

**Flonase<sup>®</sup>**

# 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
<b>Carburetors 8-117</b>	
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 XP Carburetors – Model 4150™ . . . . .	54-55
Dominator® Carburetors . . . . .	56-57
Ultra Dominator® 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 . . . . .	103-106
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
<b>Fuel Injection 119-150</b>	
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 <sub>2</sub> 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





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 Chevilles, 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® retrofit 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 Weiland 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!

# 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!**



**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! Its factory appearance keeps 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](http://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](http://holley.com)!



Go to [www.holley.com/ProjectCars](http://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](http://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](http://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](http://holley.com)!



Go to [www.holley.com/ProjectCars](http://www.holley.com/ProjectCars) to follow our project car builds online.





# Holley® LS Fest

A Celebration of Everything LS!



In conjunction with:



&



Go to [www.holleylsfest.com](http://www.holleylsfest.com) for more details



# CARBURETORS

## CARBURETORS 8 - 117

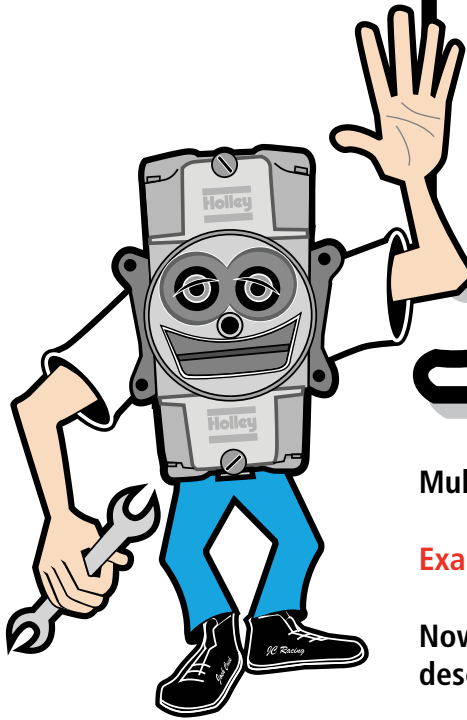
How to Choose a Carburetor . . . . .	10-13	Model 4160™ Carburetor Exploded View . . . . .	86
Street Performance Carburetors by Type . . . . .	14-29	Accelerator Pump Hardware . . . . .	87-88
Street Performance Carburetors by CFM . . . . .	30-45	Adapters & Spacers . . . . .	89
2bbl Street Carburetors . . . . .	14-15	Brackets & Linkage . . . . .	90-92
Traditional Carburetors . . . . .	16-17	Solenoids . . . . .	91-92
Street Avenger™ Carburetors . . . . .	18-21	Dashpots . . . . .	91-92
Truck Avenger™ Carburetors . . . . .	22-23	Chokes & Fuel Filters . . . . .	92
Double Pumper® Carburetors . . . . .	24-27	Fittings . . . . .	94
Street HP™ Carburetors . . . . .	28-29	Floats . . . . .	95
Supercharger Carburetors . . . . .	46-47	Fuel Bowls, Kits & Parts . . . . .	96-97
Race Carburetors by Type . . . . .	48-59	Fuel Line Selection Chart . . . . .	98-99
Race Carburetors by CFM . . . . .	60-81	Gaskets . . . . .	100-106
2-bbl Race Carburetors HP Series . . . . .	48-49	Gaskets - Service Kits . . . . .	81-84
Competition Carburetors . . . . .	50-51	Gauges . . . . .	107
HP Carburetors – Model 4150™ . . . . .	52-53	Kits & Assortments . . . . .	108
Ultra XP Carburetors – Model 4150™ . . . . .	54-55	Metering Jets . . . . .	109-111
Dominator® HP Carburetors . . . . .	56-57	Metering Jets - Air Bleeds . . . . .	110
Ultra Dominator® XP Carburetors . . . . .	58-59	Metering Plates, Blocks & Service Parts . . . . .	112
Marine Carburetors . . . . .	81-85	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.

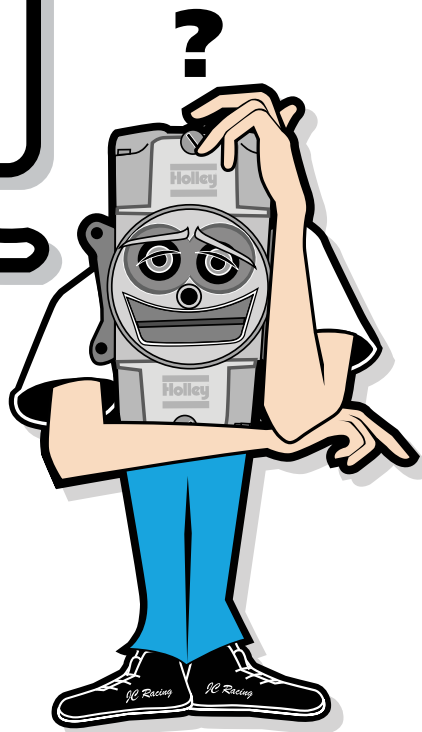
Next let's determine if you need mechanical or vacuum secondaries.

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.

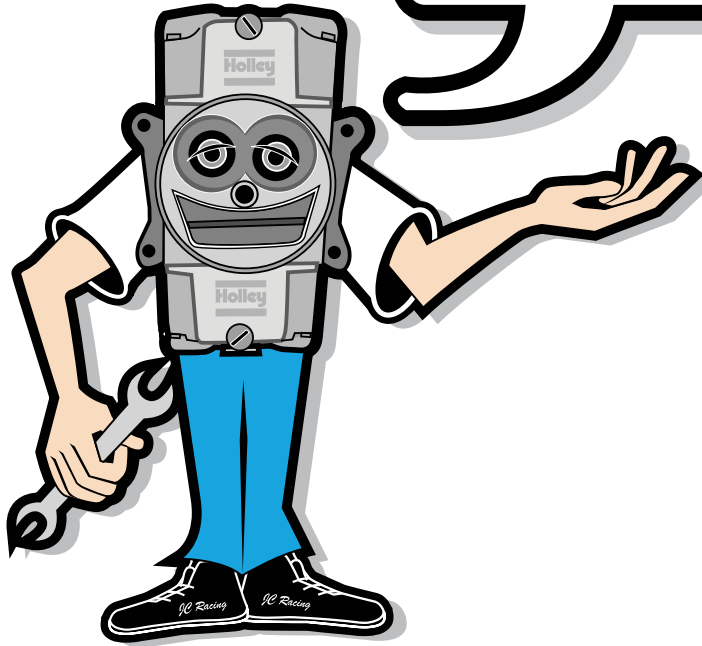
If the vehicle has an automatic transmission and meets the 3,100 lb weight requirement, you should have a true minimum stall of 4,000 RPM, a minimum 4:56 rear end ratio for 2 speed transmissions or a minimum of 3:73 rear end ratio for 3 or 4 speed automatics before you should use a mechanical secondary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





**STEP 3.**

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

**ELECTRIC CHOKE****MANUAL CHOKE****NO CHOKE**

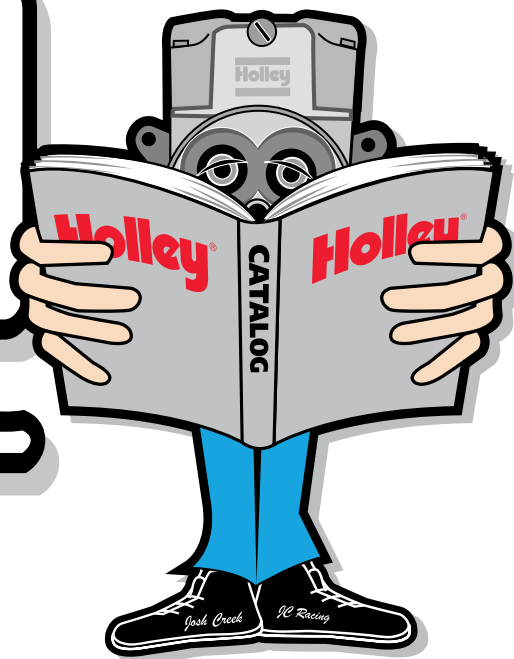
Electric chokes fully handle the warm up of your engine/carb without your assistance. They operate off a single 12 volt switched power wire from your vehicle.

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.

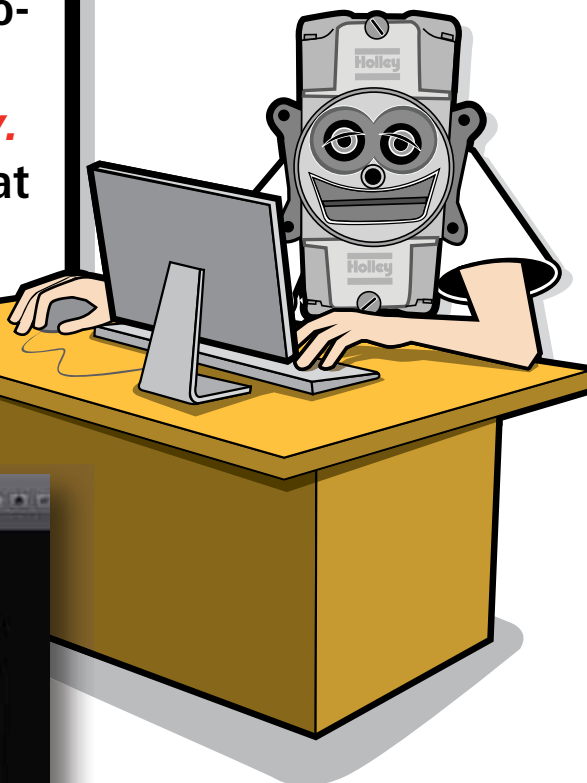
Carburetors without a choke are typically used in racing and require the operator to warm up the engine with the throttle pedal.

**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](http://holley.com)! It's easy! Just look for it at the top of our homepage!



HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

FUEL INJECTION

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

HEADQUARTERS

LS

MERCHANDISING

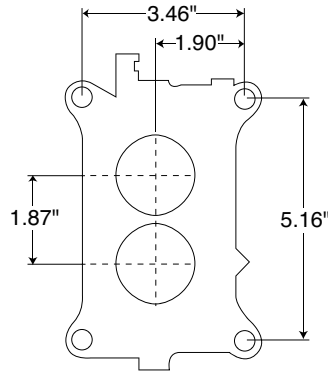
TECHNICAL INFORMATION

INDEX

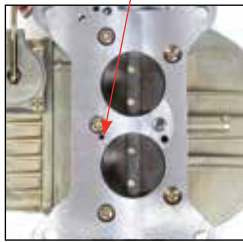
HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
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FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 2-bbl Street Carburetors - Model 2300™

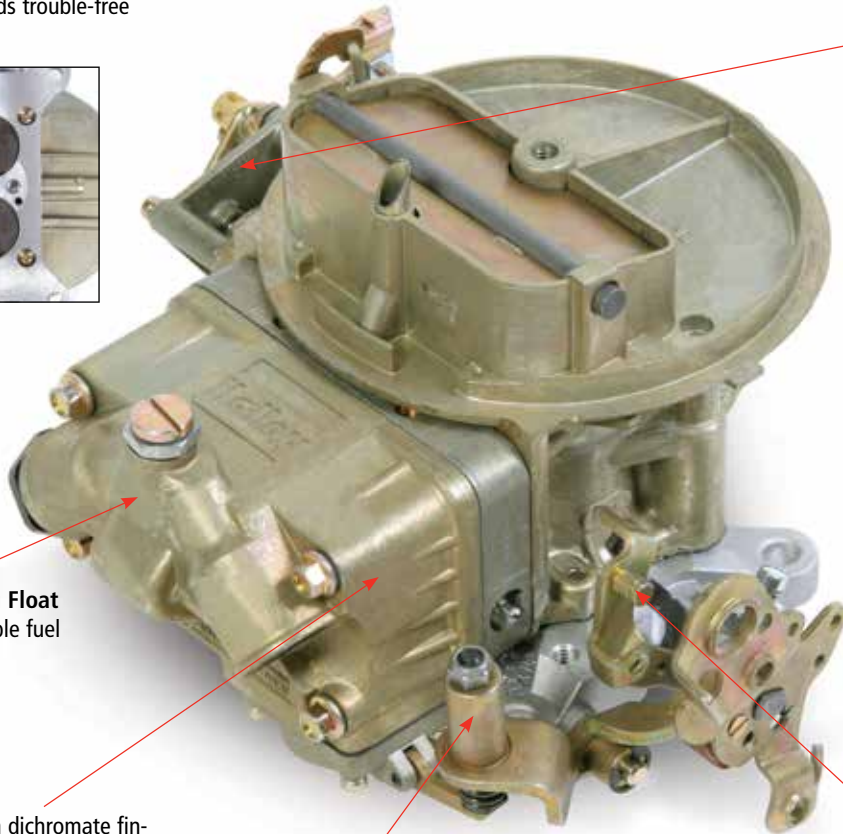
Stock performance replacement for 2-bbl street applications. Also mandated carbs for some oval track racing sanctioning bodies.



