

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

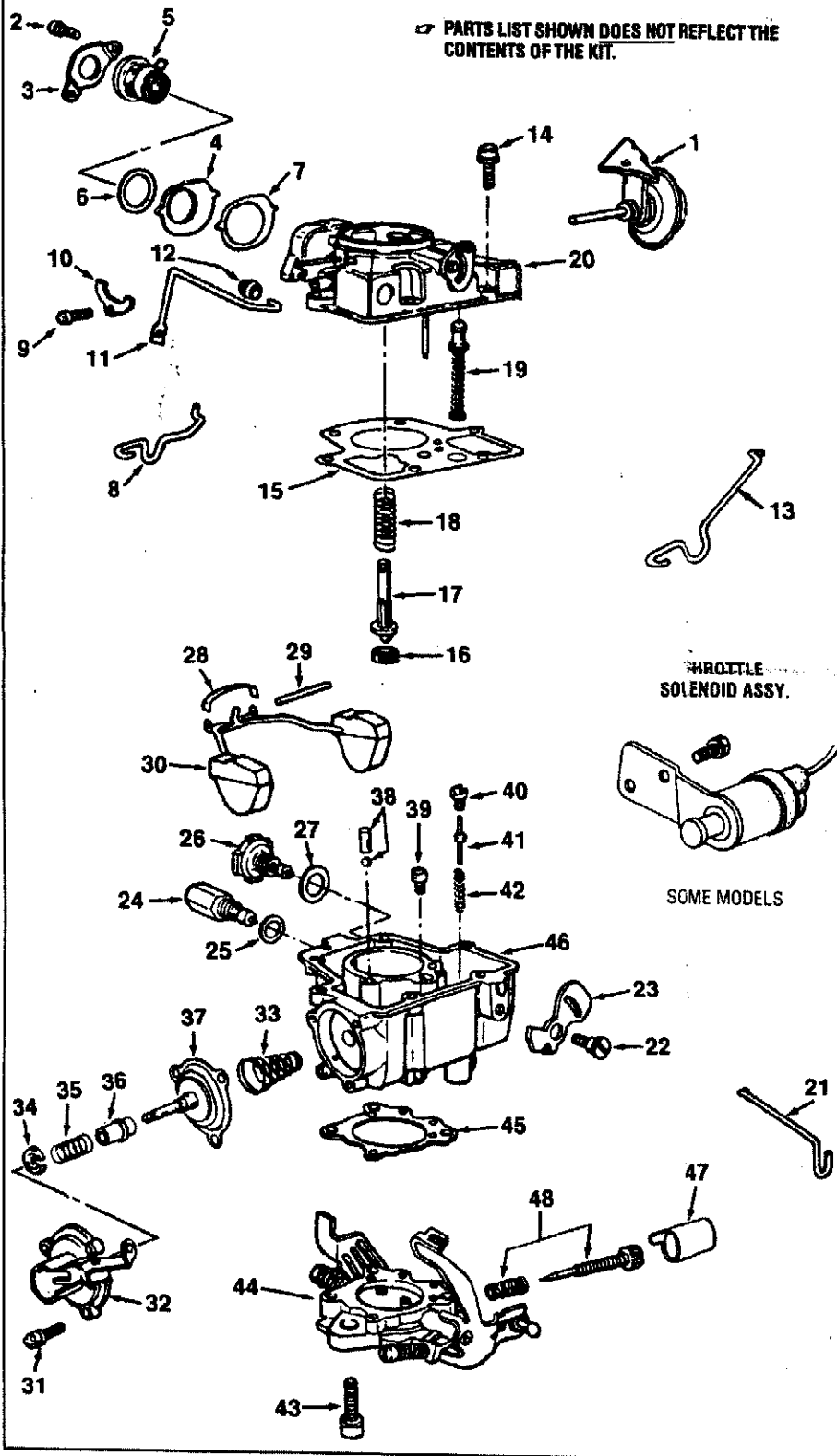
TO REPAIR

GF3819-1

HOLLEY CARBURETOR

1 BARREL ---MODEL 1940

PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.



1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown DOES NOT reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

### REMOVAL & INSTALLATION NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. Main well tube is not removable. Do not bend or damage tube.
3. file staking around power piston (19) for easy removal.
4. To remove cap idle limiter, (47), insert a sheet metal screw in the center and turn clockwise.
5. On models equipped with a vent valve, bearing washer and felt seal are removable but not the rod.
6. Install in reverse order of removal.
7. when installing power piston, (19), lightly stake casting around washer.
8. When installing mixture adjusting needle, (48), turn in until lightly seated, then back out 1 1/2 turns.
9. Pump operating link should be installed in center slot of throttle lever.
10. Tighten air horn screws, (14), and throttle body screws, (43), evenly and torque to 30 in.-lbs.

### CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

**Caution:** When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

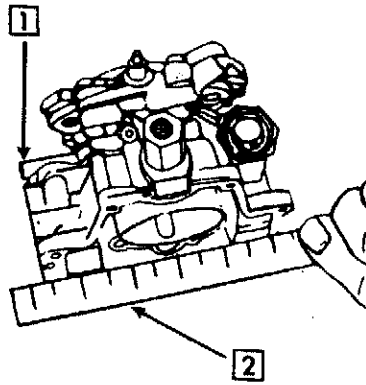
### PARTS LIST

- |                                       |  |
|---------------------------------------|--|
| 1. Dashpot assembly                   | 25. Washer, needle & seat              |
| 2. Screw, choke cover retainer (2)    | 26. Spark valve assembly               |
| 3. Retainer, choke cover              | 27. Washer, spark valve                |
| 4. Plate, choke cover                 | 28. Retainer, float pin                |
| 5. Thermostatic coil & cover assembly | 29. Pin, float hinge                   |
| 6. Gasket, choke cover                | 30. Dual float assy.                   |
| 7. Gasket, choke cover plate          | 31. Screw, diaphragm cover (3)         |
| 8. Link, pump operating               | 32. Cover, diaphragm                   |
| 9. Screw, pump rod clamp              | 33. Spring, diaphragm return           |
| 10. Clamp, pump rod                   | 34. Retainer, regulator spring         |
| 11. Rod, pump                         | 35. Spring, choke regulator            |
| 12. Seal, pump rod                    | 36. Sleeve, choke regulator            |
| 13. Link, choke diaphragm             | 37. Diaphragm assembly                 |
| 14. Screw, air horn (6)               | 38. Weight & ball, pump discharge      |
| 15. Gasket, air horn                  | 39. Main jet                           |
| 16. Cup, pump piston                  | 40. Jet, power valve                   |
| 17. Plunger, pump piston              | 41. Stem, power valve                  |
| 18. Spring, plunger return            | 42. Spring, stem return                |
| 19. Vacuum power piston assembly      | 43. Screw, throttle body (3)           |
| 20. Air horn assembly                 | 44. Throttle body assy.                |
| 21. Link, fast idle                   | 45. Gasket, throttle body              |
| 22. Screw, fast idle cam              | 46. Main body assembly                 |
| 23. Cam, fast idle                    | 47. Cap, idle limiter                  |
| 24. Needle & seat assembly            | 48. Needle & spring, mixture adjusting |

## ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL ADJUSTMENT**

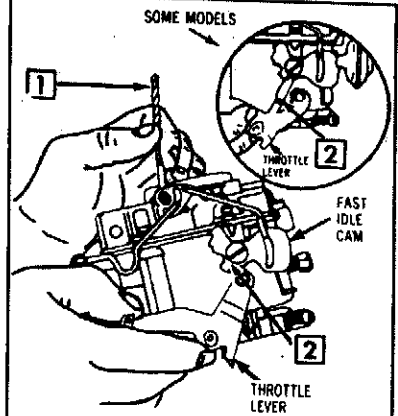
1. INVERT MAIN BODY. BE SURE TO PLACE CUPPED HAND OVER MAIN BODY TO CATCH PUMP BALL & WEIGHT IF NOT PREVIOUSLY REMOVED.
2. USING FINGERS TO HOLD FLOAT RETAINER, PLACE A SCALE OR STRAIGHT EDGE ACROSS MACHINED SURFACE OF MAIN BODY. THE TOES OF FLOAT SURFACE (FARTHEST FROM FLOAT HINGE) SHOULD JUST TOUCH SCALE (FLUSH) OR INDICATE CLEARANCE AS SPECIFIED IN SPECIFICATION CHART.



**FIG. D  
CHOKE UNLOADER ADJUSTMENT**

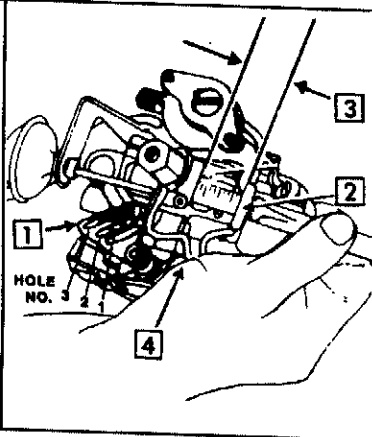
NOTE: MAINTAIN THROTTLE VALVE IN WIDE OPEN POSITION.

