

ELECTRIC IN-LINE FUEL PUMP — The function of the electric fuel pump is to deliver pressurized fuel to the fuel injection system. The ECU activates the fuel pump relay to operate the fuel pump when the ignition switch is in the On or start position. The pumps are designed to match certain flow and pressure specification for the engine application. In TBI applications the fuel pump must supply enough fuel flow for the engine WOT output at 15 to 20 psi. In multi-port applications the fuel pump must be able to supply enough fuel at full engine load to maintain at least 43.5 psi at the fuel rail. At idle the fuel pressure regulator must be able to return the excess fuel to the tank and maintain the required system pressure. Most of the cars prior to 1987 use an in-line external electric fuel pump.

ELECTRIC IN-TANK FUEL PUMP — Almost all car applications after 1987 designed their fuel pump assembly inside the fuel tank. The advantage of having the fuel pump in the fuel tank is mainly lower noise, lower potential leakage problems, less mounting sensitivity of the pump with respect to lift of fuel from the tank is minimized. The in-tank pump went through several designs evolving from a simple "pump on a stick" to a complex in-tank fuel sending modules. The new designs combine the high-pressure electric fuel pump, noise isolation and a fuel level sensor into one compact modular package. This new design also helps reducing hydrocarbon emissions. The hot gasoline returning from the fuel system is returned to the reservoir surrounding the fuel pump. By returning the hot fuel to the reservoir heating of the bulk fuel in the fuel tank is avoided, thus reducing the evaporation of the high volatile portions in the fuel. At present all fuel tank modules are designed and serviced as a complete unit. If the pump or fuel level sensor fails the entire unit will have to be changed.

FUEL PUMP INLET FILTER — The function of this filter is to eliminate any impurities that might harm the fuel pump. In the in-line fuel pump type this filter is external to the fuel tank and is in a replaceable cartridge filter. In the in-tank fuel pumps the fuel filter is in the form of a sock and is directly attached to the pump in the "pump on a stick" version and attached to the fuel pump module in the module version.

MAIN FUEL FILTER — The function of this filter is to eliminate any contaminants after the fuel pump. These are either small enough to pass through the fuel filter of the pump inlet or are generated by the fuel pump. This fuel filter is also of the cartridge type but is designed to sustain much higher fuel pressures that the fuel pump inlet filter.

FUEL PRESSURE REGULATOR — Fuel system pressure is maintained by the regulator, while excess fuel is returned to the fuel tank. The regulator consists of two chambers separated by a diaphragm assembly. On the fuel side of the diaphragm a throttling valve is employed to expand or restrict fuel flow as the fuel pressure fluctuates. The other side contains a spring with an adjustment screw that is set at the factory for correct system pressure and flow. This chamber is connected to the intake manifold in MPFI systems to reference the vacuum in the manifold during engine operation. This pressure reference is required to maintain a constant differential pressure across the metering orifice of the fuel injector.

THE ENGINE APPLICATION AND THE SELECTION OF YOUR FUEL MANAGEMENT SYSTEM COMPONENTS.

Injector Fuel Flow

Engine output is in direct relation with fuel supplied to the engine, however installing injectors, which are too big, will not make more power. It is therefore very important to match the fuel injector flow characteristics to specific engine applications. Matching the fuel flow characteristics of fuel injectors is as important as matching the carburetor jets for a specific engine application. The fuel flow of the injectors and the carburetor has to be matched to the air flow requirements of the engine over a broad RPM operating range.

In the carburetor the operating range is usually divided into three sub-ranges: idle, mid-range and power. Three distinct fuel circuits supply the fuels for these three ranges. In MPFI systems one single injector has to cover all three ranges for individual cylinders from 500 RPM at idle to 8000 at WOT. The operating range in fuel injectors is normally referred to as the dynamic range of the injector. An injector with a wide dynamic range is capable not only to potentially cover several engine applications but also is a very sought after metering tool for high performance applications.

The dynamic range must encompass the minute quantities of fuel required at idle conditions and the large quantities of fuel required at maximum engine output. It must also cover the required fuel amounts during transient response. The dynamic range of the fuel injector is further stressed in turbo charged applications because of the additional fuel required due to the higher engine air mass flow rates generated by the turbocharger.

The following equation sizes fuel injectors for specific engine applications.

Injector Static Flow Rate [lb/hr] = (Engine HP * BSFC)/ (Number of injectors * DC of Inj.)

Engine HP = Realistic HP output estimate of the engine

BSFC = Brake Specific Fuel Consumption [lb/HP*hr].
Good approximation 0.50

Duty Cycle of Injector = Maximum opening time of injector/cycle time.

Maximum Duty Cycle= 0.90

Example:

Engine HP = 400HP

Number of Injectors = 8

Injector Static Flow Rate [lb/hr] = (400 * 0.50)/(8 *0.90) = >27.78 b/hr

Note: If the application requires a static flow rate that falls in between two available injectors always use the next injector with the higher flow rate.

For the example above if only 25 lb/hr and 30 lb/hr injectors are available, choose 30lb/hr injectors.

Fuel pressure

In certain occasions matching of the injectors' fuel flow for a specific engine application cannot be done due to injector availability or the fuel flow step between the available injectors is too large. Since the fuel injector is a pressure/time-metering device, increasing the fuel pressure can increase the fueling level. Increasing the fuel pressure is limited mainly to four factors: burst pressure of the components in the fuel system, increase of opening time of the injector, reduced life expectancy of the fuel system components and limitations of the fuel pump. Most injectors are limited to a burst pressure of 125 psi. Reducing the fuel pressure to match the required fuel flow can be done but lower fuel pressures affect the atomization efficiency of the fuel injector nozzle. To project potential fueling levels by changing the fuel pressure, the following equation can be used:

$M1/M2 = \sqrt{P1} / \sqrt{P2}$

M1 = rated mass flow rate of the injector at fuel pressure P1 in lb/hr

M2 = new mass flow rate of the injector at fuel pressure P2 in lb/hr

P1 = existing fuel pressure setting in psi

P2 = new fuel pressure setting in psi

Example:

Rated mass flow rate M1 = 30 lb/hr

Existing fuel pressure P1 = 43.5 psi

Required fuel mass flow rate M2 = 35 lb/hr

$P2 = (M2/M1)^2 * P1$

$P2 = (35/30)^2 * 43.5$

P2 = 59.21psi = >60psi

To obtain a fueling level of 35 lb/hr the system pressure has to be increased to 60 psi.

After increasing the fuel pressure to obtain certain engine output, idle, off-idle and light load condition will have to be re-tested. Increasing the fueling level at the upper end, requires the fuel injector to run at smaller pulse widths at idle conditions. When running at pulse widths smaller than 1.8 ms the injector might be running in the non-n linear portion of its dynamic range. Such condition can lead to engine "hunting" during idle to hesitation during off-idle conditions.

Proper Fuel Injector Selection Information

Choosing the proper fuel injector size is critical for the successful use of an electronic fuel injection system whether it be a TBI or Multi-port system. If an injector is too small, not enough fuel will be available when tuning an engine and damage can result. If an injector is selected that is much larger than is needed, the injector pulse width (time the injector is open) at idle may be too low and tuning problems at idle may occur.

Use the following information as a guide for selecting the correct injectors for an engine:

Formulas used to determine injector size:

$$\textbf{Injector Size} = \frac{\textbf{(Engine HP (Flywheel)) x (BSFC)}}{\textbf{(\# of injectors) x (Duty Cycle)}}$$

Injector Size Flow rate in lbs/hr

Engine HP Maximum horsepower at the flywheel

BSFC Brake Specific Fuel Consumption (BSFC) is the lbs. of fuel an engine consumes per HP per hour. It is simply a measure of how efficiently an engine is at converting fuel to horsepower. It is very important to use a BSFC number that is close to your actual number. If it is not, the injector will be too small or larger than is necessary.

General guidelines when choosing a BSFC number:

Low to medium performance street engines: 0.50-.55
Performance engines with good cyl. heads: 0.45-.50
Race engines with very efficient cyl. heads: 0.38 - 0.45
Supercharged and Turbocharged engines: 0.55 - 0.65

Supercharged and Turbocharged engines run at richer air/fuel ratios that raise the BSFC number. They require larger injectors for the same horsepower as a naturally aspirated engine.

Add 0.05 for marine applications, as they need to run richer than a comparable automotive application due to continuous wide open throttle use.

Duty Cycle The duty cycle is the maximum amount of time you want the injectors to be open at a certain horsepower and injector size. Under most circumstances you don't want an injector to be open more than 90% of the time at the most. Marine applications shouldn't exceed 80%. Injectors are rated at 100% duty cycle (static flow).

Later on if you want to increase the the engine HP, take that into account when entering the HP number.

When calculating injector size, round up to the next nearest size needed. For example if you calculate 26 lb/hr and have a 24 lb/hr and a 30 lb/hr to choose from, select the 30 lb/hr injector.