**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
<b>350 CFM Two Barrel</b>	<b>Part # 0-7448<sup>(B)</sup></b>	n/a
<b>500 CFM Two Barrel</b>	<b>Part # 0-4412C<sup>(B)</sup></b>	<b>Part # 0-4412S<sup>(B)</sup></b>

See HP Race Ready 2-bbls on page 60

### 2bbl Model 2300 Carburetors

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

<i>Cubic Inches</i>	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
			4000	4500	5000	5500

*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



HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

FUEL INJECTION

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

HEADQUARTERS

MERCHANDISING

TECHNICAL INFORMATION

INDEX



# Traditional Carburetors

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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

- 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



Available in Vibratory

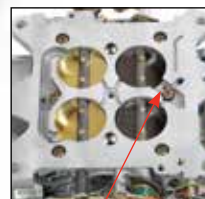
**Polished Finish**  
For show quality looks

OR

Available in **Dichromate Finish**  
For corrosion resistance



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



- **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)

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

See pages 30-43 for individual carb details

### 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

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
	4000	4500	5000	5500	6000	6500

Max Engine RPM

"When it came time for SO-CAL to finish the Spencer<sup>2</sup> 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

# Street Avenger™ Carburetors - Model 4150™ Vacuum Secondary

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



### 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

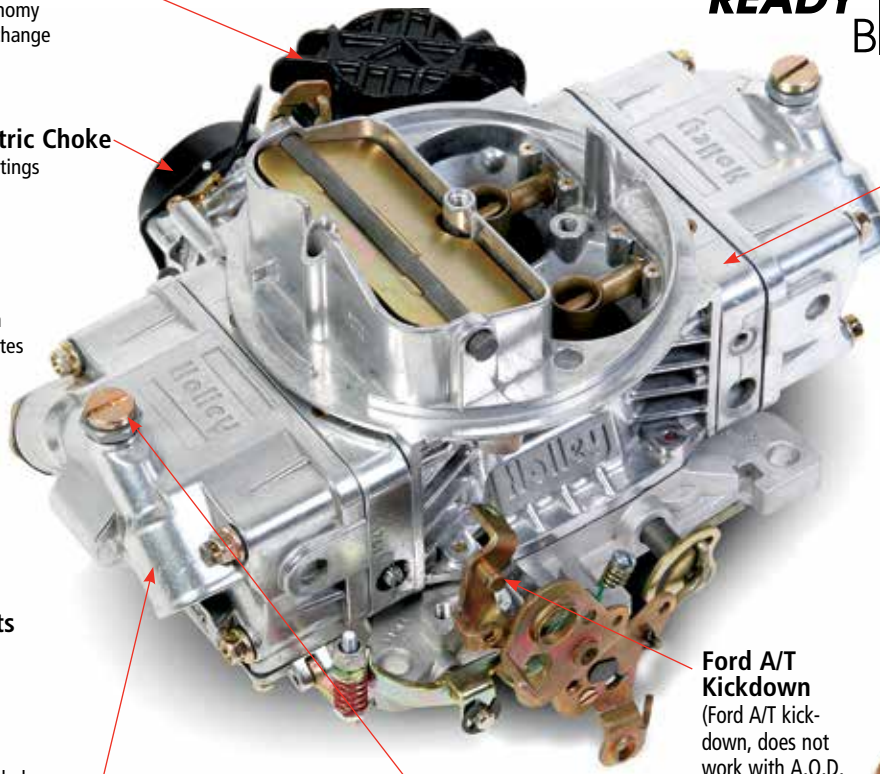
- Factory calibrated settings
- Range identified and restricted for easy on vehicle No Trouble adjustment
- Provides a cleaner, smoother warm up in all temperature climates
- External choke vent

### 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
- Tuneable 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)

### 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

### Clear sight windows for safe float level adjustment

(Aluminum models only)



### Built-in No Trouble® Fuel Inlet Filters

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

**NOW AVAILABLE IN ALUMINUM**  
FOR WEIGHT SAVINGS AND LONG LASTING SHINE!

#### ELECTRIC CHOKE

	Shiny Zinc	Shiny Aluminum
570 CFM Four Barrel	Part # 0-80570 <sup>(B)</sup> ⚡	Part # 0-83570 <sup>(B)</sup> ⚡
670 CFM Four Barrel	Part # 0-80670 <sup>(B)</sup> ⚡	Part # 0-83670 <sup>(B)</sup> ⚡
770 CFM Four Barrel	Part # 0-80770 <sup>(B)</sup> ⚡	Part # 0-83770 <sup>(B)</sup> ⚡
870 CFM Four Barrel	Part # 0-80870 <sup>(B)</sup> ⚡	n/a

#### MANUAL CHOKE

	Shiny Zinc	Shiny Aluminum
570 CFM Four Barrel	Part # 0-81570 <sup>(B)</sup> ⚡	Part # 0-85570 <sup>(B)</sup> ⚡
670 CFM Four Barrel	Part # 0-81670 <sup>(B)</sup> ⚡	Part # 0-85670 <sup>(B)</sup> ⚡
770 CFM Four Barrel	Part # 0-81770 <sup>(B)</sup> ⚡	Part # 0-85770 <sup>(B)</sup> ⚡
870 CFM Four Barrel	Part # 0-81870 <sup>(B)</sup> ⚡	n/a



See page 272 for details

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



### 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

<b>Cubic Inches</b>	<b>475</b>	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
	<b>450</b>	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
	<b>400</b>	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
	<b>375</b>	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
	<b>350</b>	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
	<b>325</b>	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
	<b>300</b>	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
		<b>5000</b>	<b>5500</b>	<b>6000</b>	<b>6500</b>	<b>7000</b>

**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



- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- L5 HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX

**NEW** Ultra Street Avenger™ Carburetors



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

**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 kickdown, 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**

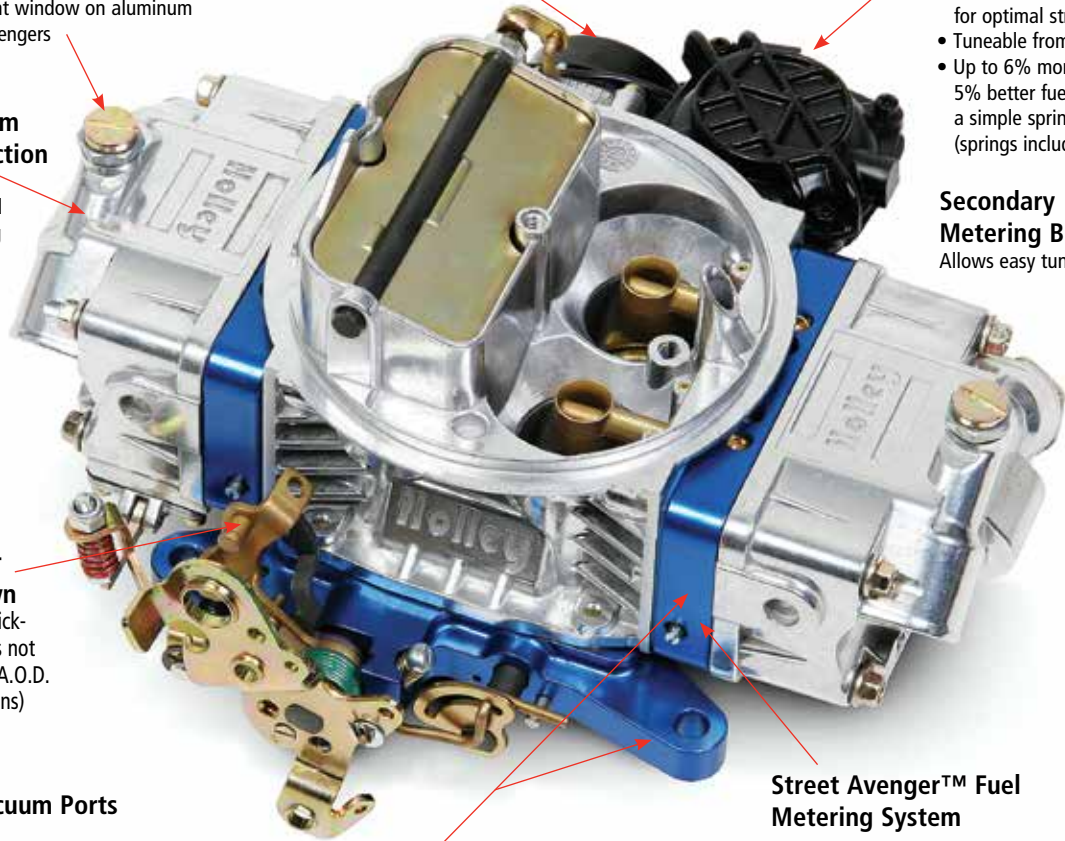
Metering blocks and baseplate for good looks and corrosion resistance

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
- Tuneable to provide the ultimate in performance
- 100% wet flowed by skilled craftsmen



Description	Red	Blue	Black	Hard Core Gray™
<b>670 CFM Four Barrel</b> . . . . .	Part # 0-86670RD <sup>(B)</sup> ⚡	Part # 0-86670BL <sup>(B)</sup> ⚡	Part # 0-86670BK <sup>(B)</sup> ⚡	Part # 0-86670HB <sup>(B)</sup> ⚡
<b>770 CFM Four Barrel</b> . . . . .	Part # 0-86770RD <sup>(B)</sup> ⚡	Part # 0-86770BL <sup>(B)</sup> ⚡	Part # 0-86770BK <sup>(B)</sup> ⚡	Part # 0-86770HB <sup>(B)</sup> ⚡

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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

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
	5000	5500	6000	6500	7000

Max Engine RPM



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



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.

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

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

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

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

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

**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)

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

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

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

See page 272 for details



Viton® is a registered trademark of DuPont Performance Elastomers

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

### 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 manoeuvres. Not intended for towing applications.

<i>Cubic Inches</i>	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
		4000	4500	5000	5500	6000

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!"