1. PLACE SPECIFIED DRILL OR GAUGE (SEE SPEC. CHART) BETWEEN TOP EDGE OF CHOKE PLATE AND INNER WALL OF AIR HORN.
2. IF ADJUSTMENT IS REQUIRED, BEND TANG ON THROTTLE LEVER.



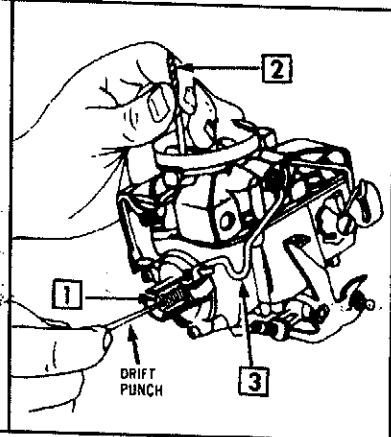
**FIG. B  
PUMP ADJUSTMENT**

1. PLACE THROTTLE LEVER ASSY. IN CURB IDLE POSITION & PUMP ROD IN CORRECT HOLE.
2. INSERT SCALE AGAINST VACUUM PASSAGE CASTING TO CENTER OF HOLE IN PUMP ROD AS SHOWN.
3. MEASURE DISTANCE AS SPECIFIED.
4. IF ADJUSTMENT IS REQUIRED, BEND CONNECTING LINK.



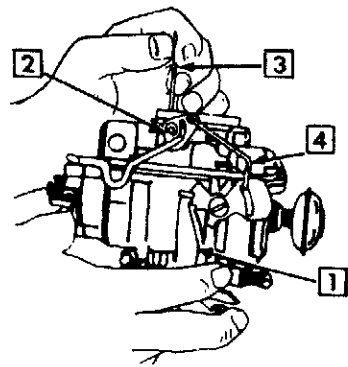
**FIG. E  
VACUUM BREAK  
(CHOKE PULL-OFF)**

1. BY USING A SMALL DRIFT PUNCH DEPRESS (INTERNAL TYPE) CHOKE DIAPHRAGM ROD ASSY.
2. INSERT DRILL OR GAUGE AS SHOWN & MEASURE SPECIFIED CLEARANCE BETWEEN CHOKE VALVE & WALL OF AIR HORN. APPLY LIGHT CLOSING PRESSURE ON CHOKE VALVE.
3. TO ADJUST, BEND CONNECTOR ROD AT LOOP AS NEEDED.



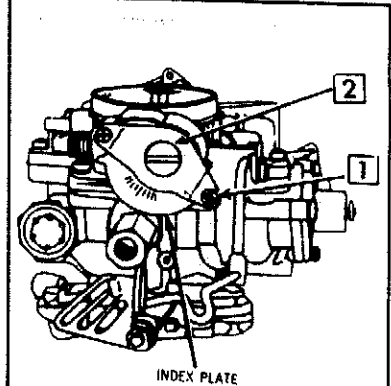
**FIG. C  
FAST IDLE CAM  
ADJUSTMENT**

1. POSITION THROTTLE SHAFT LEVER ON 2nd HIGHEST STEP OF FAST IDLE CAM.
2. REMOVE PLAY IN LINKAGE BY APPLYING LIGHT CLOSING PRESSURE ON CHOKE VALVE LEVER.
3. MEASURE SPECIFIED CLEARANCE USING A GAUGE OR DRILL BETWEEN WALL OF AIR HORN AND TOP OF CHOKE VALVE.
4. TO ADJUST, BEND CONNECTING LINK UNTIL SPECIFIED CLEARANCE IS OBTAINED.



**FIG. F  
CHOKE  
ADJUSTMENT**

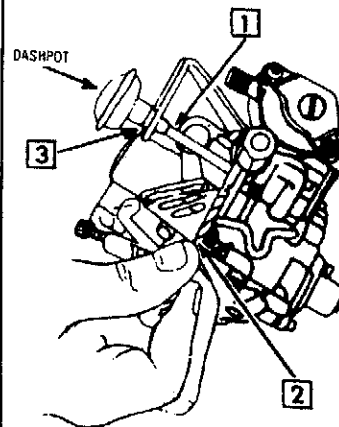
1. LOOSEN RETAINER SCREWS SUFFICIENTLY TO FREE THERMOSTAT ASSEMBLY.
2. ROTATE AND ALIGN INDEX MARK ON THERMOSTAT ASSEMBLY WITH APPROPRIATE MARK (SEE SPEC. CHART) ON INDEX PLATE. TIGHTEN RETAINER SCREWS.



**FIG. G  
DASHPOT  
ADJUSTMENT**

NOTE: IDLE SPEED & MIXTURE SETTING MUST BE MADE BEFORE ADJUSTING DASHPOT. ALSO ENGINE SHOULD BE AT OPERATING TEMPERATURE & REDUCED TO IDLE SPEED.