Examples

400 HP street engine
Number of injectors = 8

$$\text{Injector size} = \frac{(400\text{ HP}) \times (0.5\text{ BSFC})}{(8\text{ injectors}) \times (0.9)} = 27.7\text{ lb/hr}$$

600 HP Supercharged engine
Number of injectors = 8

$$\text{Injector size} = \frac{(600\text{ HP}) \times (0.57\text{ BSFC})}{(8\text{ injectors}) \times (0.9)} = 47.5\text{ lb/hr}$$

The following chart provides maximum horsepower levels based on injector size and various BSFC values. Note that this is at 100% duty cycle and 43.5 psi; raising the fuel pressure will increase the maximum horsepower.

Inj. Size	Max. HP at given BSFC (100% duty cycle, 43.5 PSI)				
	0.4	0.45	0.5	0.55	.06
14	280	250	225	203	186
19	380	337	304	276	253
24	480	426	384	349	320
30	600	533	480	436	400
36	720	640	576	523	480
42	840	746	672	610	560
50	1000	888	800	727	666
55	1100	977	880	800	733
65	1300	1155	1040	945	866
75	1500	1333	1200	1090	1000
85	1700	1511	1360	1236	1133
95	1900	1688	1520	1381	1266

Fuel Pumps / Regulator Technical Information

Holley offers a wide selection of both mechanical and electric fuel pumps for a variety of street performance and race applications. Selecting the proper fuel pump for your vehicle, however, begins with understanding your engine's fuel requirements.

Fuel Requirements

Typically, at wide open throttle, full power, an engine requires 0.5 lbs. of fuel per horsepower every hour. A gallon of gasoline weighs approximately 6 lbs. Therefore an engine rated at 350 horsepower will require about 175 pounds (29 gallons) of fuel every hour.

(350HP x .5 lbs = 175 lbs of fuel
175 lbs/6 lbs = 29 gallons per hour)

Fuel Pressure and Volume

The relationship of pressure to volume is inversely proportional. That is, as pressure increases the volume will decrease, everything else being equal. A certain amount of fuel pressure is always required to maintain engine performance by assuring that fuel is available on demand. Also, other factors and conditions must be taken into account such as acceleration G-forces and friction within the fuel system itself. At the same time,however, an adequate fuel volume is needed to ensure that the proper amount of fuel can always flow to the engine, especially during peak demand situations. A basic understanding of this critical pressure/volume relationship is needed when designing the proper fuel supply system for your vehicle.

Fuel line sizes

Fuel Line System

The fuel line system should be routed to avoid running near hot spots, such as various exhaust system components, and designed to promote maximum fuel flow. Most factory stock fuel systems utilize 5/16" fuel lines. This size works well on street applications with stock engines. When the horsepower requirements go up, however, the inadequacy of this line size soon becomes apparent. A #6 (3/8") line size is sufficient for all street performance applications and some racing applications. #8 (1/2") fuel lines are used on everything else, including alcohol applications. Avoid using rubber fuel lines, or use them sparingly, for two reasons. First, rubber is more resistant to the flow of fuel than any hard line. An actual pressure loss can be measured over distance. Second, for safety's sake, it's not a good idea to use rubber fuel line, especially when using a high pressure performance fuel pump.

Fuel Line Fittings

Like the fuel line, fuel line fittings are also a very important element in the total fuel line system and should not be overlooked. Obviously, the fittings should be the same size as the fuel line. Also, if at all possible, you want to minimize the use of 90° fittings. Avoid sharp turns or bends in the fuel line routing; these cause undue restrictions to the flow of fuel.

Mechanical Pumps

Various Holley mechanical fuel pumps are available. 110 GPH pumps are designed for street/strip applications where substantially higher than stock fuel delivery requirements are necessary. 3/8" inlet and outlet ports are utilized and, with fuel shut-off pressure in the area of 6-1/2 - 8 PSI, a regulator is not required. 130+ GPH pumps are available when maximum fuel delivery is desirable. 1/2" inlet and outlet ports are included and fuel shut-off pressure is between 7-1/2 - 9 PSI. A pressure regulator is definitely required. Both the 110 GPH and 130+ GPH pumps utilize a high capacity fuel valve design that will ensure an adequate fuel supply is always available.

Electric Pumps

Holley offers a complete line of electric in-tank and externally-mounted pumps. Holley externally-mounted electric fuel pumps are also available in various flow ratings. The "red" pump, **P/N 12-801-1**, is rated at 97 GPH and it is designed to work with stock or mildly modified engines. Pressure is pre-set to 7 PSI and a regulator is not required. The "blue" pump, **P/N12-802-1**, is rated at 110 GPH and it is designed for street/strip applications. Pressure is pre-set at 14 PSI and a regulator is included as part of the package. Neither pump is compatible with methanol or alcohol fuels nor should they be used with fuel injection systems. The "black" pump, **P/N 12-815-1**, is rated at 140 GPH and is designed to work with either gas or alcohol fuels. This one is similar to the "blue" pump but it kicks out more fuel. These pumps all feature a simple, yet rugged, rotor and vane design which has proved itself over the years.

Two powerful gerotor pumps are also available. Known as the HP125 & HP150, they are compatible with gas, alcohol or methanol. They are p/n 12-125, rated at 125 GPH, and p/n 12-150 which is rated at 150 GPH. These feature a gerotor pump design which pumps fuel effectively, yet quieter than a traditional vane style pump. Their base is made of hard anodized billet aluminum for long life and durability. Fuel pressure on the 125 is internally regulated to 7psi while the 150 is internally regulated to 15psi and comes with a 4-1/2 - 9psi regulator.

Our electric in-tank line overs coverage for the most popular Ford, Chrysler, GM and Import applications. Utilizing a proven gerotor design, these pumps are available in either a 190 or 255 liter per hour (lph) flow rate.

Electric Billet Fuel Systems

Holley's billet fuel systems are designed to take the guesswork out of building the right fuel system for your project! The engineers at Holley® have designed the components in the billet fuel systems product line to work together in order to achieve peak performance from your vehicle and look great while doing it. The system includes fuel pumps, pre and post filters as well as billet regulators for carbureted and fuel injected applications. They're available to cover stock street machines all the way up to 2,000 horsepower race cars and anything in between! Refer to our easy-to-use selection chart and stop struggling with fuel system components today!

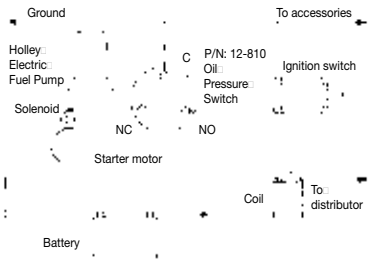
Electric HP™ Billet Fuel Pumps

Holley's new HP™ In-Line Billet Fuel Pumps are designed to be the perfect companion to your carbureted or fuel injected street vehicle, race car, off-road truck or any engine needing fuel! The HP™ fuel pumps feature OEM gerotor technology which yields lightweight, quiet operation and 100,000+ mile durability in a cost effective, attractive package. HP™ fuel pumps are gasoline and diesel compatible and can be used in racing applications with 18.5 volt charging systems up to 80 psi.

Electric Dominator™ Billet Fuel Pumps

Need to feed some serious horsepower? Have a nitrous or forced induction powerplant that also sees street duty? Holley's new Dominator™ In-line Fuel Pumps are the answer! The patent pending twin pump design allows you to use one pump for cruising and both pumps when you activate the nitrous switch or start building boost! By staging the second pump, you eliminate the unnecessary recirculating and heating of extra fuel which can lead to poor performance and hot fuel issues. As an added benefit for the hard core enthusiasts that run events like Hot Rod Power Tour and the Baja 1000, the extra pump offers the peace of mind that you will always finish what you start! For hard core race vehicles, both pumps can be wired for full time duty to get maximum performance and are proven with 18.5 volt compatibility at pressures up to 80 psi. At only 5.1 lbs, they weigh half a pound less than competitive 1000+ horsepower pumps yet have twice the features!

OIL PRESSURE SAFETY SWITCH



It's always a good idea to place a safety switch in the circuit when installing an electric fuel pump. Holley has one available under **P/N 12-810**. This switch will ensure that the electric pump will not work unless the engine has oil pressure. It will prevent the pump from running in a situation where the motor may stall with the ignition ON. Wiring the switch through the starter solenoid circuit energizes the pump on engine start-up. After the engine is running the switch continues to provide power to the pump as long as there is oil pressure to keep the switch turned on. (SEE ILLUSTRATION)

FUEL PRESSURE GAUGES

There are a number of places where mechanical fuel pressure gauges could be effectively mounted. One place is just before the carburetor. Holley chrome dual feed fuel lines (except model 4500 DOMINATOR) and fuel blocks all have a tapped 1/8 NPT provision for this purpose. Another would be at the outlet side of the pressure regulator. The Holley four-port Pro-Series VOLUMAX regulator incorporates two pressure gauge taps expressly for this purpose. The electric fuel pressure gauge can be mounted inside the vehicle so that fuel pressure can be monitored while driving. This is possible because, unlike the mechanical gauges, fuel does not flow up to the gauge itself. The Holley electric gauge, **P/N 26-503**,utilizes a remote sending unit which is the primary fuel pressure sensor.

Holley offers a variety of fuel pressure gauges, depending on use. For carbureted vehicles there are two (2) mechanical and one (1) electric gauge available in the 0-15 PSI range.

Vehicles equipped with low pressure (up to 30 PSI) fuel injection systems (like throttle body fuel injection systems) can choose from two mechanical pressure gauges in the 0-30 PSI range.