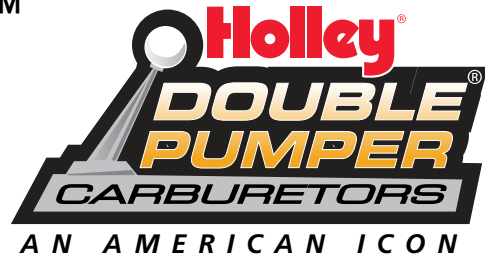
Jack Brinks  
Staff Writer  
Rockcrawler.com

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

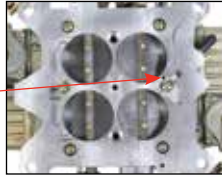


HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

# Double Pumper® Carburetors - Model 4150™ Mechanical Secondaries



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

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

**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

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

(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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## 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

<b>Cubic Inches</b>	<b>550</b>	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
	<b>525</b>	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
	<b>500</b>	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
	<b>475</b>	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
	<b>450</b>	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
	<b>400</b>	0-4776C 0-4776S	0-4776C 0-4776S	0-4777C 0-4777S	0-4778C 0-4778S	0-4779C 0-4779S	0-4780C 0-4780S
	<b>375</b>	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
	<b>350</b>	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
	<b>325</b>	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
	<b>300</b>	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
		5000	5500	6000	6500	7000	7500

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

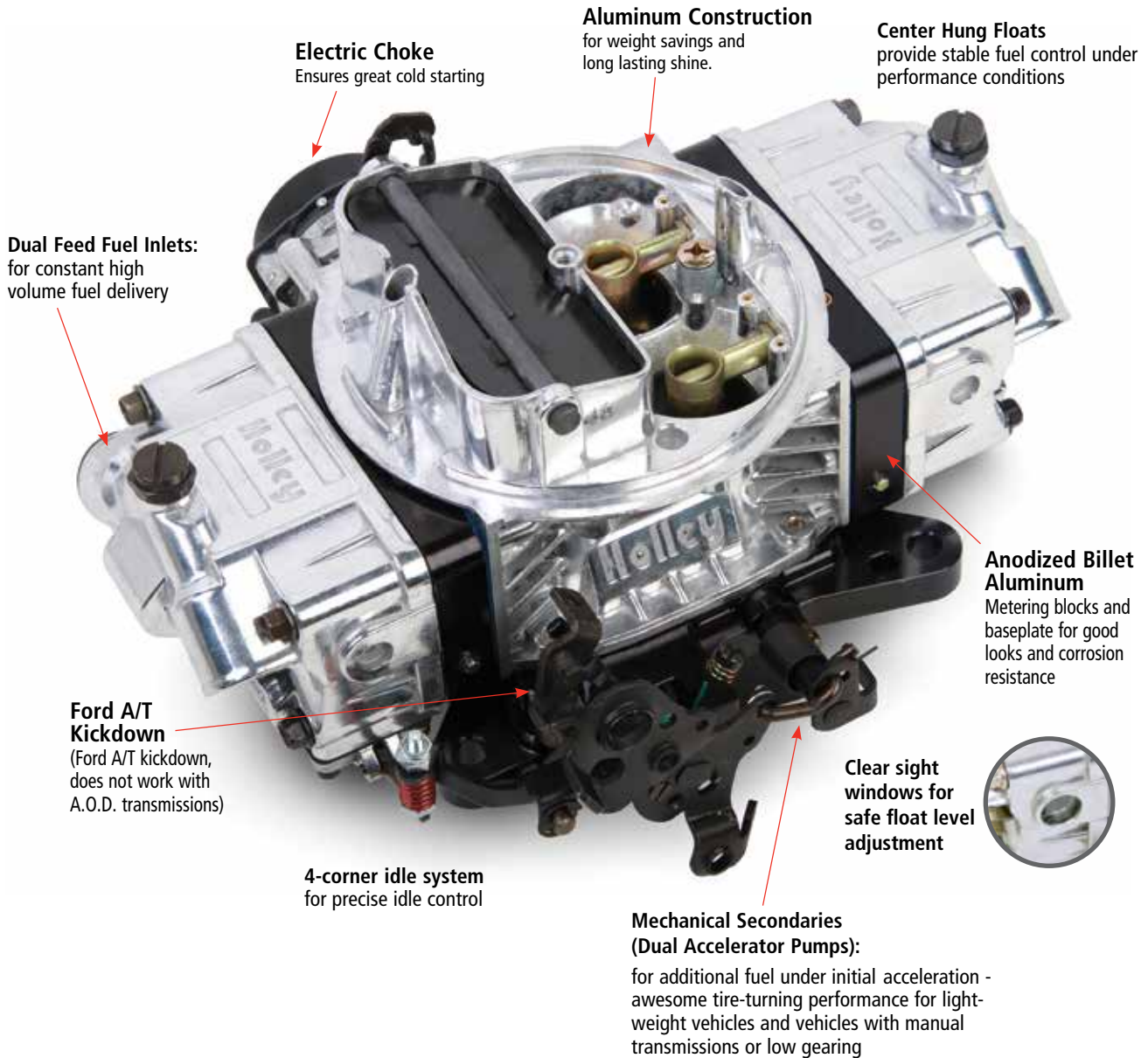


**NEW** Ultra Double Pumper™ Carburetors

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.



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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

## 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

<i>Cubic Inches</i>	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
	350				0-76650RD / 0-76650BL 0-76650BK / 0-76650HB	0-76650RD / 0-76650BL 0-76650BK / 0-76650HB
	325					0-76650RD / 0-76650BL 0-76650BK / 0-76650HB
	300					
		5000	5500	6000	6500	7000
						7500

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

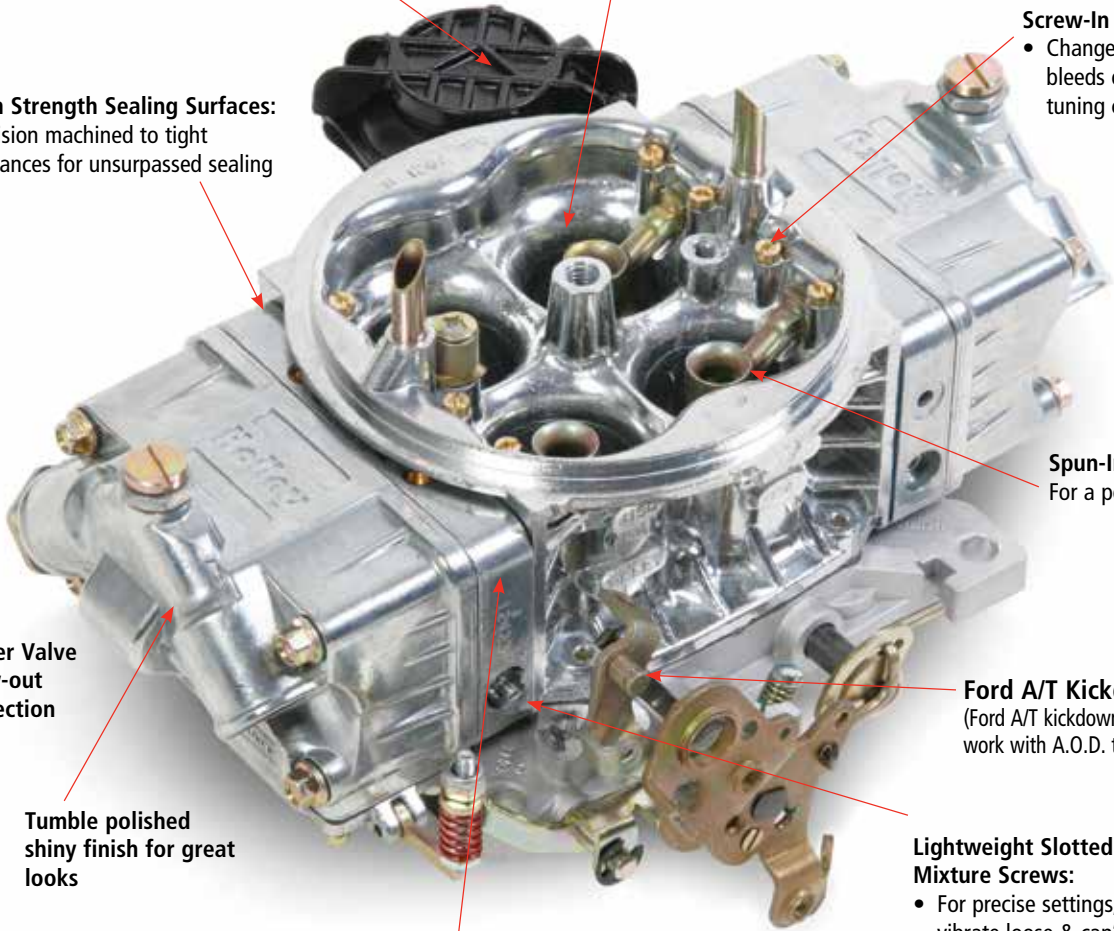
**High Strength Sealing Surfaces:**  
Precision machined to tight tolerances for unsurpassed sealing

**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



**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
<b>650 CFM Four Barrel</b> square flange, mechanical secondaries . . . . .	<b>Part # 0-82651</b> (B) (3)
<b>750 CFM Four Barrel</b> square flange, vacuum Secondaries . . . . .	<b>Part # 0-82750</b> (B) (3)
<b>750 CFM Four Barrel</b> square flange, mechanical secondaries . . . . .	<b>Part # 0-82751</b> (B) (3)
<b>NEW 850 CFM Four Barrel</b> square flange, mechanical secondaries. . . . .	<b>Part # 0-82851</b> (B) (3)
<b>NEW 950 CFM Four Barrel</b> square flange, mechanical secondaries. . . . .	<b>Part # 0-82951</b> (B) (3)

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

### 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

<i>Cubic Inches</i>	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	
			5000	5500	6000	6500	7000	7500
			<i>Max Engine RPM</i>					

"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



HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

STREET



Model 2300™

## 350 CFM Two Barrel

Part # 0-7448<sup>(B)</sup> ⚡

### 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<sup>(B)</sup> ⚡

### 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<sup>(A)</sup> ⚡

### 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<sup>(B)</sup> ⚡

### 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



STREET



Model 2300™

## 500 CFM Two Barrel

Part # 0-4412C<sup>(B)</sup> 3 - Dichromate Finish

Part # 0-4412S<sup>(B)</sup> 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
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

STREET



Model 4150™

## 570 CFM Four Barrel

Part # 0-80570<sup>(B)</sup> 3 - Electric Choke

Part # 0-81570<sup>(B)</sup> 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
- 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

STREET



LIGHTWEIGHT ALUMINUM

Model 4150™

## 570 CFM Four Barrel

Part # 0-83570<sup>(B)</sup> 3 - Electric Choke

Part # 0-85570<sup>(B)</sup> 3 - Manual Choke

### 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

STOCK REPLACEMENT



Model 4160™

## 600 CFM Four Barrel

Part # 0-80450<sup>(A,E,F)</sup> 1

### 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

STOCK REPLACEMENT



Model 4160™

## 600 CFM Four Barrel

Part # 0-80451 (A,E) 1

### 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

STOCK REPLACEMENT



Model 4160™

## 600 CFM Four Barrel

Part # 0-80452 (A) 1

### 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

STOCK REPLACEMENT



Model 4160™

## 600 CFM Four Barrel

Part # 0-80453 (A,F) 1

### 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

STREET/STRIP



Model 4160™

## 600 CFM Four Barrel

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

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

### 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



STREET/  
STRIP



Model 4160™

## 600 CFM Four Barrel

Part # 0-1850C<sup>(B)</sup> 3 - Dichromate Finish

Part # 0-1850S<sup>(B)</sup> 3 - Shiny Finish

Part # 0-1850SA<sup>(B)</sup> 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



### 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
34-65	Metering Block Shiny

STREET/  
STRIP



Model 4150™

## 600 CFM Four Barrel

Part # 0-4776C<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4776S<sup>(B)</sup> 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
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

STOCK  
REPLACEMENT



Model 4165™

## 650 CFM Four Barrel

Part # 0-6210<sup>(A)</sup> 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



### 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

STREET



Model 4150™

## 650 CFM Four Barrel

Part # 0-80783C<sup>(B)</sup> 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



### 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 3 See page 271 for symbol explanation.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