1. DEPRESS DASHPOT PLUNGER UNTIL IT BOTTOMS.
2. INSERT DRILL OR GAUGE AS SHOWN & MEASURE SPECIFIED CLEARANCE BETWEEN END OF PLUNGER AND PUMP LEVER TANG.
3. IF ADJUSTMENT IS REQUIRED, LOOSEN JAM NUT & TURN DASHPOT IN OR OUT AS REQUIRED THEN RE-TIGHTEN JAM NUT.



## SPECIFICATIONS BY APPLICATION

Year	Application	Float Setting Dry	Fuel Level	Pump Adjustment		Fast Idle Cam	Unloader	Choke Pull Off	Auto. Choke	Dashpot
				Hole #	Dim.					
<b>AMC — SPECIFICATION I.D.-A</b>										
1973-70	199, 232, 258 Eng.	*	11/16 <sup>1</sup>	2	27/32	2	6	3, 4	1NR	—
<b>FORD, MERCURY —</b>										
1974-62	144, 170, 200, 223, 250, 262 Eng. Carb. No. R7107,-1; 6130-1,-2	*	11/16 <sup>1</sup>	2	27/32	2	6	3, 4	1NL	—
	Carb. No. R4454; 4509; 4692,-1; 6130; 6410; 7106	*	11/16 <sup>1</sup>	2	27/32	2	6	3	1NR <sup>7</sup>	—
	Carb. No. R4693, 4694,-1,-2; 6220	*	11/16 <sup>1</sup>	2	27/32	2	.125—,145	.100—,120	1NR <sup>7</sup>	—
	Carb. No. R4692-2	*	11/16 <sup>1</sup>	2	27/32	2	—	3	1NR	—
	Carb. No. R4529, 30, 31	*	11/16 <sup>1</sup>	2	27/32	2	6	.110—,130	Index	.070—,130
	Carb. No. R4522, 23	*	11/16 <sup>1</sup>	2	27/32	2	.180—,220	3	Index	.070—,130
	Carb. No. R4520	*	11/16 <sup>1</sup>	2	27/32	2	.180—,220	3	Index	—
Carb. No. R4518, 33, 36; 4695,-1, 97; 4701	*	11/16 <sup>1</sup>	2	27/32	2	6	3	—	—	
<b>FORD TRUCKS —</b>										
1975-61	144, 170, 200, 223, 240, 262 Eng. Carb. Nos. R4468,-1; 4518, 19, 24, 25, 26, 27, 28, 32, 33, 35, 36, 37; 4695, 96; 7610	*	11/16 <sup>1</sup>	2	27/32	2	6	3	—	—
	Carb. Nos. 4509,-1; 6130	*	11/16 <sup>1</sup>	2	27/32	2	6	3	1NR <sup>7</sup>	—
	Carb. Nos. 6130-1,-2,-3; 7105; 7860	*	11/16 <sup>1</sup>	2	27/32	2	6	3	1NL <sup>9</sup>	—
	Carb. No. 6220	*	11/16 <sup>1</sup>	2	27/32	2	.125—,145	.100—,120	1NR	—
<b>TOWMOTOR —</b>										
1973-69	F-162 Continental Eng.	*	3/4 <sup>1</sup>	—	—	—	—	—	—	—
<b>IHC — SPECIFICATION I.D.-B</b>										
1978-75	196 Eng.	*	11/16 <sup>5</sup>	2	25/32	.115—,145	.265	.115	1NR	5/64
1974	258 Eng.	*	11/16 <sup>5</sup>	2	25/32	.115—,145	.235—,295	.125—,155	1NR	5/64

**FOOTNOTES:**

- \* Flush with straight edge. See Fig. A.
- <sup>1</sup> Measure fuel level through the economizer hole from outer surface of main body.
- <sup>2</sup> For small bore 1-7/16 dimension is 1/16;  
for large bore 1-11/16 dimension is 5/64.
- <sup>3</sup> For small bore 1-7/16 dimension is 1/8;  
for large bore 1-11/16 dimension is 5/32.
- <sup>4</sup> Carb. No. 7677 set 1/16.
- <sup>5</sup> Measure from outside top surface of main body.
- <sup>6</sup> For small bore 1-7/16 dimension is 5/32;  
for large bore 1-11/16 dimension is 3/16.
- <sup>7</sup> Carb. No. R6130, 4694-2, 4509-1 set Index.
- <sup>8</sup> Carb. No. R6130-2 set 7/64.
- <sup>9</sup> Carb. No. R7860 set 1NR.

**ABBREVIATIONS:**

- Dim. = Dimension
- N.L. = Notch Lean
- N.R. = Notch Rich