Fuel Pressure Regulators

The needle and seat assemblies that are installed in Holley performance carburetors can satisfactorily control fuel pressure up to about 8 PSI. If the fuel pump is putting out more than 8 PSI, a regulator should be used to keep the fuel pressure within safe limits and avoid the possibility of flooding. Holley manufactures a number of regulators for most any need. A street regulator is available in either (P/N 12-804) or a chrome finish. A performance regulator is available in (p/n 12-803) a chrome finish. Both regulators feature a 3/8" NPT inlet port and two 3/8" NPT outlet ports with a .220" restriction (7/32"). The street version regulates pressure from 1 to 4 PSI while the performance version regulates pressure from 4-1/2 to 9 PSI. NOTE: These regulators are designed to work with a single carburetor installation. If two carburetors are used then two regulators will be required, one for each carburetor.

Holley also offers two VOLUMAX regulators. The first, P/N 12-704, is basically a larger version of the two previously mentioned regulators but with more flow capacity. This regulator features a single 1/2" NPT inlet port and two 1/2" outlet ports with a .437" restriction (7/16"). Fuel pressure is regulated from 4-1/2" to 9 PSI. The other regulator, P/N 12-707, is designed for dual carburetor installations. It features four "-6" AN (approximately 3/8") outlet ports and one "-8" AN (approximately 1/2") inlet port with a .437" (7/16") restriction. Three 1/8" NPT fuel pressure gauge ports are also included. Without a doubt these two Pro-Series regulators are the least restrictive, highest flowing, production regulators currently available.

Holley® Billet Fuel Pressure Regulators are part of a complete line of fuel system products from Holley®. They are precision machined from 6061-T6 billet aluminum for strength and durability. They feature a black bright dip anodized body and a clear bright dip anodized top for corrosion resistance and good looks. Holley® Billet Fuel Pressure Regulators are available in a variety of configurations.

INSTALLATION TIP - for vehicles without fuel return line to the tank: Install the regulator close to the carburetor. Fuel lines from the regulator to the carburetor should be #6 (3/8").

Following are various fuel system schematics for street and race applications. Although intended only as a guide, these designs have been successfully used in many performance applications.

Figure 1 – One Holley electric fuel pump with a "Dead Head" style regulator feeding one carburetor.

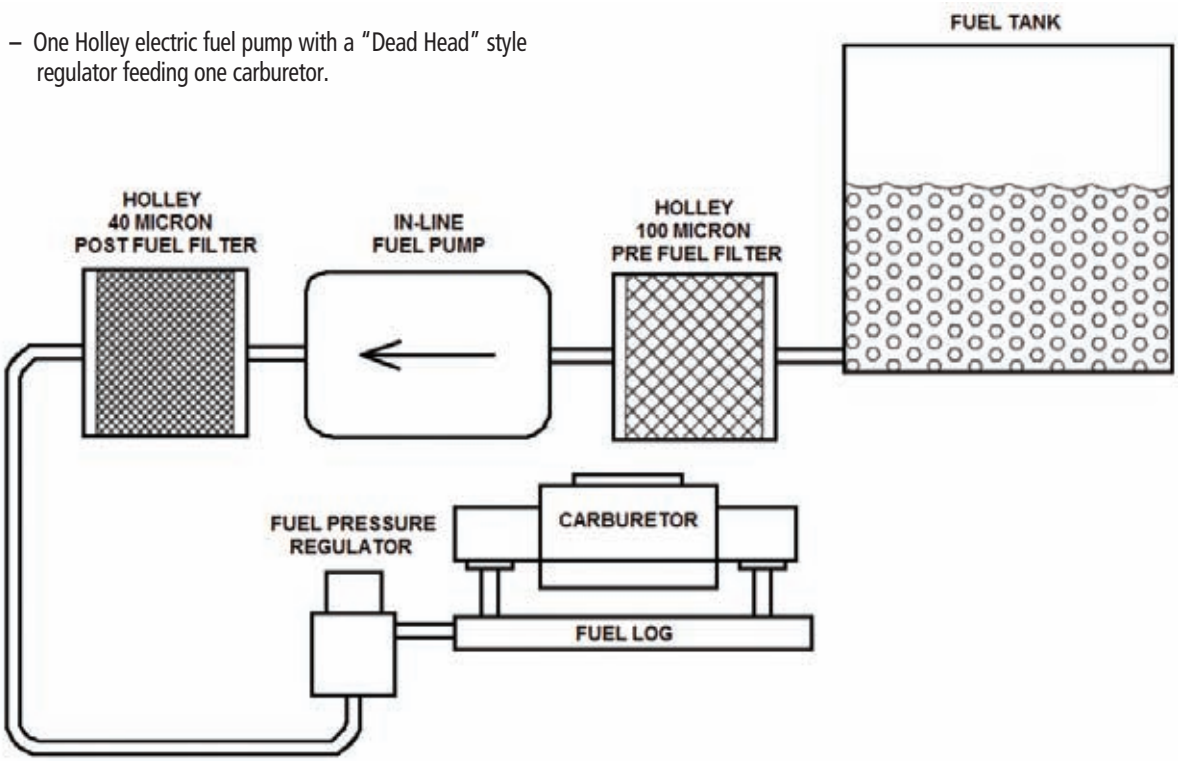


Figure 2 – One Holley electric fuel pump with a by-pass style regulator (before carb) feeding one carburetor

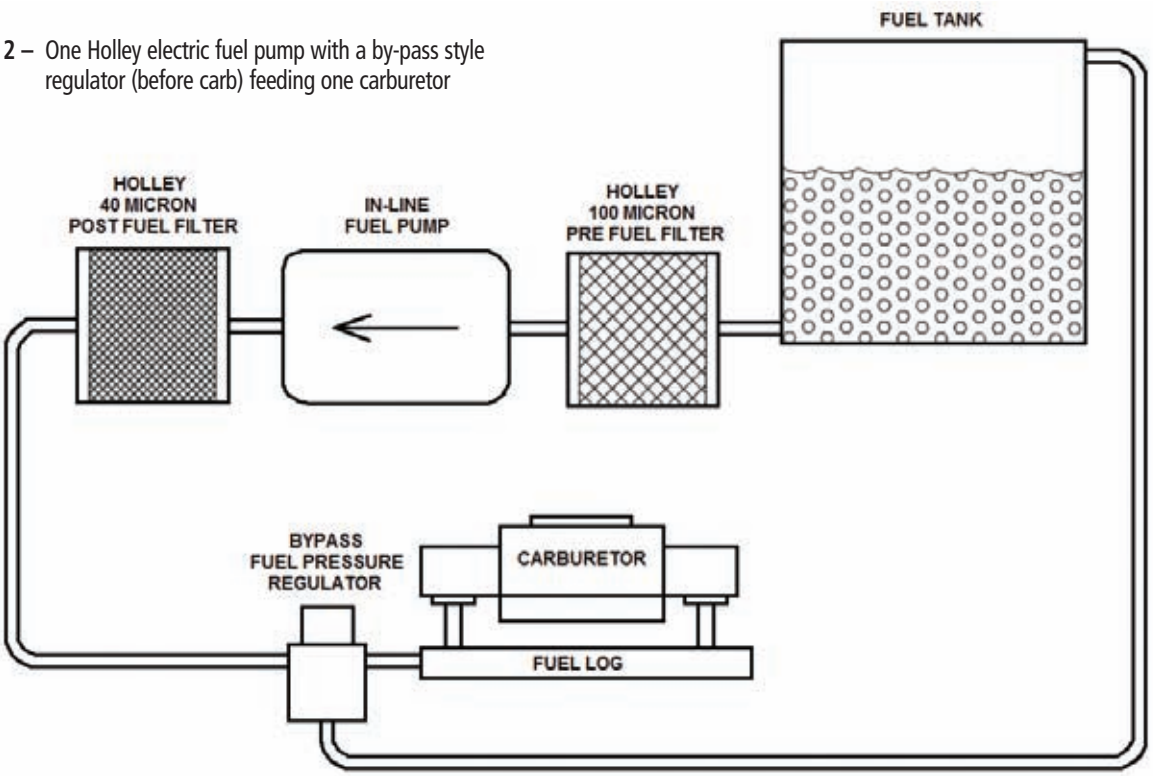


Figure 3 – One Holley electric fuel pump with a by-pass style regulator (after carb) feeding one carburetor