STREET



Model 4175™

## 650 CFM Four Barrel

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



### 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



### 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



LIGHTWEIGHT ALUMINUM

Model 4150™

## 650 CFM Four Barrel

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



### Features

- Red anodized billet aluminum metering blocks/base plate with gold Iridite 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



LIGHTWEIGHT ALUMINUM

Model 4150™

## 650 CFM Four Barrel

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



### Features

- Blue anodized billet aluminum metering blocks/base plate with gold Iridite 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 # 0-76650BK(B) 3 - Black Billet / Shiny Aluminum



### 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

STREET/  
STRIP



NEW

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 650 CFM Four Barrel

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



### 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

STREET/  
STRIP



Model 4150™

## 650 CFM Four Barrel

Part # 0-82651(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
- 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

STREET



Model 4150™

## 670 CFM Four Barrel

Part # 0-80670(B) 3 - Electric Choke

Part # 0-81670(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

NOTE: Includes a fuel line kit to simplify installation

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



STREET

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 670 CFM Four Barrel

Part # 0-83670(B) ⚡ - Electric Choke

Part # 0-85670(B) ⚡ - 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
- 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



STREET

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 670 CFM Four Barrel

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

### Features

- Red anodized billet aluminum metering blocks/ base plate with gold Iridite 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



STREET

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 670 CFM Four Barrel

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

### Features

- Blue anodized billet aluminum metering blocks/ base plate with gold Iridite 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



STREET

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 670 CFM Four Barrel

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

### 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



STREET

NEW



LIGHTWEIGHT ALUMINUM  
Model 4150™

## 670 CFM Four Barrel

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



### 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

OFF-ROAD



Model 4150™

## 670 CFM Four Barrel

Part # 0-90670(B) 3



### 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" descents
- 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

OFF-ROAD



LIGHTWEIGHT ALUMINUM  
Model 4150™

## 670 CFM Four Barrel

Part # 0-93670(B) 3



### 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" descents
- 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

STREET



Model 4150™

## 670 CFM Four Barrel

Part # 0-80681(B) 3



### 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

HOW TO CHOOSE A CARB CARBURETORS STREET SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS L5 MERCHANDISING TECHNICAL INFORMATION INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

STREET/  
STRIP



Model 4150™

## 700 CFM Four Barrel

Part # 0-4778C<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4778S<sup>(B)</sup> 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
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<sup>(B)</sup> 3 - Dichromate finish

Part # 0-3310S<sup>(B)</sup> 3 - Shiny finish

### 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<sup>(A,E,F)</sup> 1 - Shiny finish

### 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<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4779S<sup>(B)</sup> 3 - Shiny finish

### 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





## 750 CFM Four Barrel

Part # **0-76750RD**<sup>(B)</sup> ⚡ - Red Billet / Shiny Aluminum



### Features

- Red anodized billet aluminum metering blocks/base plate with gold Iridite 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**<sup>(B)</sup> ⚡ - Blue Billet / Shiny Aluminum



### Features

- Blue anodized billet aluminum metering blocks/base plate with gold Iridite 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**<sup>(B)</sup> ⚡ - Black Billet / Shiny Aluminum



### 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**<sup>(B)</sup> ⚡ -Hard Core Gray™



### 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.

⚡ ⚡ or ⚡ See page 271 for symbol explanation.

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 HEADQUARTERS  
 L5  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

FUEL INJECTION

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

LS HEADQUARTERS

MERCHANDISING

TECHNICAL INFORMATION

INDEX



Model 4150™

## 750 CFM Four Barrel

Part # 0-82750<sup>(B)</sup> 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

Part # 0-82751<sup>(B)</sup> 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

Part # 0-80770<sup>(B)</sup> 3 - Electric Choke

Part # 0-81770<sup>(B)</sup> 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

Part # 0-83770<sup>(B)</sup> 3 - Electric Choke

Part # 0-85770<sup>(B)</sup> 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



## 770 CFM Four Barrel

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



### Features

- Red anodized billet aluminum metering blocks/ base plate with gold Iridite 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



## 770 CFM Four Barrel

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



### Features

- Blue anodized billet aluminum metering blocks/ base plate with gold Iridite 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



## 770 CFM Four Barrel

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



### 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



## 770 CFM Four Barrel

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



### 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.

or See page 271 for symbol explanation.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



Model 4150™

## 770 CFM Four Barrel

Part # 0-90770<sup>(B)</sup> 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" descents
- 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



LIGHTWEIGHT ALUMINUM  
Model 4150™

## 770 CFM Four Barrel

Part # 0-93770<sup>(B)</sup> 3

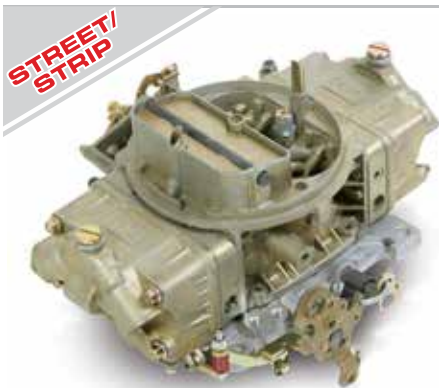
### Features

- 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" descents
- 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



Model 4150™

## 800 CFM Four Barrel

Part # 0-4780C<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4780S<sup>(B)</sup> 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



### 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



Model 4150™

## 850 CFM Four Barrel

Part # 0-80531<sup>(B)</sup> 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



### 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



STREET/  
STRIP



Model 4150™

## 850 CFM Four Barrel

Part # 0-4781C<sup>(B)</sup> - Dichromate finish

Part # 0-4781S<sup>(B)</sup> - 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

STREET/  
STRIP



Model 4150™

## 850 CFM Four Barrel

Part # 0-82851<sup>(B)</sup>

### 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

STREET



Model 4150™

## 870 CFM Four Barrel

Part # 0-80870<sup>(B)</sup> - Electric Choke

Part # 0-81870<sup>(B)</sup> - 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

STREET/  
STRIP



Model 4150™

## 950 CFM Four Barrel

Part # 0-82951<sup>(B)</sup>

### 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.

HOW TO CHOOSE A CARB CARBURETORS STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS LS MERCHANDISING TECHNICAL INFORMATION INDEX

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

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



MAKE	YEAR	ENGINE	SQUARE FLANGE		SPREAD BORE	
			PART #	CFM	PART #	CFM
Ford Truck	1968-69	302,360	0-80457S v(A,F) ◆	600	N/A	N/A
		390,428,429	0-80508S v(A,F) ◆	750	N/A	N/A
	1970-72	360,390	0-80453 v(A,F) ◆	600	N/A	N/A
	1970-74	302	0-80453 v(A,F) ◆	600	N/A	N/A
	1975-76	460 (Ranchero)	0-80452 v(A) ◆	600	N/A	N/A
		390 PU U8500GVW	0-80452 v(A) ◆	600	N/A	N/A
	1975-77	351W	0-80452 v(A) ◆	600	N/A	N/A
	1975-80	460 Van U8500GVW	0-80452 v(A) ◆	600	N/A	N/A
		460 PU U8500GVW	0-80452 v(A) ◆	600	N/A	N/A
1977-80	351M,400	0-80452 v(A) ◆	600	N/A	N/A	
1979-80	302	0-80452 v(A) ◆	600	N/A	N/A	
Mercury	1958-60	332, 352, 361	0-1848-1 v(A) ◆	450	N/A	N/A
	1961-67	All V-8	0-80457S v(A) ◆	600	N/A	N/A
	1968-69	302,351W	0-80457S v(A) ◆	600	N/A	N/A
		390,428	0-80508S v(A) ◆	750	N/A	N/A
	1970-72	390	0-80453 v(A) ◆	600	N/A	N/A
	1970-74	302	0-80453 v(A) ◆	600	N/A	N/A
1977-78	351M	0-80453 v(A) ◆	600	N/A	N/A	
Oldsmobile	1967-69	350	0-80457S v(A,E) ◆	600	0-80555C v(A) ◆	650
		455	0-80508S v(A,E) ◆	750	N/A	N/A
	1970-74	350,455	0-80450 v(A,E) ◆	600	N/A	N/A
	1975-76	400,455	0-80451 v(A,E) ◆	600	N/A	N/A
	1975-79	350	0-80451 v(A,E) ◆	600	N/A	N/A
Plymouth	1967-69	318	0-80457S v(A,E) ◆	600	N/A	N/A
		383,440	0-80508S v(A,E) ◆	750	N/A	N/A
Pontiac	1967-69	350	0-80457S v(A,E) ◆	600	0-80555C v(A) ◆	650
		400,455 w/o Ram Air	0-80508S v(A,E) ◆	750	N/A	N/A
	1972	307,400	0-80450 v(A,E) ◆	600	N/A	N/A
	1973	400	0-80450 v(A,E) ◆	600	N/A	N/A
	1970-74	350,400,455	0-80450 v(A,E) ◆	600	N/A	N/A
	1975-79	350	0-80451 v(A,E) ◆	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.  
 ◆ and ◆ 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 ◆	2300	3418550	1969-70 440/390 3x2 (center carb.)	Remote	350
0-4235 ◆	4160	2946263	1968 426 Hemi (right side carb)	N/A	770
0-4236 ◆	4160	2946262	1968 426 Hemi (left side carb)	N/A	770
0-4365-1 ◆	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 ◆	2300	3577185	1970-71 340 3x2 (outboard carb.)	N/A	500
0-4792 ◆	2300	3577183	1970-71 340 3x2 (center carb.) A/T	Remote	350

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



# 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.



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

SUPERCHARGER CARBURETORS



Model 4150™

## 600 CFM Four Barrel

Part # 0-80575S<sup>(B)</sup> 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<sup>(B)</sup> 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<sup>(B)</sup> 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

STREET/  
STRIP



Model 4150™

## 750 CFM Four Barrel

Part # 0-80573S<sup>(B)</sup> Ⓜ

### 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

STREET/  
STRIP



Model 4150™

## 750 CFM Four Barrel

Part # 0-80576S<sup>(B)</sup> Ⓜ

### 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

STREET/  
STRIP



Model 4150™

## 950 CFM Four Barrel

Part # 0-80577S<sup>(B)</sup> Ⓜ

### 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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

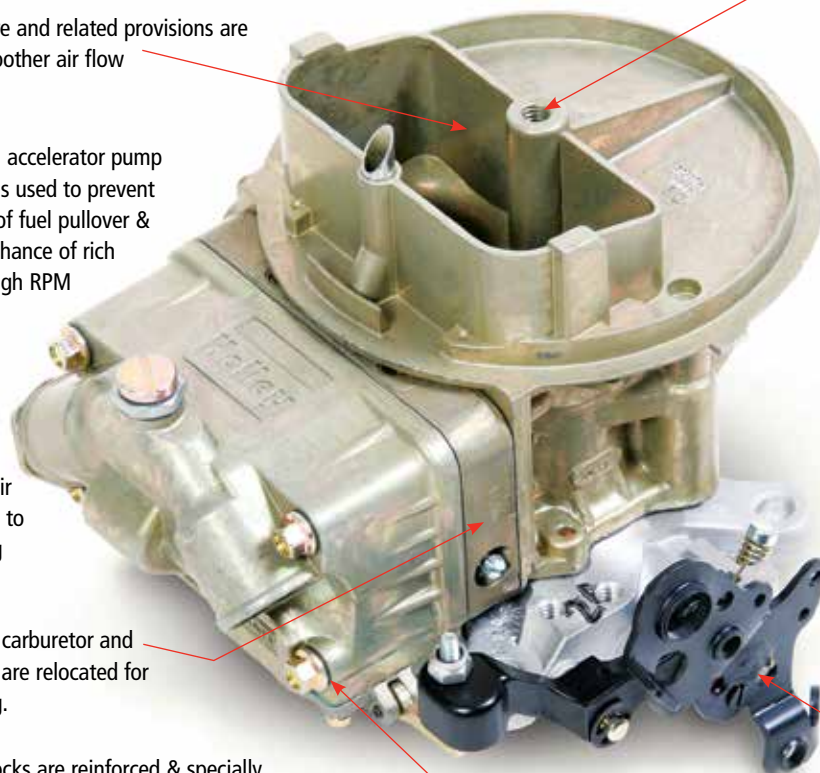
• Screw-in type air bleeds are used to facilitate tuning

• 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

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

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



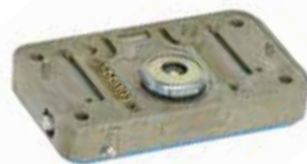
• Air cleaner mounting stud increased from 1/4" to 5/16" diameter for added strength and dependability (500 CFM carburetor)

• 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!