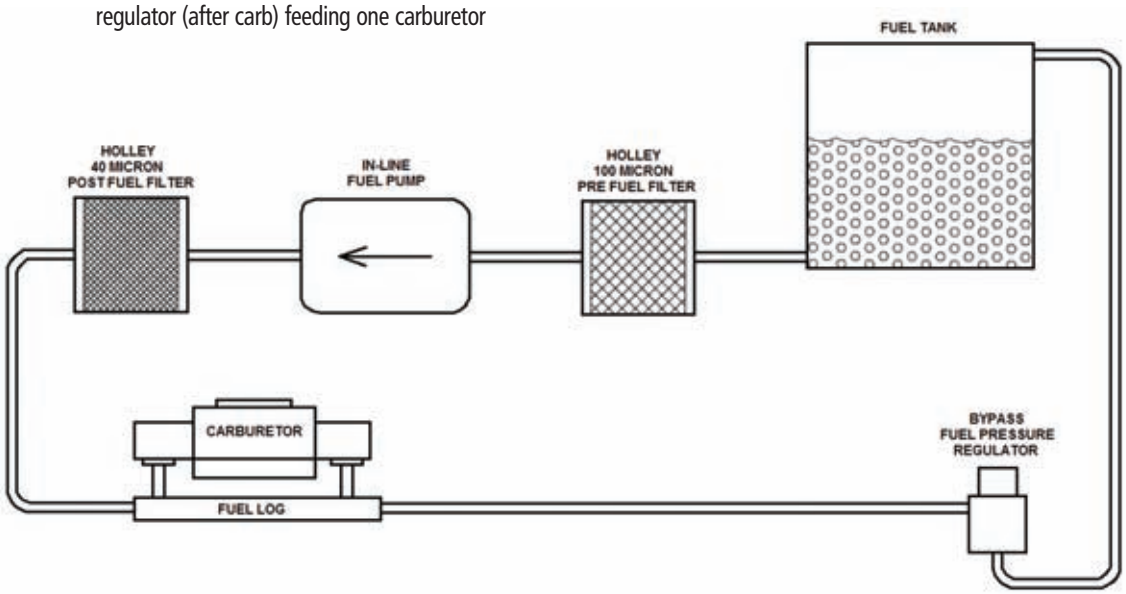
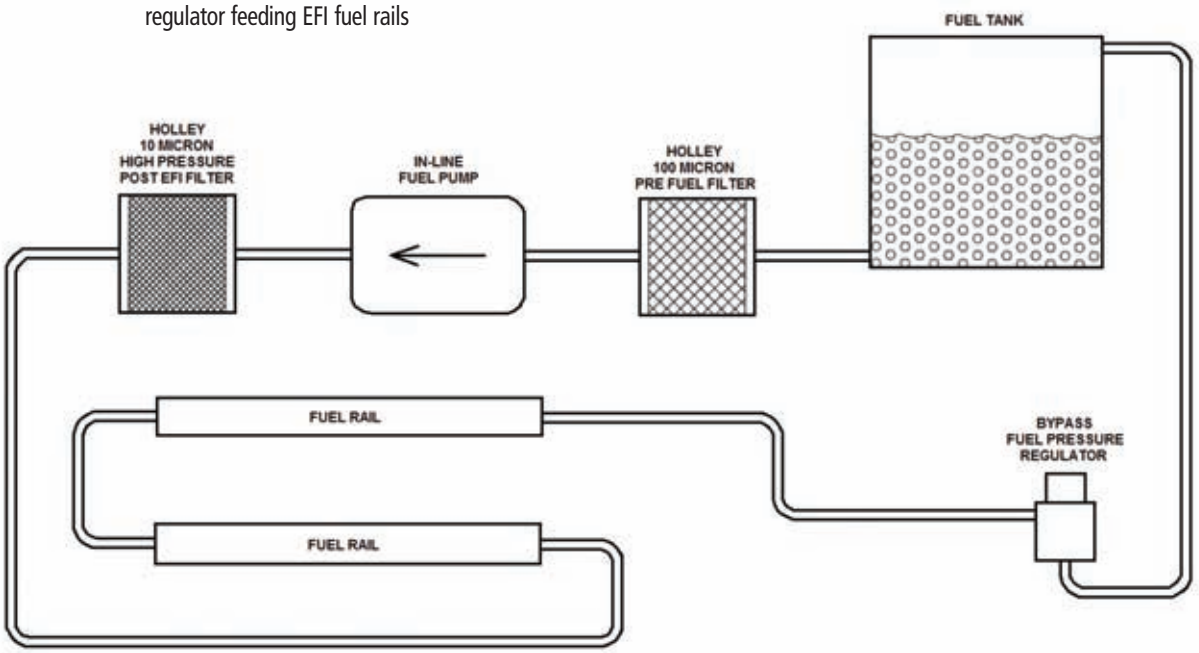


Figure 4 – One Holley electric fuel pump with a by-pass style regulator feeding EFI fuel rails



PART #	PAGE
0-1848-1	15,30
0-1850C	15,33
0-1850S	15,33
0-1850SA	15,33
0-3310C	15,38
0-3310S	15,38
0-4144-1	45
0-4224	50,65
0-4235	45
0-4236	45
0-4365-1	45
0-4412C	14,31,61
0-4412S	14,31,61
0-4670	45
0-4672	45
0-4776C	24,33,62
0-4776S	24,33,62
0-4777C	24,34,63
0-4777S	24,34,63
0-4778C	24,38,65
0-4778S	24,38,65
0-4779C	24,38,67
0-4779S	24,38,67
0-4780C	24,42,70
0-4780S	24,42,70
0-4781C	24,43,72
0-4781S	24,43,72
0-4790	45
0-4792	45
0-6210	33
0-7320-1	56,77
0-7320-3BK	58,77
0-7320-3HB	58,77
0-7320-3RD	58,78
0-7448	14,30,60
0-8007	15,30
0-8082-1	56,74
0-8082-3BK	58,74
0-8082-3HB	58,74
0-8082-3RD	58,74
0-8896-1	56,75
0-8896-3BK	58,75
0-8896-3HB	58,75
0-8896-3RD	58,75
0-9015-1	81,84
0-9022	81,85
0-9375-1	56,76
0-9375-3BK	58,76
0-9375-3HB	58,76
0-9375-3RD	58,77
0-9377-1	56,79
0-9377-3BK	58,79
0-9377-3HB	58,79
0-9377-3RD	58,80
0-9379	50,65
0-9380	50,71
0-9381	50,70
0-76650BK	26,35,64
0-76650BL	26,34,64
0-76650HB	26,35,46
0-76650RD	26,34,63
0-76750BK	26,39,68
0-76750BL	26,39,67
0-76750HB	26,39,68
0-76750RD	26,39,67
0-80186-1	56,69
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0-80186-3HB	58,69
0-80186-3RD	58,69
0-80318-1	81,83
0-80319-1	81,82
0-80320-1	81,82
0-80340-1	81,85
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0-80402-1	81,82
0-80443	81,85
0-80450	31
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0-80453	32
0-80457S	15,32
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0-80496-1	52,72
0-80498-1	52,72
0-80507-1	52,60
0-80508S	15,38
0-80509-1	52,70
0-80511-1	52,70
0-80513-1	52,73
0-80514-1	52,73
0-80528-1	52,65
0-80529-1	52,66
0-80531	15,42
0-80532-1	56,80
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0-80532-3RD	58,81
0-80535-1	52,66
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0-80551	81,83
0-80552	81,84
0-80555C	15,34
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0-80570	18,31
0-80572S	46
0-80573S	47
0-80575S	46
0-80576S	47
0-80577S	47
0-80583-1	48,60
0-80586	56,76
0-80592S	46
0-80670	18,35
0-80681	37
0-80770	18,40
0-80783C	15,33
0-80787-1	48,60
0-80801BK	54,61
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0-80805RD	54,73
0-80870	18,43
0-81570	18,31
0-81670	18,35
0-81770	18,40
0-81870	18,43
0-82651	28,35,64
0-82750	28,40,68
0-82751	28,40,68
0-82851	28,43
0-82951	28,43
0-83570	18,31
0-83670	18,36
0-83770	18,40
0-85570	18,31
0-85670	18,36
0-85770	18,40
0-86670BK	20,36
0-86670BL	20,36
0-86670HB	20,37,41
0-86670RD	20,36
0-86770BK	20,41
0-86770BL	20,41
0-86770HB	20,41
0-86770RD	20,41
0-90470	22,30
0-90670	22,37
0-90770	22,42
0-93670	22,37
0-93770	22,42
3-352	106
3-396	106
3-466	106
3-474	106
3-485	106
3-539	106
3-555	106
3-588	106
3-592	106
3-606	106
3-670	106
3-720	106
3-888	106
3-1184	106
3-1445	106
3-1447	106

PART #	PAGE
6-500-2	113
6-501-2	113
6-502-2	113
6-504	113
6-506	113
6-508	113
6-510	113
6-511	113
6-513	113
6-515-2	113
6-518-2	113
6-519-2	113
6-521	113
11-4	92
20-120	173
12-125	164
12-150	164
12-289-11	158
12-289-13	158
12-289-20	158
12-289-25	158
12-289-30	158
12-289-35	158
12-327-11	158
12-327-13	158
12-327-20	158
12-327-25	158
12-327-30	158
12-327-35	158
12-360-11	158
12-389-11	158
12-390-11	158
12-440-11	158
12-454-11	158
12-454-13	158
12-454-20	158
12-454-25	158
12-454-30	158
12-454-35	158
12-454-40	158,169
12-460-11	158
12-460-13	158
12-700	165
12-707	173
12-751	178
12-752	178
12-753	175
12-755	178
12-756	178
12-757	178
12-760	178
12-762	178
12-763	178
12-764	178
12-765	178
12-801-1	162
12-802-1	163
12-803	173
12-803BP	173
12-804	173
12-805	177
12-806	177
12-807	177
12-810	177
12-811	177
12-812-1	163
12-813	148,178
12-814	144,148, 178
12-815-1	163
12-816	177
12-818	177
12-819	177
12-820	177
12-821	177
12-832	158
12-833	158
12-834	158
12-835	158
12-836	158
12-837	158
12-838	158
12-854	158
12-860	158
12-890	165
12-900	168
12-901	168
12-902	168
12-904	168
12-906	168
12-907	168
12-909	168
12-911	168
12-912	168
12-913	168
12-914	168
12-915	168
12-916	168
12-917	168
12-918	168
12-919	168
12-920	141,143, 148,167
12-921	168
12-927	141,148, 167
12-1400	166
12-1800	166
17-6	89,146
17-9	89
17-13	189
17-14	146,189
17-27	89
17-41	146
17-43	89
17-45	146
17-47	146
17-59	89
17-62	89
17-70	89
17-72	89
20-2	90
20-3	90
20-5	90
20-6	90
20-7	91,148
20-9	91
20-11	87
20-13	117
20-14	91
20-17	91
20-20	90
20-28	117
20-32	91
20-35	91
20-36	90
20-37	90
20-38	90
20-39	90
20-40	90
20-41	91
20-44	91
20-45	91
20-47	91
20-48-1	90
20-49-1	90
20-53	90
20-54	90
20-55	90
20-58	91
20-59	117
20-60	91
20-64	90
20-65	90
20-67	90
20-72	91
20-73	117
20-78	87
20-80	87
20-81	87
20-85	117
20-85S	117
20-88	91
20-89	91
20-91	91
20-95	91
20-97	146
20-100	91
20-105	95
20-108-10	87
20-109-10	87
20-110-10	117
20-112	92
20-113	144
20-114	87
20-119	92
20-121	91
20-122	90
20-123	95
20-124	89,108
20-129	91
20-130	91
26-1	109,115
26-2	115

PART #	PAGE
26-3	115
26-13	97
26-18-2	94
26-23	87
26-24	94
26-25	94
26-26	94
26-27	94
26-28	94
26-29	94
26-36	115
26-37	97,101
26-38	87
26-39	97
26-41	88
26-43	94
26-44	94
26-53	107
26-57	92
26-59	90
26-68	97,115
26-69	94,107
26-70	94
26-71	94
26-73	94
26-74	94
26-75	94
26-76	94
26-85	97
26-86	94
26-88	178
26-89	97
26-90	178
26-93	90
26-94	90
26-95	90
26-96	90
26-97	90
26-98	90
26-99	90
26-100	90
26-101	112
26-102	94
26-103	90
26-104-10	90
26-105	108
26-107-10	97
26-110-10	112
26-111-10	112
26-112	97
26-113	97
26-114	97
26-115	97
26-116	97
26-123	102
26-124	96,102
26-125	96,102
26-126	102
26-137	90
26-139	87
26-139S	87
26-140	87
26-140S	87
26-141	93
26-142-1	94
26-142-2	94
26-143-1	94
26-143-2	94
26-144-1	94
26-144-2	94
26-145	94
26-215	90
26-216	90
26-500	107
26-501	107
26-502	107
26-504	107
26-505	107
34-2	96
34-6	112
34-6S	112
34-7	113
34-9	117
34-10	108
34-13	112
34-13S	112
34-24	97
34-25	97
34-26	97
34-27	97
34-32	117
34-34	117
34-36	117
34-37	97
34-38	97
34-39	99
34-42	99
34-43	99
34-44	99
34-45	99
34-46	99
34-47	99
34-48	99
34-49	99
34-150	99
34-160	99
34-503	117
34-504	87
34-505	87
34-506	93
34-550	99
36-33	209
36-51-7	212
36-73	212
36-75	209
36-117	108
36-118	108
36-133	212
36-136	212
36-168	212
36-176	208
36-181	111
36-182	108
36-184	108
36-192	209
36-201	111
36-240	110
36-270	211
36-277	209
36-322	111
36-325	208
36-363	210
36-373	211
36-375	210
36-378	212
36-381	212
36-397	208
36-398	211
37-119	105
37-474	105
37-485	105
37-605	105
37-720	105
37-754	105
37-933	104
37-934	105
37-935	105
37-936	105
37-1536	105
37-1537	105
37-1539	105,106
37-1540	105
37-1541	105
37-1542	104
37-1543	104
37-1544	104
37-1546	104
37-1547	104
37-1548	104
43-106	143,148
45-223	92
45-223S	92
45-224	92
45-224S	92
45-225	92
45-225S	92
45-226	92
45-228	92
45-230	93
45-258	93
45-267	93
45-376	93
45-377	92
45-456	92,117
45-457	93
45-458	93
45-465	92
45-520	93
46-74	92,149
108-1	94
108-2-20	97,101
108-3	101
108-4	100,143, 146,189

PART #	PAGE
108-5	101
108-7	101
108-8	94
108-9	100
108-10	100,147
108-12	100,147
108-13-2	102
108-18	100
108-20	100
108-25	100
108-27-2	102
108-28-2	101
108-34-2	101
108-35-2	101
108-36-2	101
108-37	89,100
108-40	101
108-51	100
108-52	100
108-55-2	102
108-56-2	102
108-57	101
108-58	100
108-61	101
108-62	100,189
108-67-20	101,117
108-70	101
108-71	100,189
108-73	100,189
108-74	101
108-76	100
108-77	97,100
108-78	186
108-79	186
108-80	186
108-83-2	101
108-84-2	100
108-89-2	102
108-90-2	102
108-91-2	102
108-92-2	101
108-97	97,101
108-98-10	97
108-99	100
108-100	101
108-118	100
108-121	102
108-122	102
108-124	100
108-125	94
108-126	112
108-200	102
108-201	102
108-202	102
108-203	102
112-502	154,155
112-503	154,155
112-504	154,155
112-505	154,155
112-506	154,155
112-507	154,155
112-508	154,155
112-509	155
112-510	155
112-513	154,155
112-535	154,155
112-555	154,155
112-557	154
112-560	144
112-573	155
112-574	154,155, 192
112-575	155
112-576	154,155, 192
112-577	144,153
112-578	144,153
116-1	95
116-2	95
116-3	95
116-4	95
116-10	95
116-11	95
116-13	95
116-14	95
116-15	95
120-102	188
120-139	189
120-140	153
120-141	188
120-144	188
120-145	188
120-146	188
121-5	88
121-6	88
121-7	88
121-8	88
121-25	88
121-28	88
121-31	88
121-35	88
121-37	88
121-40	88
121-42	88
121-45	88
121-118	88
121-125	88
121-128	88
121-131	88
121-132	88
121-135	88
121-137	88
121-140	88
121-142	88
121-145	88
121-147	88
121-225	88
121-228	88
121-231	88
121-237	88
121-240	88
121-325	88
122-40	109
122-41	109
122-42	109
122-43	109
122-44	109
122-45	109
122-46	109
122-47	109
122-48	109
122-49	109
122-50	109
122-51	109
122-52	109
122-53	109
122-54	109
122-55	109
122-56	109
122-57	109
122-58	109
122-59	109
122-60	109
122-61	109
122-62	109
122-63	109
122-64	109
122-65	109
122-66	109
122-67	109
122-68	109
122-69	109
122-70	109
122-71	109
122-72	109
122-73	109
122-75	109
122-76	109
122-77	109
122-78	109
122-79	109
122-80	109
122-81	109
122-82	109
122-83	109
122-85	109
122-86	109
122-87	109
122-88	109
122-89	109
122-90	109
122-91	109
122-92	109
122-93	109
122-94	109
122-95	109
122-96	109
122-97	109
122-98	109
122-99	109
122-100	109
122-101	109
122-102	109
122-103	109

PART #	PAGE
122-104	109
122-105	109
122-106	109
122-107	109
122-108	109
122-109	109
122-110	109
122-132	109
122-136	109
122-138	109
122-140	109
122-142	109
122-144	109
122-146	109
122-148	109
122-150	109
122-152	109
122-154	109
122-156	109
122-158	109
122-160	109
122-164	109
122-168	109
122-172	109
122-176	109
122-180	109
122-184	109
122-188	109
122-192	109
122-196	109
122-200	109
122-509	154
122-5000	112
125-10	115
125-25	115
125-35	115
125-45	115
125-50	115
125-55	115
125-65	115
125-75	115
125-85	115
125-95	115
125-105	115
125-125	115
125-135	115
125-145	115
125-155	115
125-165	115
125-185	115
125-500	115
125-1005	115
126-55-10	110
134-71S	97
134-72S	97
134-73S	97
134-78S	97
134-101	96
134-101S	96
134-102	96
134-102S	96
134-103	96
134-103S	96
134-104	96
134-104S	96
134-105	96
134-105S	96
134-108	96
134-110	96
134-112	96
134-281	96
134-281S	96
134-282	96
134-282S	96
134-300C	93
134-300S	93
135-1	87
135-2	116
135-3	116
135-4	116
135-5	88
135-6	116
135-7	88
135-9	88
135-10	88
135-12	88
135-14	88
135-15	88
142-00	109
142-20	109
142-21	109
142-22	109
142-24	109
142-25	109
142-26	109
142-28	109
142-29	109
142-31	109
142-32	109
142-33	109
142-35	109
142-36	109
142-37	109
142-38	109
142-39	109
142-40	109
142-41	109
142-42	109
142-43	109
142-46	109
142-52	109
142-55	109
142-59	109
142-62	109
142-64	109
142-67	109
142-70	109
142-73	109
142-76	109
142-78	109
162-500	93,156
162-517	93,177
162-518	93,177
162-523	93
162-524	93
162-550	176
162-551	176
162-552	176
162-553	176
162-554	176
162-555	176
162-556	176
162-557	176
162-558	176
162-559	176
162-562	176
162-563	176
162-564	176
162-565	176
162-566	176
162-567	176
162-568	176
162-569	176
162-570	176
162-571	176
162-572	176
216-43	95
220-5	188,189
220-7	189
241-80	189
241-81	189
241-82	190
241-83	190
241-84	190
241-85	190
241-88	190,193
241-89	190,193
241-90	190,193
241-91	190,193
241-209	189
241-213	189
241-224	190,193
242-1	190,193
300-4	184
300-5	184
300-14	185
300-25	180
300-49	180
300-66	180
300-72S	185
300-74S	185
300-75S	185
300-110	180
300-111	196
300-111C	196
300-111P	196
300-112	182,194
300-113	182,194
300-114	182,194
300-115	182,194
300-116	182,194
300-117	182,194
300-118	182,194
300-119	182,194