**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.)

Description	Dichromate Zinc
<b>350 CFM Two Barrel</b> .....	<b>Part # 0-80787-1</b> <sup>(B)</sup>
<b>500 CFM Two Barrel</b> .....	<b>Part # 0-80583-1</b> <sup>(B)</sup>

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

Loctite® is a registered trademark of The Henkel Corporation.



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 carburetors 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.**

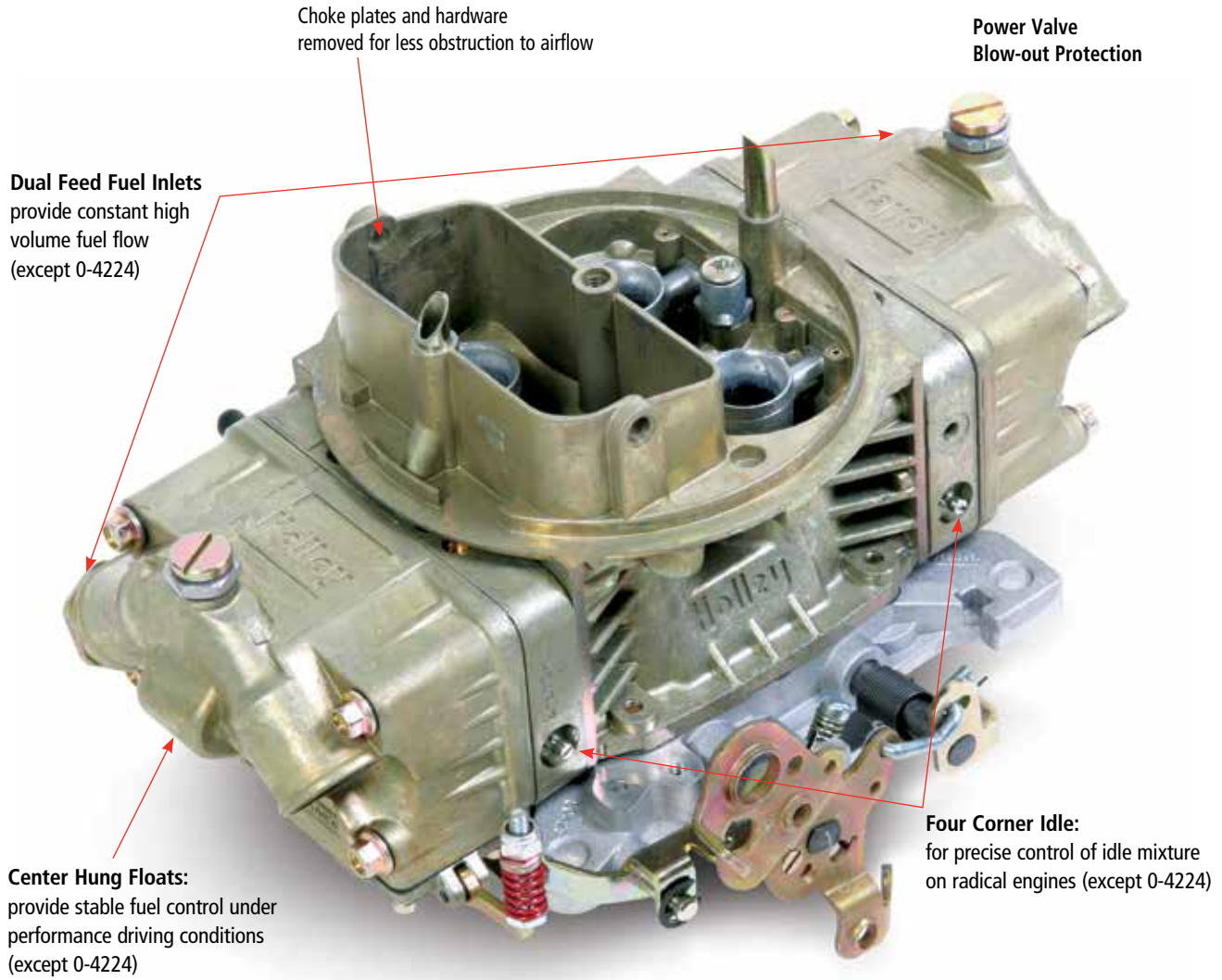
- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS**
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- L5 HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX

# Competition Carburetors

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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



100% wet flow tested!

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

## 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

<i>Cubic Inches</i>	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
		5000	5500	6000	6500	7000	7500

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



- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS**
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- L5 HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX



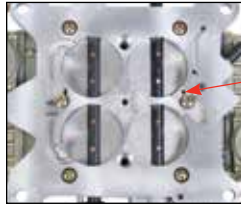
# 4150 HP™ Carburetors

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



### Screw-In Air Bleeds:

Changeable air bleeds offer precision tuning capabilities

### High Strength Sealing Surfaces:

Precision machined to tight tolerances for unsurpassed sealing

### Notched Floats & Jet Extensions:

Continuous fuel delivery under extreme conditions (except 0-80507-1, 0-80535-1, 0-80509-1 & 0-80498-1)

### 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

### Stainless Steel Throttle Plates:

- For added strength and corrosion protection
- Buttonhead throttle plate screws with Loctite® fastened threads for more airflow

### Spun-In Boosters:

For a perfect tight fit

### 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 OUT READY OF THE BOX**

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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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

<b>Cubic Inches</b>	<b>600</b>	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
	<b>575</b>	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
	<b>550</b>	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
	<b>525</b>	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
	<b>500</b>	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
	<b>475</b>	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
	<b>450</b>	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
	<b>400</b>	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
	<b>375</b>	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
	<b>350</b>	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
	<b>325</b>	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
	<b>300</b>	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
			<b>6000</b>	<b>6500</b>	<b>7000</b>	<b>7500</b>	<b>8000</b>	<b>8500</b>

Max Engine RPM



"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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HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

# Ultra XP Carburetors



- 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 XP

**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 & contaminants

**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

**Stainless throttle plates**

**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

**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
<b>600 CFM Four Barrel</b> .....	<b>Part # 0-80801HB<sup>(B)</sup></b>	<b>Part # 0-80801BK</b>	<b>Part # 0-80801RD</b>
<b>650 CFM Four Barrel</b> .....	<b>Part # 0-80802HB<sup>(B)</sup></b>	<b>Part # 0-80802BK</b>	<b>Part # 0-80802RD</b>
<b>750 CFM Four Barrel</b> .....	<b>Part # 0-80803HB<sup>(B)</sup></b>	<b>Part # 0-80803BK</b>	<b>Part # 0-80803RD</b>
<b>850 CFM Four Barrel</b> .....	<b>Part # 0-80804HB<sup>(B)</sup></b>	<b>Part # 0-80804BK</b>	<b>Part # 0-80804RD</b>
<b>950 CFM Four Barrel</b> .....	<b>Part # 0-80805HB<sup>(B)</sup></b>	<b>Part # 0-80805BK</b>	<b>Part # 0-80805RD</b>

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## ULTRA XP 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	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 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	0-80805HB 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
			<b>6000</b>	<b>6500</b>	<b>7000</b>	<b>7500</b>	<b>8000</b>	<b>8500</b>

Max Engine RPM

Holley's new Ultra XP 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

# 4500 Dominator 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

**Dominator fuel bowls:**  
allow plumbing from either side

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

**High Flow Metering blocks:**

- Contain strengthening ribs & non-stick reusable metering block & bowl gaskets
- Calibrated for race only

**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

100% wet flow tested & calibrated

**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
<b>2-CIRCUIT DOMINATORS (1 X 4 CARBURETORS SET-UPS)</b>	
<b>750 CFM Four Barrel</b> .....	<b>Part # 0-80186-1<sup>(B)</sup></b> 3
<b>1050 CFM Four Barrel</b> .....	<b>Part # 0-8082-1<sup>(B)</sup></b> 3
<b>1150 CFM Four Barrel</b> .....	<b>Part # 0-7320-1<sup>(B)</sup></b> 3
<b>3-CIRCUIT DOMINATORS (1 X 4 CARBURETORS SET-UPS)</b>	
<b>1050 CFM Four Barrel</b> .....	<b>Part # 0-8896-1<sup>(B)</sup></b> 3
<b>1050 CFM Four Barrel methanol.</b> ....	<b>Part # 0-80586<sup>(B)</sup></b> 3
<b>1150 CFM Four Barrel</b> .....	<b>Part # 0-80556-1<sup>(B)</sup></b> 3
<b>1250 CFM Four Barrel</b> .....	<b>Part # 0-80532-1<sup>(B)</sup></b> 3
<b>3-CIRCUIT DOMINATORS (2 X 4 CARBURETORS SET-UPS)</b>	
<b>1050 CFM Four Barrel</b> .....	<b>Part # 0-9375-1<sup>(B)</sup></b> 3
<b>1150 CFM Four Barrel</b> .....	<b>Part # 0-9377-1<sup>(B)</sup></b> 3

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

## 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

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

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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



# ULTRA Dominator® 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

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

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

**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

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

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

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

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HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**RACE**



Model 2300 HP™

## 350 CFM Two Barrel

Part # 0-80787-1<sup>(B)</sup> Ⓜ



### 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

**STREET/  
RACE**



Model 2300™

## 350 CFM Two Barrel

Part # 0-7448<sup>(B)</sup> Ⓜ



### 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

**RACE**



Model 4150 HP™

## 390 CFM Four Barrel

Part # 0-80507-1<sup>(B)</sup> Ⓜ



### 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

**RACE**



Model 2300™

## 500 CFM Two Barrel

Part # 0-80583-1<sup>(B)</sup> Ⓜ



### 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



STREET/  
RACE



Model 2300™

## 500 CFM Two Barrel

Part # 0-4412C<sup>(B)</sup> - Dichromate Finish

Part # 0-4412S<sup>(B)</sup> - 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

RACE



Model 4150 HP™

## 600 CFM Four Barrel

Part # 0-80540-1<sup>(B)</sup>

### 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



RACE



NEW

LIGHTWEIGHT ALUMINUM

Model 4150

## 600 CFM Four Barrel

Part # 0-80801HB<sup>(B)</sup> - 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

RACE



NEW

LIGHTWEIGHT ALUMINUM

Model 4150

## 600 CFM Four Barrel

Part # 0-80801BK<sup>(B)</sup> - 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX

**RACE**



**NEW**

**LIGHTWEIGHT ALUMINUM**  
Model 4150

## 600 CFM Four Barrel

Part # **0-80801RD**<sup>(B)</sup>  - Red Billet / Shiny Aluminum

### Features

- Dual bolt pattern mounting (Holley 4150™/Dominador®)
- 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

**STREET/ RACE**



**Model 4150™**

## 600 CFM Four Barrel

Part # **0-4776C**<sup>(B)</sup>  - Dichromate finish

Part # **0-4776S**<sup>(B)</sup>  - 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

### 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

**RACE**



**Model 4150 HP™**

## 650 CFM Four Barrel

Part # **0-80541-1**<sup>(B)</sup> 



### 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

**RACE**



**NEW**

**LIGHTWEIGHT ALUMINUM**  
Model 4150

## 650 CFM Four Barrel

Part # **0-80802HB**<sup>(B)</sup>  - Hard Core Gray™



### Features

- Dual bolt pattern mounting (Holley 4150™/Dominador®)
- 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





## 650 CFM Four Barrel

Part # 0-80802BK<sup>(B)</sup> 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: 1-11/16
- 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



## 650 CFM Four Barrel

Part # 0-80802RD<sup>(B)</sup> 3 - Red 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: 1-11/16
- 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



## 650 CFM Four Barrel

Part # 0-4777C<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4777S<sup>(B)</sup> 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



### 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



## 650 CFM Four Barrel

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



### Features

- Red anodized billet aluminum metering blocks/base plate with gold Iridite 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.