PART #	PAGE
300-120	183,195
300-121	183,195
300-213	182,194
300-214	182,194
300-215	182,194
300-216	182,194
300-217	182,194
300-218	182,194
300-219	182,194
300-220	182,194
300-221	182,194
300-222	182,194
300-225	183,195
301-20	186
302-1	193
500-6S	149
500-13	149
500-16S	149
500-17S	149
500-19	149
500-20	149
502-3	152
502-4	152
502-5	152
502-6	152
502-7	152
502-9	152
502-20S	145
503-1	148
503-2	148
503-3	148
503-5	148
503-6	148
508-1	146
508-2	146
508-3	146
508-5	147
508-6	147
508-7	147
508-8	147
508-9	147
508-10	146
508-11	147
508-12	146
508-14	147
508-15	147
508-16	147
508-17	144
508-18	144
508-19	147
508-20	183,195
508-21	183,195
508-22	183,195
508-23	183,195
512-1	146
512-500	175
512-501	175
512-502	175
512-502-1	175
512-503-5	175
512-504-5	174
512-505	174
512-506	175
522-40	147
522-43	147
522-54	147
522-80	147
522-121	141
522-128	141
522-191	141
522-198	141
522-241	141
522-248	141
522-301	141
522-308	141
522-361	141
522-368	141
522-421	141
522-428	141
522-481	141
522-488	141
522-661	141
522-668	141
522-831	141
522-838	141
534-2	148
534-10	141,143, 148
534-23	149
534-25-1	149
534-26	143,148
534-27	146
534-33	146
534-37	146
534-38	146
534-45	149
534-46	148
534-47	149
534-48	149
534-49	143
534-50	115,148
534-51	115,148
534-54	146
534-55	146
534-56	149
534-72	146
534-77	143
534-78	143,150
534-79	143,150
534-80	143
534-82	143
534-83	143
534-84	143
534-85	143
534-90	150
534-100	148
534-102	143
534-103	143
534-104	143
534-112	143
534-117	143
534-120	142,143
534-128	142
534-130	142,144
534-131	142
534-134	142,144
534-135	142,144
534-136	142,144
534-138	142,144
534-139	142,144
534-140	142,143
534-142	142,144
534-143	142
534-144	142,143
534-146	142
534-147	142
534-148	142
534-149	142
534-153	142
534-162	147
534-163	147
534-165	147
534-166	147
534-167	147
534-168	147
534-169	148
534-170	148
534-172	149
534-173	149
534-181	142,143
534-182	142
534-185	143
534-186	143
534-187	149
534-188	142
534-190	143
534-191	142
534-192	143
534-193	143
534-194	143
534-195	142
534-196	142
534-197	142
534-198	143
534-200	142
534-201	115
534-202	91
534-203	183,195
534-204	183,195
534-205	141
534-206	150,183, 195
534-207	150,183, 195
534-208	150,183, 195
534-209	150,183, 195
534-210	150,183, 195
534-211	150,183, 195
534-212	150,183, 195

PART #	PAGE
534-213	141
538-13	141,143, 148
538-23	143
538-24	141,143, 148
543-1	148
543-2	147
543-3	149
543-29	149
543-105	147
550-200	124
550-400	124
550-401	124
550-402	124
550-411	128
550-412	128
550-500	129
550-501	129
550-600	129
550-601	129
550-602	129,192
550-603	129,192
550-604	129
550-605	129
550-810	128
550-811	125
550-816	125
550-820	129
550-821	125
550-822	125
550-823	129
550-825	129
550-826	125
550-827	125
550-828	129
550-830	128
550-831	125
550-833	128
550-835	128
550-836	125
550-838	128
550-839	128
550-815	128
553-100	133
553-101	133
553-103	133,192
553-104	141
553-700	132
553-701	132
553-702	132
553-703	132
553-704	132
553-705	132
553-706	132
553-707	132
553-708	132
553-709	132
553-710	132
554-100	141
554-101	141
554-102	141
554-103	141
554-104	141
554-107	141
554-108	141
554-111	141
554-112	141
554-113	129,132
554-114	132,192
554-115	141
554-116	141
554-117	133
556-100	133
556-101	133
556-102	133
556-103	133
556-104	133
556-105	133
556-106	133
556-107	133
556-108	133
556-109	133
556-110	133
556-111	133
557-100	141
557-101	141
557-103	141
557-105	141
557-106	141
557-107	141
557-200	141
558-100	132
558-101	132
558-102	132,192
558-103	132,192
558-104	132
558-105	132
558-200	132,192
558-201	132,192
558-202	132
558-203	132
558-204	132
558-205	132
558-206	132
558-207	132
558-208	132
558-209	132
558-301	192
558-302	192
558-303	132
558-304	132
558-305	132
558-306	132
558-307	132
558-308	132,192
558-400	132
558-401	132
558-402	132
558-403	132
558-404	132
558-405	132,192
558-406	132,192
558-407	132
558-408	132
558-409	132
558-410	132,133
558-411	132
562-1	144,146
562-3	144,146
700-21	145
703-1	106
703-28	106
703-29	106
703-30	106
703-32	106
703-33	106
703-34	106
703-35	106
703-36	106
703-39	106
703-40	106
703-41	106
703-45	106
703-46	106
703-47	106
703-48	106
703-49	106
703-50	106
703-51	106
703-53	106
703-55	106
703-58	106
703-59	106
703-60	106
703-66	106
712-327-11	169
712-454-11	169
712-454-13	169
717-1	89
717-2	89
720-1	188
720-3	188
720-11	188
720-12	147,188
720-13	188
720-31	188
720-33	188
1008-844	88
2288HKR	197
2288-1HKR	197
2288-3HKR	197
2288-4HKR	197
2289HKR	197
2289-1HKR	197
2289-3HKR	197
2289-4HKR	197
2290HKR	197
2290-1HKR	197
2290-2HKR	197
2291-1HKR	197
2291-2HKR	197
2291HKR	197
2292HKR	197

PART #	PAGE
2292-1HKR	197
2292-3HKR	197
2292-4HKR	197
2293HKR	197
2293-1HKR	197
2293-3HKR	197
2293-4HKR	197
2294HKR	197
2294-1HKR	197
2312HKR	199
2313HKR	199
2314HKR	199
2468HKR	197
2468-1HKR	197
2468-2HKR	197
2469HKR	197
2469-1HKR	197
2469-2HKR	197
2470HKR	197
2470-1HKR	197
2850HKR	197
2850-1HKR	197
2851HKR	197
2851-1HKR	197
3010	189
4000	90,186
4021	90,186
4022	90,186
4023	90,186
4025	90,186
4027	90,186
4032	90,186
7220	188
7221	188
7223	188
7460	89
7465	89
7466	89
7539	89
7540	144,181
7540P	144,181
7542	144,181
7542P	144,181
8204	186
8206	186
8501HKR	198
8501-3HKR	198
8501-4HKR	198
8501-5HKR	198
8502HKR	198
8502-2HKR	198
8503-2HKR	198
8503HKR	198
9001	196
9001P	196
9006	89
9007	186
9008	186
9900-144	143
9900-145	143
9900-147	143
9900-149	143
9900-163	144
9900-172	143
9900-173	143
9901-101-1	144,180
9901-107	144,181
9901-201	144,184
9901-202	144,184
9901-203	144,184
9901-204	144,185
9901-209	144,184
9902-104	144
9906-118	144
9906-126	144
9906-127	144
9906-143	144
9910-101	144
9910-102	144
9920-107	141,143
9920-110	143
05131NOS	200
05135NOS	200
05168NOS	200
05169NOS	200
05177NOS	200
10000ERL	207
10000FLT	207
10001WND	207
10003HOL	207
10004HOL	208
10004WND	207
10005WND	208
10006WND	207
10007HOL	207
10007WND	207
10008HOL	207
10009HOL	207
10009WND	207
10145HKR	207
10150HKR	208
10212HKR	207
10213HKR	207
11000ERL	208
11001ERL	207
11002ERL	207
11133FLT	200
11133-1FLT	200
11133YFLT	200
11134FLT	200
11134-1FLT	200
12611HKR	196
12621HKR	196
12622HKR	196
12623HKR	196
12624HKR	196
16723HKR	197
16723-2HKR	197
16785HKR	197
16786HKR	197
16811HKR	199
19109-FNOS	207
19113NOS	207
19114NOS	207
19115NOS	207
19306NOS	210
19326NOS	207
19327NOS	207
19350NOS	208
19352NOS	208
21721HKR	199
21729HKR	199
31531HKR	198
31531-2HKR	198
64280	188
90520	107
90633	188,189
93156	189
101175ERL	99
101176ERL	99
101275ERL	99
101276ERL	99
102275ERL	99
102276ERL	99
103176ERL	99
104195ERL	99
104286ERL	99
104295ERL	99
8R1899	102
8R1906-1	101
8R1907-1	102
8R1908-1	102
8R1909-1	102
8R1910-1	101
8R1911-1	101
8R1912	101
8R1915	102
8R1916	102
8R1919	101
8R2224-1	101,102
34R5972AQ	96
34R7800-3AMQ	96
34R10918AQ	96
34R10935AQ	96
AT104195ERL	99
AT104286ERL	99
AT104295ERL	99