HOW TO CHOOSE A CARB CARBURETORS STREET SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS L5 MERCHANDISING TECHNICAL INFORMATION INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



STREET/  
STRIP

NEW

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 650 CFM Four Barrel

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

### Features

- Blue anodized billet aluminum metering blocks/base plate with gold Iridite 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



STREET/  
STRIP

NEW

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 650 CFM Four Barrel

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

### 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



STREET/  
STRIP

NEW

LIGHTWEIGHT ALUMINUM  
Model 4150™

## 650 CFM Four Barrel

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

### 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



STREET/  
RACE

Model 4150 HP™

## 650 CFM Four Barrel

Part # 0-82651(B) 3

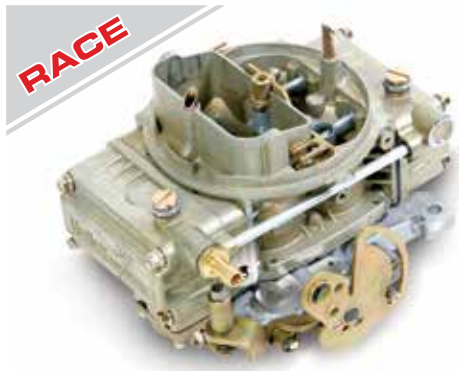
### Features

- 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



**RACE**

Model 4160™

## 660 CFM Four Barrel

Part # 0-4224<sup>(B)</sup> 3



### 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



**STREET/  
RACE**

Model 4150™

## 700 CFM Four Barrel

Part # 0-4778C<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4778S<sup>(B)</sup> 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
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



**RACE**

Model 4150™

## 750 CFM Four Barrel

Part # 0-9379<sup>(B)</sup> 3



### 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



**RACE**

Model 4150 HP™

## 750 CFM Four Barrel

Part # 0-80528-1<sup>(B)</sup> 3



### 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**RACE**



Model 4150 HP™

## 750 CFM Four Barrel

Part # 0-80529-1<sup>(B)</sup>



### 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<sup>(B)</sup>



### 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<sup>(B)</sup> - 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: 1-3/8
- 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<sup>(B)</sup> - 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: 1-3/8
- 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



**RACE**



**NEW**

**LIGHTWEIGHT ALUMINUM**  
Model 4150

## 750 CFM Four Barrel

Part # **0-80803RD**(B) - Red 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: 1-3/8
  - 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

**STREET/ RACE**



**Model 4150™**

## 750 CFM Four Barrel

Part # **0-4779C**(B) - Dichromate finish  
Part # **0-4779S**(B) - Shiny finish

- 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

**STREET/ STRIP**



**NEW**

**LIGHTWEIGHT ALUMINUM**  
Model 4150™

## 750 CFM Four Barrel

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

- Features**
- Red anodized billet aluminum metering blocks/base plate with gold Iridite 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

**STREET/ STRIP**



**NEW**

**LIGHTWEIGHT ALUMINUM**  
Model 4150™

## 750 CFM Four Barrel

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

- Features**
- Blue anodized billet aluminum metering blocks/base plate with gold Iridite 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
L5  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



LIGHTWEIGHT ALUMINUM  
Model 4150™

## 750 CFM Four Barrel

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



### Features

- Black anodized billet aluminum metering blocks/base plate with gold Iridite 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) Hard Core Gray™



### 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)



### 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)



### 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





## 750 CFM Four Barrel

Part # 0-80186-1<sup>(B)</sup> 



### 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



## 750 CFM Four Barrel

Part # 0-80186-3HB<sup>(B)</sup>  - 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
- Fel bowls with 20% more capacity
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications



## 750 CFM Four Barrel

Part # 0-80186-3BK<sup>(B)</sup>  - 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
- Fuel bowls 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



## 750 CFM Four Barrel

Part # 0-80186-3RD<sup>(B)</sup>  - 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
- Fuel bowls 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

STREET/  
RACE



Model 4150™

## 800 CFM Four Barrel

Part # 0-4780C<sup>(B)</sup> 3 - Dichromate finish

Part # 0-4780S<sup>(B)</sup> 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

RACE



Model 4150™

## 830 CFM Four Barrel

Part # 0-9381<sup>(B)</sup> 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

RACE



Model 4150 HP™

## 830 CFM Four Barrel

Part # 0-80509-1<sup>(B)</sup> 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



RACE



Model 4150 HP™

## 830 CFM Four Barrel

Part # 0-80511-1<sup>(B)</sup> 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



**RACE**



Model 4150™

## 850 CFM Four Barrel

Part # 0-9380<sup>(B)</sup> 3



### 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

**RACE**



**NEW**

LIGHTWEIGHT ALUMINUM  
Model 4150

## 850 CFM Four Barrel

Part # 0-80804HB<sup>(B)</sup> 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: 1.563
- 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

**RACE**



**NEW**

LIGHTWEIGHT ALUMINUM  
Model 4150

## 850 CFM Four Barrel

Part # 0-80804BK<sup>(B)</sup> 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: 1.563
- 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

**RACE**



**NEW**

LIGHTWEIGHT ALUMINUM  
Model 4150

## 850 CFM Four Barrel

Part # 0-80804RD<sup>(B)</sup> 3 - Red 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: 1.563
- 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

STREET/  
RACE



Model 4150™

## 850 CFM Four Barrel

Part # 0-4781C<sup>(B)</sup> 3 Dichromate finish

Part # 0-4781S<sup>(B)</sup> 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

RACE



Model 4150 HP™

## 950 CFM Four Barrel

Part # 0-80496-1<sup>(B)</sup> 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



RACE



METHANOL  
Model 4150 HP™

## 950 CFM Four Barrel

Part # 0-80498-1<sup>(B)</sup> 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



RACE



NEW  
LIGHTWEIGHT ALUMINUM  
Model 4150

## 950 CFM Four Barrel

Part # 0-80805HB<sup>(B)</sup> 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



RACE



NEW

LIGHTWEIGHT ALUMINUM  
Model 4150

## 950 CFM Four Barrel

Part # 0-80805BK<sup>(B)</sup> - 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: 1.600
- 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

RACE



NEW

LIGHTWEIGHT ALUMINUM  
Model 4150

## 950 CFM Four Barrel

Part # 0-80805RD<sup>(B)</sup> - Red 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: 1.600
- 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

RACE



Model 4150 HP™

## 1000 CFM Four Barrel

Part # 0-80513-1<sup>(B)</sup>

### 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



RACE



Model 4150 HP™

## 1000 CFM Four Barrel

Part # 0-80514-1<sup>(B)</sup>

### 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



Model 4500

## 1050 CFM Four Barrel

Part # 0-8082-1<sup>(B)</sup> 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



LIGHTWEIGHT ALUMINUM  
Model 4500

## 1050 CFM Four Barrel

Part # 0-8082-3HB<sup>(B)</sup> 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
- 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 4500

## 1050 CFM Four Barrel

Part # 0-8082-3BK<sup>(B)</sup> 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
- Fuel bowls with 20% more fuel capacity
- New calibration
- Hand polished venturii inlets
- See pages 58 & 59 for more details & applications



LIGHTWEIGHT ALUMINUM  
Model 4500

## 1050 CFM Four Barrel

Part # 0-8082-3RD<sup>(B)</sup> 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
- Fuel bowls with 20% more fuel capacity
- New calibration
- Hand polished venturii inlets
- See pages 58 & 59 for more details & applications





Model 4500

# 1050 CFM Four Barrel

Part # 0-8896-1<sup>(B)</sup> 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 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications



LIGHTWEIGHT ALUMINUM  
Model 4500

# 1050 CFM Four Barrel

Part # 0-8896-3HB<sup>(B)</sup> 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 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- Casting is hard coat anodized for ultimate corrosion resistance
- New calibration
- See pages 58 & 59 for more details & applications



LIGHTWEIGHT ALUMINUM  
Model 4500

# 1050 CFM Four Barrel

Part # 0-8896-3BK<sup>(B)</sup> 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 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



LIGHTWEIGHT ALUMINUM  
Model 4500

# 1050 CFM Four Barrel

Part # 0-8896-3RD<sup>(B)</sup> 3 - Red 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 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



**RACE**

**METHANOL**  
Model 4500

## 1050 CFM Four Barrel

Part # 0-80586<sup>(B)</sup> 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

**RACE**

Model 4500

## 1050 CFM Four Barrel

Part # 0-9375-1<sup>(B)</sup> 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

**RACE****NEW**

**LIGHTWEIGHT ALUMINUM**  
Model 4500

## 1050 CFM Four Barrel

Part # 0-9375-3HB<sup>(B)</sup> 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
- 20% more fuel bowl 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 4500

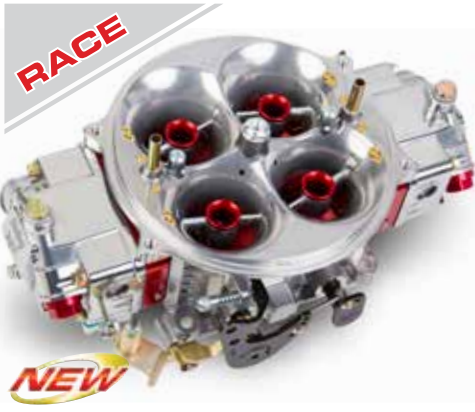
## 1050 CFM Four Barrel

Part # 0-9375-3BK<sup>(B)</sup> 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
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



**LIGHTWEIGHT ALUMINUM**  
Model 4500

## 1050 CFM Four Barrel

Part # 0-9375-3RD<sup>(B)</sup> - 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
- Venturii Size 1.690
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



Model 4500

## 1150 CFM Four Barrel

Part # 0-7320-1<sup>(B)</sup>



### 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 4500

## 1150 CFM Four Barrel

Part # 0-7320-3HB<sup>(B)</sup> - 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 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications



**LIGHTWEIGHT ALUMINUM**  
Model 4500

## 1150 CFM Four Barrel

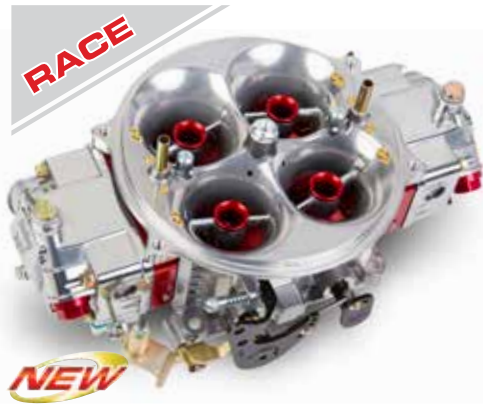
Part # 0-7320-3BK<sup>(B)</sup> - Black Billet / Shiny Aluminum



### 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
- 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
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



NEW

LIGHTWEIGHT ALUMINUM  
Model 4500

## 1150 CFM Four Barrel

Part # 0-7320-3RD<sup>(B)</sup> 3 - Red 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
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