# #

1 BBL TBI Flange/Gasket....147
1 BBL TBI Gasket....146
1 BBL TBI Renew Kit....148
110 GPH Blue Electric Fuel Pump....163
125 GPH Billet Electric Fuel Pump....164
140 GPH Black Electric Fuel Pump....163
150 GPH Billet Electric Fuel Pump....164
2 BBL Carburetors....14-15
2 BBL HP Series Race Carburetors....48
2 BBL TBI Assembly....149
2 BBL TBI Flange/Gasket....147
2 BBL TBI Gasket....147
2 BBL TBI Renew Kit....148
200R4/700R-4 Kickdown Cable Carb Bracket....91
200R4/700R-4 Kickdown Throttle Arm....91
2x4 Tunnel Ram Carburetor Linkage Kits....186
30 amp Fuel Pump Replay Kit....175
4 BBL TBI Assembly....149
4 BBL TBI Flange/Gasket....147
4 BBL TBI Renew Kit....148
40 amp Relay....143
40 amp Relay....148
75th Anniversary Deuce T-shirt....203
80mm Throttle Body....192
90mm Throttle Body....192
97 GPH Red Electric Fuel Pump....162

A

Accelerator Pump....87
Accelerator Pump Cam....87
Accelerator Pump Cam Assortment Kit....87
Accelerator Pump Conversion Kit....87
Accelerator Pump Discharge Nozzles....88
Accelerator Pump Hardware....87-88
Accelerator Pump Spring....87
Accelerator Pump Tuning Kit....88
Accelerator Pump Tuning Kit....108
Accessory Gauges....133
Adapters....89
Add-on Modules....141
Adjustable Fuel Pressure Regulator....174
Adjustable Needle & Seat Hardware Kit....113
Aero Chamber Cat-backs....199
Aero Chamber Mufflers....199
Air Bleed Assortment Kit....110
Air Bleeds....110
Air Bleeds....110
Air Cleaner Adapter....146
Air Cleaner Elements....189
Air Cleaner Gasket....143
Air Cleaner Gasket....100
Air Cleaner Spacers....189
Air Distribution Ring....146
Air Foil Kit....153
Air Horn Gasket....146
Air Scoop Elements....189
Air Scoops....188
Alcohol Jet Kit....111
Alcohol Jets....109
Aluminum V-bowls with clear Sight Glass....97
Auxiliary Injector Driver Kit....142
Avenger EFI....122, 123
Avenger EFI 2 bbl TBI Systems....124
Avenger EFI 4 bbl Multi Point Systems....125
Avenger EFI 4 bbl TBI Systems....124
Avenger EFI Stealth Ram Systems....125
Avenger TBI Systems....124

B

Banners....209-211
Base Gasket....100
Base Gasket & Studs....100
Base Plate....100
Base Plate & Gasket Sealing Kit....144
Base Throttle Body Gasket....144
Big Block Intake Manifolds....184, 185
Billet Aluminum 941 CFM Throttle Body....156
Billet Regulator Bracket....173
Billet Throttle Cable Bracket....92
Boost Control Components....141
Booster Pins....117
Brackets & Linkages....90-91

C

Carburetor Air Horn Gaskets 189
Carburetor Fuel Inlet Brass Filter 93
Carburetor Hardware Parts Kit 108
Carburetor Main Body Retro-fit Kits 93
Carburetor Small Gasket & Plug Kit 108
Carburetor Small Parts Kits 108
Carburetors Bypass Style Fuel Pressure Regulator 173
Center Hung Floats 95
Choke Control Cable (manual) 92
Choke Control Cable Clamp Kit 117
Choke Control Cable Mounting Hardware (manual) 92
Choke Conversion Kit (manual) 92
Choke Conversion Kits (Electric & Hot Air) 92
Choke Thermostat Cap Retainer Kits 92
Chokes & Fuel Filters 92-93
Chokes Service Parts 92
Chrysler Big Block Intake Manifolds 185
Clocks 208
Closed Loop Kit 146
Closed Loop Wiring Harness 149
Commander 950 cable 143
Commander 950 ECU 143
Commander 950 ECU Accessory Wiring Harness 144
Commander 950 ECU Primary Wiring Harness 144
Commander 950 Fuel Injectors 147
Commander 950 Injector Wiring Harness 147
Commander 950 Replacement Injector Pod 147
Commander 950 Service Parts 142
Commander 950 Software 143
Commander 950 Wide Band O2 Upgrade 142
Commander 950 Wide Band O2 Upgrade Hardware 142
Competition Carburetors 50-51
Computer DB-9 Wiring Harness 149
Connector Kits 141
Coolant Temperature Sensor 148

D

Dashpot Bracket 91
Dashpots 92
Dentent Cable Bracket 92
Decal Sheet 208
Diaphragm Housing Cover 117
Diaphragms 88
Direct Replacement Throttle Bodies 152
DIS Ignition Systems 133
Dominator ECU 132
Dominator EFI 130, 131
Dominator EFI 192
Dominator EFI Auxiliary Harness 132
Dominator® HP Carburetors 56-57
Dominator™ Billet Electric Fuel Pumps 166
Dominator™ Billet Fuel Pressure Regulators 173
Double Pumper Carburetors 24-25
Dual Tank Fuel Pump Kit 146

E

Earl's Retro T-shirt 206
Earls Banner 210
Electric Fuel Pump Service Kits 177, 178
EFI Fuel Pressure Regulators 175
Electric Fuel Pressure Gauge 107
Electric Fuel Pump 143
Electric Fuel Pump 148
Electric Fuel Pumps 162
Electric Fuel Pumps 167
Electric In-Tank Fuel Pumps 168
Electro-Dyn Heat Sensor 93
Emulsion Bleed Kit 111
Emulsion Jets 109

F

Fast Idle Cam 93
Fast Idle Cam Plate 93
Fast Idle Solenoid 149
Fitting Gaskets 94
Fittings 144
Fittings 94
Flame Arrestor 147
Flame Arrestors 188
Flange Gasket 147
Float Hanger Hardware Kits 95
Floats 95
Flowtech Exhaust Banner 211

Flowtech Full Length Headers....200
Ford Small Block Intake Manifolds....185
Fuel Bowl Conversion Kit....96
Fuel Bowl Gasket....101
Fuel Bowl Screw Gasket....101
Fuel Bowl Screw Gasket Kits....97
Fuel Bowl Screws....96
Fuel Bowl Sight Plug & Gasket Kits....97
Fuel Bowl Vent Baffle/Whistle....97
Fuel Bowl Vent Screen....97
Fuel Bowl Vent Tubes....97
Fuel Bowls....96
Fuel Bowls, Kits & Parts....96-97
Fuel Filter, metal....146
Fuel Filters....93
Fuel Injection....119-150
Fuel Injector....147
Fuel Injector Connectors & Terminals....143
Fuel Injector O-ring & Retainers....143
Fuel Injector Replacement Caps....148
Fuel Injectors....141
Fuel Inlet Fitting....94
Fuel Inlet Plug....94
Fuel Line crossover....143
Fuel Line Fittings....94
Fuel Line Selection Chart....98-99
Fuel Lines....143
Fuel Management Controller....174
Fuel Pressure Gauge Fittings....94
Fuel Pressure Regulator Diaphragm....146
Fuel Pressure Regulators....171-173
Fuel Pump Block-Off Plate....148
Fuel Pump Filter, plastic....146
Fuel Rails....143
Fuel Rails....150
Fuel Rails crossover....143
Fuel Transfer Tube Seals....97
Fuel Transfer Tubes....97