RACE

Model 4500

## 1150 CFM Four Barrel

Part # 0-80556-1<sup>(B)</sup> 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 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- See pages 56 & 57 for more details & applications



RACE

NEW

LIGHTWEIGHT ALUMINUM  
Model 4500

## 1150 CFM Four Barrel

Part # 0-80556-3HB<sup>(B)</sup> 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 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl 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 4500

## 1150 CFM Four Barrel

Part # 0-80556-3BK<sup>(B)</sup> 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 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications





**RACE**

**NEW**

LIGHTWEIGHT ALUMINUM  
Model 4500

## 1150 CFM Four Barrel

Part # 0-80556-3RD<sup>(B)</sup> 

- Red 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
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



**RACE**

Model 4500

## 1150 CFM Four Barrel

Part # 0-9377-1<sup>(B)</sup> 



### 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



**RACE**

**NEW**

LIGHTWEIGHT ALUMINUM  
Model 4500

## 1150 CFM Four Barrel

Part # 0-9377-3HB<sup>(B)</sup>  -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
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl 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 4500

## 1150 CFM Four Barrel

Part # 0-9377-3BK<sup>(B)</sup> 

- 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
- Annular Boosters
- Venturii Size 1.830
- Throttle bore 2.000
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



# 1150 CFM Four Barrel

Part # 0-9377-3RD<sup>(B)</sup> 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
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications



# 1250 CFM Four Barrel

Part # 0-80532-1<sup>(B)</sup> 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



# 1250 CFM Four Barrel

Part # 0-80532-3HB<sup>(B)</sup> 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
- 20% more fuel bowl capacity
- New calibration
- Casting is hard coat anodized for ultimate corrosion resistance
- See pages 58 & 59 for more details & applications



# 1250 CFM Four Barrel

Part # 0-80532-3BK<sup>(B)</sup> 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
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & application



# 1250 CFM Four Barrel

Part # 0-80532-3RD<sup>(B)</sup> - 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
- Venturii Size 1.880
- Throttle bore 2.125
- Aluminum throttle plates
- Fully adjustable billet metering blocks
- 20% more fuel bowl capacity
- New calibration
- See pages 58 & 59 for more details & applications

## Marine Carburetors

Designed and built specially for marine conditions and usage.

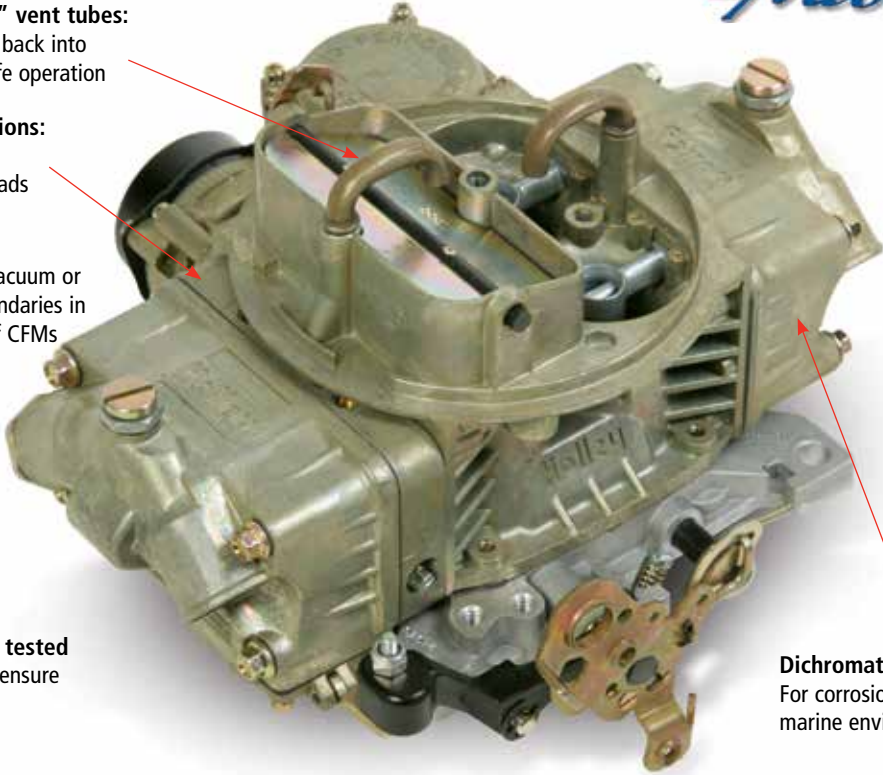
Marine "J-style" vent tubes: direct fuel/fumes back into carburetor for safe operation

Marine calibrations: Compensate for unique engine loads found on boats

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

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

### MEETS COAST GUARD SPECIFICATIONS



Power Valve Blow-out Protection

Dichromate Finish: For corrosion resistance in harsh marine environments

Description	Dichromate Zinc	Description	Dichromate Zinc
300 CFM Two Barrel	Part # 0-80320-1	650 CFM Four Barrel	Part # 0-80552
450 CFM Four Barrel	Part # 0-80364	750 CFM Four Barrel	Part # 0-80537
500 CFM Two Barrel	Part # 0-80402-1	750 CFM Four Barrel	Part # 0-9015-1
600 CFM Four Barrel	Part # 0-80319-1	800 CFM Four Barrel	Part # 0-9022
600 CFM Four Barrel	Part # 0-80318-1	850 CFM Four Barrel	Part # 0-80443
600 CFM Four Barrel	Part # 0-80492	<b>MARINE 4-BBL DOMINATOR® 4500 CARBURETORS</b>	
600 CFM Four Barrel	Part # 0-80551	1050 CFM Four Barrel	Part # 0-80340-1
600 CFM Four Barrel	Part # 0-80559		

NOTE: See following pages for detailed descriptions

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX





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

**MARINE**



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

**MARINE**



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

**MARINE**



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

**MARINE**



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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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



**MARINE**



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

**MARINE**



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

**MARINE**



Model 4500™

## 1050 CFM Four Barrel

Part # 0-80340-1



**Features**

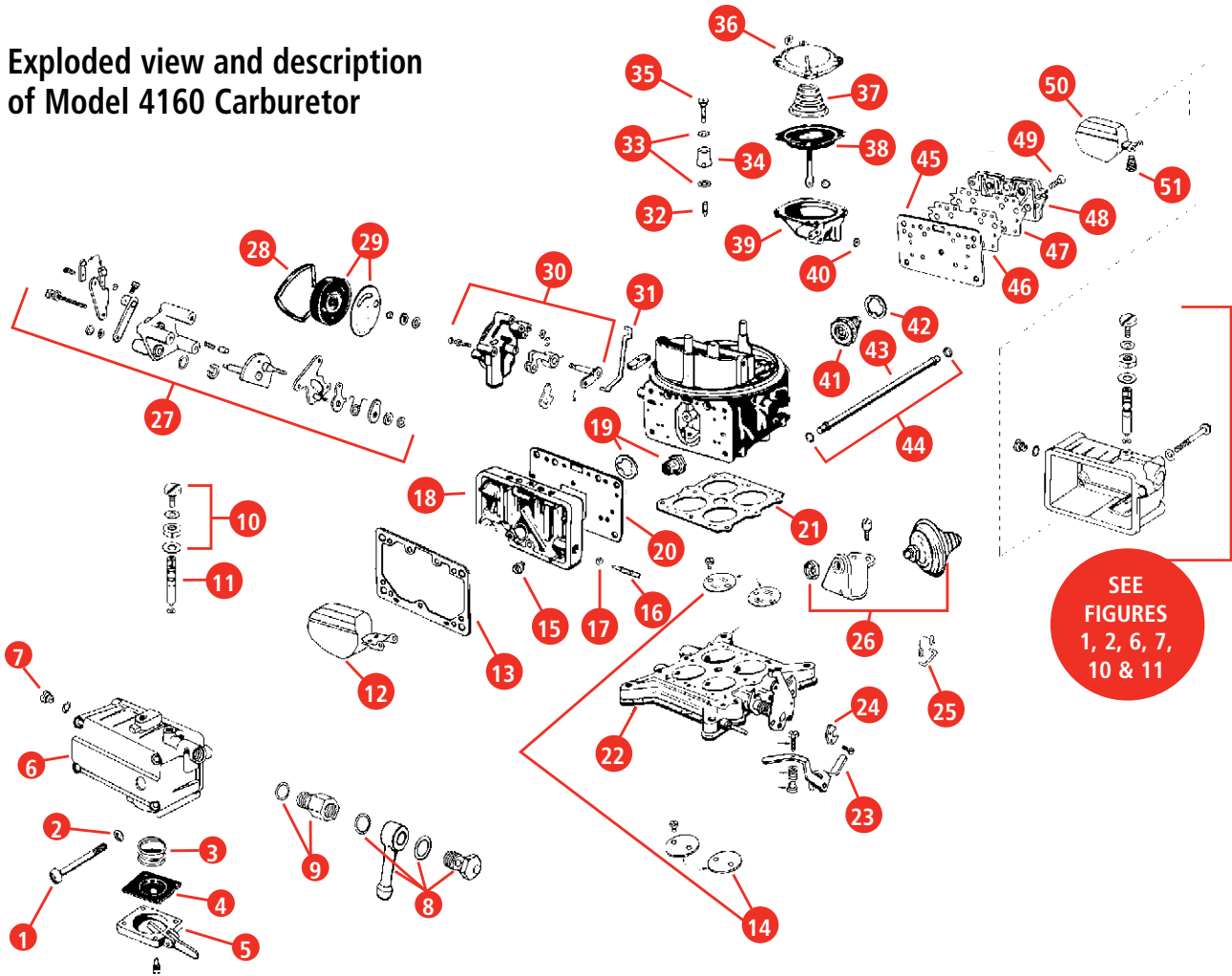
- Model 4500 DOMINATOR HP
- Dual feed float bowls
- Progressive linkage
- Dual 50cc accelerator pumps
- Four corner idle system
- 2-circuit metering
- Replaceable air bleeds
- Nitrophyl™ floats

**OPTIONAL PARTS & KITS**

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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
L5  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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

NO.	DESCRIPTION
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

NO.	DESCRIPTION
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

### Accelerator Pump Cam



"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**

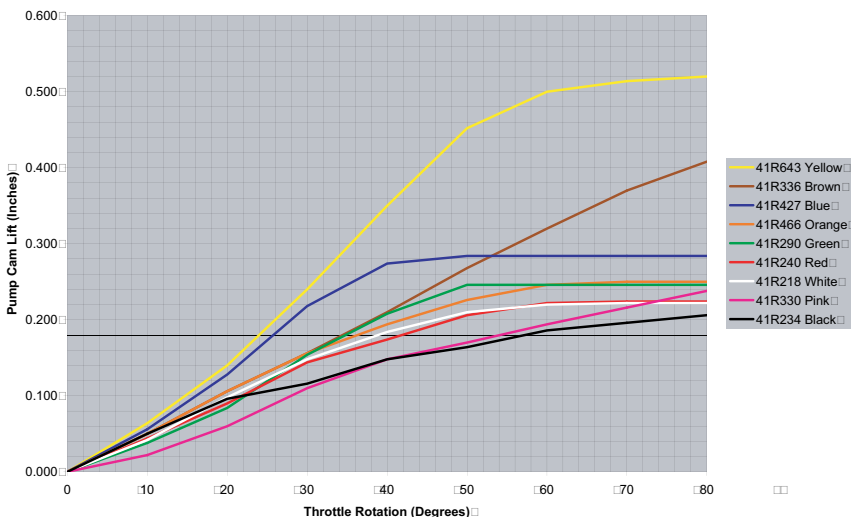
"Yellow" pump cam for Model 4500 DOMINATOR carburetors. Profile design delivers an early fuel shot and continues until the pump empties. **Part # 20-81**

### 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.



Pump Cam Lift vs. Throttle Position



### 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

#### Pump cup/stem

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



135-1

#### Accelerator Pump Spring (10 pack)

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



26-38

#### Pump cover - chrome

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

- 20-108-10
- 20-109-10



20-78

#### 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

#### Pump arm

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

20-114

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



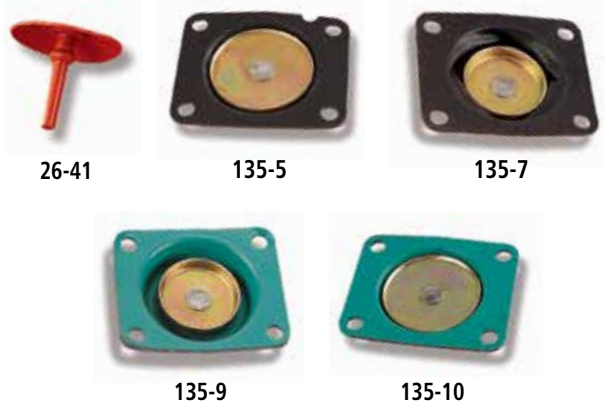
HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**"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.