G

Gaskets....100-102
Gauges....107
GM LS Retro-Fit Engine Oil Pan....193

H

Hand Adjustable Throttle Stop Screw....90
Heat Shield....101
Heli-Coil Inserts....115
HI TEK Air Cleaner....188
Hi-Flow EFI Fuel Rail Extrusions....150
Holley Air Cleaners....188
Holley Brand Caps....207
Holley Brand Decal Sheet....208
Holley Brand Metal Signs....207
Holley Brand Neon Wall Clocks....208
Holley Camaro Rebirth T-shirt....202
Holley Carb Store....208
Holley Carburetor Banner....209
Holley Carburetor Installation & Tuning DVD....212
Holley Carburetor Numerical Listing....212
Holley Carburetors Manual....212
Holley Carburetors, Manifolds & Fuel Injection....212
Holley Challenger Rebirth T-shirt....202
Holley Custom Valve Covers....189
Holley Dominator™ Billet Fuel Filters....176
Holley Dominator™ Billet Fuel Filters....93
Holley EFI Banner....211
Holley Family Banner....209
Holley Fast Kits....103, 104
Holley Fuel System Selection Chart....160, 161
Holley Fuel Systems Banner....209
Holley High-Flow EFI Throttle Bodies....154
Holley HP™ Billet Fuel Filters....176
Holley HP™ Billet Fuel Filters....93
Holley LS Fest....8
Holley LS Throttle Bodies....155
Holley Model 4150 & 4160 Carburetor Handbook....212
Holley Mustang Rebirth T-shirt....202
Holley Project Cars....5-7
Holley Renew Kits....103, 105
Holley Retro Decal Sheet....208
Holley Retro T-shirt....203
Holley Since 1903 Hooded Sweatshirt....206
Holley Since 1903 T-shirt....206
Holley Trick Kits....103, 104
Hood Scoop Plug....189
Hooker Headers Banner....210
Hooker Retro T-shirts....205

Hooker T-shirts 205
Hooker willys Pin-up Retro Shirts 205
How to Choose a Carburetor 10-13
HP Carburetors - Model 4150 52-53
HP EFI 126, 127
HP EFI 4 bbl Multi Point Systems 128
HP EFI ECU & Harness Kits 129
HP EFI Stealth Ram Systems 129
HP EFI TBI Systems 128
HP EFI Universal Retrofit Kits 129
HP™ Billet Fuel Pressure Regulators 171, 172
HP™ In-Line Billet Fuel Pumps 165

I

IAC Block-off Plate 144
IAC Motor 147
IAC Motor Gasket 147
Idle Mixture Screw 112
Idle Mixture Screw Gasket 112
Ignition Harness 132
Illustrated Parts & Specs Manual 212
In-Line Filters 93
Injection Pod Upgrade Kit 148
Injector Harness 132
Injector O-Ring Kit 147
Injector Retaining Plate 147
Installation Tool Kit with Inserts & Tap 115
Intake Manifold Gaskets 186
Intake Manifold Spacer Kits 186
Intake Manifolds 144
Intake Manifolds 180-185
Intake Manifolds Choke Kits 186
Intake Manifolds Service Parts 186
Inverted Flare Fittings 94

J

Jet Assortment Kit 111

K

Kits & Assortments 108, 111

L

LS Cast Iron Exhaust Manifolds 198
LS Cast Stainless Steel Headers 198
LS Coil Covers 190193
LS Dual Plane Mid-Rise Intake Manifolds 183, 195
LS Engine Swap Full Length Headers 197
LS Engine Swap Mount Plate 196
LS Hi-Flow Holley EFI Fuel Rails 150
LS Late Model Full Length Headers 197
LS Modular "Hi-Ram" Style Intake Manifolds . . . . . .182, 183, ...194, 195
LS Nitrous Systems 200
LS Valve Cover Oil Fill Cap 190193
LS Valve Covers 190193
LS1 Intake Manifolds 196

M

M/T Valve Covers 190
Main Harness 132
Main Jet Extensions 112
Main Jet Removal Tool 115
Main Jet Trap 109
Main Jet Trap 115
Manifold Height 186
Map Sensor 143
Map Sensor 148
MAP Sensor Bracket 144
Marine Carb Renew Kits 106
Marine Carburetors 81-85
Marine Fuel Bowls 96
Marine Mechanical Fuel Pumps 169, 170
Marine Pro-Jection 2 BBL TBI Fuel Injection 145
Mechanical Fuel Pressure Gauges 107
Mechanical Fuel Pumps 158
Merchandising 201
Metal Signs 207
Metering Block Gasket 101, 102
Metering Block Plugs 112
Metering Block Service Parts 112
Metering Blocks 112
Metering Blocks 112
Metering Jets 109

Metering Plates. 112
Metering Plates. 112
Model 4160 Carburetor Exploded View 86

N

Navy Blue Holley Double Pumper T-Shirt 203
Needle & Seat Assemblies 113
Needle & Seat Assemblies 113
NOS Banner 210
NOS Bottle Rocket T-shirt. 206
NOS Nitrous Systems 200
Notched Float Hardware Kits 95

O

Oil Pan 193
Oval Air Cleaners 188
Oxygen Sensor 143
Oxygen Sensor 148

P

Performance Parts Planogram 209
Plenum Divider Kits. 89
Power Pack Kits 132
Power Valve Check Ball Kit. 115
Power Valve Plug and Gasket. 115
Power Valves 114-115
Power Valves 114, 115
Powershot™ Filters 189
Pro Series Secondary Linkage 90
Pro-Jection 2 BBL TBI Fuel Injection 145
Pro-Jection ECU 146
Pump Arm. 87
Pump Cover 87
Pump Cup/Stem 87

Q

Quick Change Fuel Bowl Plug Gasket. 100
Quick Change Jet Kits. 97

R

Race Carburetors By CFM. 60-81
Race Carburetors By Type. 48-59
Replacement Electric Choke Caps. 93
Replacement Fuel Bowl Kits 96
Rich/Lean Indicator Air Charge Sensor 148
Rich/Lean Indicator with Oxygen Sensor. 115
Round Air Cleaners. 188

S

Sealing Plate. 89
Secondary Adjusting Lever Kit 90
Secondary Connecting Rods 90
Secondary Diaphragm Housing & Cover. 117
Secondary Linkage 90
Sensors 141
Sensors 143
Service & Tuning Manuals 212
Shirts. 203
Side Hung Floats. 95
Small Block Intake Manifolds 180, 181
Solenoids 92
Spacers 89
Spacers Adapters 89
Spark Fitting 90
Standard Fittings. 94
Standard Main Jets. 109
Steel Inlet Needle 113
Street Avenger Carburetors 18-19
Street HP Carburetors. 28-29
Street Performance Carburetors By CFM 30-45
Street Performance Carburetors By Type 14-29
Super Competition Block Huggers 199
Supercharger Carburetors. 46-47

T

T-Shirts 203
TBI Adapter. 146
TBI Post Fuel Filter 144
TH-350 Transmission Kickdown Cable Manifold Bracket 91

TH-700R4 Transmission Bracket 144
Throttle Body Service Parts 146
Throttle Bodies 149
Throttle Bodies 155
Throttle Body Assemblies 144
Throttle Body Gasket 101
Throttle Body Service Parts 155
Throttle Cable Bracket 91
Throttle Cable Clip 90
Throttle Extension Lever 148
Throttle Lever & Cruise Control Studs 90
Throttle Lever Extension 91
Throttle Lever Stud Bushing 90
Throttle Linkage Kits 90
Throttle Plate Kits 90
Throttle Position Sensor 143
Throttle Position Sensor 148
Throttle Position Sensor 149
Throttle Return Springs 91
Throttle Shaft Conversion Kits 90
Throttle Shaft Service Kits 90
Throttle Solenoid Bracket 91
Throttle Stop Bracket 91
Titanium Inlet Needle 113
Touchscreen 133
TPS Kit 4150/4160 91
Traditional Carburetors 16-17
Transfer Tube O-Rings 101
Transmission Cable Bracket 146
Transmission Kickdown Lever Extensions 91
Transmission kickdown Spring & Bracket 91
Transmission Kickdown Throttle Linkage 91
Truck Avenger Carburetors 22-23
Tuning/Calibration Kit 108

U

Ultra Dominator® HP Carburetors 58-59
Ultra Double Pumper Carburetors 26-27
Ultra HP Carburetors - Model 4150 54-55
Ultra HP Mechanical Fuel Pump Service Parts 178
Ultra Street Avenger Carburetors 20-21
Umbrella Check Valve 88
Universal 4 BBL Billet Throttle Bodies 153
Universal Carb Install Kit 108
Universal Carburetor Install Kit 89
Universal Dashpot 92
Universal EFI Fuel Rails 150
Universal Solenoid & Dashpot Bracket Locknut 92
Universal Throttle Solenoid 92

V

Vacuum Boost Gauge 107
Vacuum Cap Assortment 108
Vacuum Gauge 107
Vacuum Passage Gasket 101
Vacuum Secondaries 116-117
Vacuum Secondary Diaphragm Kits 117
Vacuum Secondary Diaphragms 116
Valve Covers 189
Venturii Booster Kits for Dominators® 117
Viton® Inlet Needles 113
VoluMAX Fuel Filters 177
VoluMAX Regulator Service Parts 178

W

Wall Clocks 208
Water/Methanol Injections Components 141
Wedge Plates 89
Wedged Floats 95
Weiand Banner 211
Weiand Belly Tanker T-shirts 204
Weiand Dragstar T-shirt 204
Weiand Retro Hemi T-shirts 204
Weiand Retro T-shirt 205
Weiand Tiger T-Shirts 204
White Holley Flathead Retro T-shirt 203
Wiring Harness 149
Wiring Harness Adapter 149
WOT Microswitch Bracket 91

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