**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)

Thread 12-28  
Designed for nozzle size .040 & up



**Accelerator Pump Tuning Kit**

Part # 36-184<sup>(B)</sup>

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

**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



17-59

**4150 Flange**

Phenolic, 1-9/16" bores

1/2" height . . . . . Part # 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

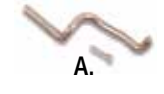
HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
**CARB SERVICE PARTS & ACCESSORIES**  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



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.



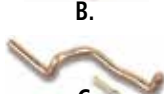
A.

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



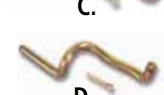
B.

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



C.

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



D.

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

**Secondary Linkage**



E.

F.

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



G.

H.

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

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

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

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



20-122

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

**H.** Spark Fitting - Metering Block 180° style



I.

**Throttle Lever & Cruise Control Studs**



J.

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



K.

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

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



N.

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

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



O.

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

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

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



P.

**NEW Hand Adjustable Throttle Stop Screw**

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

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



26-215



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**

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

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

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**



26-93



26-94



20-3

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

**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**



20-48-1



**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 kickdown 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**



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**



534-202

**TPS Kit 4150/4160** *NEW*  
For electric choke Holley carbs **Part # 534-202**

**Throttle Stop Bracket** *NEW*  
For 4150 Ultra XP. . . . . **Part # 20-129**



20-129

**WOT Microswitch Bracket** *NEW*  
For 4150 Ultra XP. . . . . **Part # 20-130**

**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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



20-112

**UNIVERSAL BRACKETS (Cont'd)**

**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



45-223

**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.

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 an integral hot air choke; converts to electric. . . . . Part # 45-226

Dechoke linkage for 45-224 (required for 4412 2bb). . . . . 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



134-300S

HP main body retrofit kit (shiny) . . . . . Part # 134-300S<sup>(B)</sup>

HP main body retrofit kit (classic dichromate) . . . Part # 134-300C<sup>(B)</sup>

**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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



26-73

**Fuel Inlet Fitting**

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**



Short -6AN Fuel inlet fitting (black) w/ -8AN o-ring threads for 4150 Ultra XP fuel bowls . . . **Part # 26-142-1**



26-143-1



Short -6AN Fuel inlet fitting (red) w/ -8AN o-ring threads for 4150 Ultra XP fuel bowls . . . **Part # 26-142-2**



Short -8AN Fuel inlet fitting (black) w/ -8AN o-ring threads for 4150 Ultra XP fuel bowls . . . **Part # 26-143-1**



26-76



Short -8AN Fuel inlet fitting (red) w/ -8AN o-ring threads for 4150 Ultra XP fuel bowls. . . **Part # 26-143-2**



26-18-2



Short Fuel inlet plug (black) w/ -8AN o-ring threads for 4150 Ultra XP fuel bowls . . . . . **Part # 26-144-1**



Short Fuel inlet plug (red) w/ -8AN o-ring threads for 4150 Ultra XP 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**

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**



26-43

Inverted Flare Fitting, Tube: 1/4", Thread:  
7/8-20 x 7/16-24. . . . . **Part # 26-28**

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**

Fuel Pressure Gauge Fitting, 90° male elbow . . . . . **Part # 26-69**



26-70

**Fuel Line Fitting**

Fuel Line Adapter, Connect a 3/8" fuel line to a  
5/16" fuel line . . . . . **Part # 26-70**



108-1

**Fitting Gaskets**

Fuel bowl inlet fitting gasket,  
Size: 9/16" . . . . . **Part # 108-1**



26-102

O-ring inlet fitting for  
Ultra HP aluminum bowls. . . . . **Part # 108-125**

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 nitrophenyl floats; carburetors used on a "draw-through" forced induction system could use either a brass or a nitrophenyl float. Today, Holley float designs are manufactured in only brass or nitrophenyl, 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

- Nitrophenyl (adjustable) . . . . . Part # 116-1
- Nitrophenyl (non-adjustable) . . . . . Part # 216-43
- Brass . . . . . Part # 116-4

### Side Hung Float Spring . . Part # 20-123

### Center Hung Float

- Brass . . . . . Part # 116-2
- Nitrophenyl . . . . . 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 nitrophenyl 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 Nitrophenyl®, 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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**

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)



134-101

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)



134-103

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)



134-104

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)



134-102S

Replacement secondary fuel bowl. Center-hung-float style with fuel inlet provision only. . . . . **Part # 134-102** (standard finish)  
**Part # 134-102S** (shiny finish)



134-108

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

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)



134-282S

**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**



134-110



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**



134-78S

Ultra XP Fuel Bowl Primary or Secondary Shiny Finish. . . . . **Part # 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)



34-27

Model 4150 carburetors. Secondary fuel bowl with single fuel inlet and accelerator pump . . . . . **Part # 34-26** (standard finish)

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 & HP Dominator 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**

Replacement see-thru sight plug with O-ring seal (not required for permanent installation). . . . . **Part # 26-113**



26-13



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)



26-115

**Fuel Transfer Tubes**

Carb Models 4150 & 4175 . . . **Part # 26-114**

Carb Models 4160 . . . . . **Part # 26-115**

Carb Models 4165 . . . . . **Part # 26-116**



108-97

**Fuel Transfer Tube Seals**

Works on old-style transfer tubes 2/pkg o-ring . . **Part # 26-37**

Replacement Viton seal for new-style transfer tube. . . . . **Part # 108-97**



26-107-10

**Fuel Bowl Vent Tubes**

Replacement vent tube with angle cut (10 pack) . . . **Part # 26-107-10**

# Fuel Line Selection Chart



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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, 0-80575, 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
 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.	-6AN male inlet
		-6AN Male on both ends
 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	-8AN Male Inlet
		-8AN Male on both ends
 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.	5/8-18 NPT female inlet. Tapped for 1/8" NPT pressure gauge
		-8AN O-ring port inlet. Tapped for 1/8" NPT pressure gauge
 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
		-6AN male inlet
 Universal Fits 4160,4150, and 4500 Models with dual inlet bowls and 7/8-20 Threads	Universal Fits 4150, 4500 Models with 7/8 -20 threads	-6AN Male on both ends
		-8AN Male Inlet
		-8AN Male on both ends
		3/8" NPT female inlet. Tapped for 1/8" NPT pressure gauge
 Universal Fits 4160,4150, and 4500 Models with 5/8-18 Threads	Universal Fits 4010, 4011 Models	-8 male inlet. 3/8" NPT outlet at rear of log.
		1/4" NPT female inlet. Tapped for 1/8" NPT pressure gauge
		1/4" NPT female inlet. Tapped for 1/8" NPT pressure gauge
 4150 Models with -8 O-Ring threads / Center to Center = 9.75 *Carburetor requires a male A.N. fitting to use recommended 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 Models with -8 O-Ring threads 11.75 *Carburetor requires a male A.N. fitting to use recommended 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, 0-9375-3RD, 0-9375-3BK, 0-9375-3HB, 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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"

**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

**Base Gasket . . . . . Part # 108-9**

Model: 2010 and 2300  
Bore Size: 1-13/16"  
Thickness: .060"

**Base Gasket and Studs . Part # 108-52**

Model: 2010 and 2300  
Bore Size: 1-1/2"  
Thickness: .250"

**Base Gasket and Studs . Part # 108-51**

Model: 4150, 4160 and 4180  
Bore Size: 1-9/16"  
Thickness: .260"

**Base Gasket . . . . . Part # 108-58**

Model: 4150, 4160 and 4180  
Bore Size: 1-9/16"  
Thickness: .204"

**Base Gasket . . . . . Part # 108-18**

Model: 4010, 4150 and 4160  
Bore Size: 1-3/4"  
Thickness: 5/16"

**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"

**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"

**Base Gasket . . . . . Part # 108-84-2**

Model: 4500 and 4500 DOMINATOR HP, 2 per pkg. open style. Thickness: 1/16"

**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

**Fuel Bowl Plug Gasket - Quick Change . . . . . Part # 108-77**

All Holley quick change fuel bowls



108-25



108-84-2



108-99



108-20



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



108-97

**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



108-67-20

**Vacuum Passage**

**Gasket – Cork . . . . . Part # 108-67-20**

Seals vacuum passages to vacuum secondary and automatic choke housings, 20/pkg



108-40

**Throttle Body Gasket . . Part # 108-40**

Model: 2300 carburetor List R4412. (single)



108-74

**Throttle Body Gasket . . Part # 108-74**

Model: 2300 carburetor List R7448 (single)



108-61

**Throttle Body Gasket . . Part # 108-61**

Models 4150/4160 carburetors (single) Bore Size: 1-7/16" x 1-7/16"



108-3

**Throttle Body Gasket . . Part # 108-3**

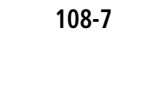
Models 4150/4160 carburetors (single) Bore Size: 1-9/16" x 1-9/16"



108-5

**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)

**Blue Non-Stick**

**Fuel Bowl Gasket . . . . . Part # 108-92-2**

For Model 4165 and some 4150/4160 (primary side) . . . . . Part # 8R1910-1 & 2300. Primary bowl gasket for 4175, except computer-controlled. Available in 2/pkg or bulk orders of 100 or more



108-92-2

**Blue Non-Stick**

**Fuel Bowl Gasket . . . . . Part # 108-83-2**

Models 2300, 4150/60 & 4500 two circuit carbs. . . . . Part # 8R1911-1 Available in 2/pkg or bulk orders of 100 or more



108-83-2

**Metering Block Gasket . Part # 108-28-2**

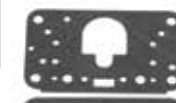
Primary metering block gasket for Model 4160 . . . . . Part # 8R1906-1 Chrysler applications beginning in 1968. Available in 2/pkg or bulk orders of 100 or more



108-28-2

**Metering Block Gasket . Part # 108-34-2**

For Model 4160, list 0-6270-1 for 340 Chrysler. . . . . Part # 8R1912 Available in 2/pkg or bulk orders of 100 or more



108-34-2

**Metering Block Gasket . Part # 108-35-2**

For Model 2300, list 6425, 650 CFM two barrel . . . . . Part # 8R1919 Available in 2/pkg or bulk orders of 100 or more



108-35-2

**Metering Block Gasket . Part # 108-100**

3-circuit Model 4150 competition carburetor



108-100

**Metering Block Gasket . Part # 108-36-2**

Primary & Secondary metering block gasket . . . . . Part # 8R2224-1 for Model 4500's w/ intermediate systems, Available in 2/pkg or bulk orders of 100 or more



108-36-2

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
**CARB SERVICE PARTS & ACCESSORIES**  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



108-55-2

**Metering Block Gasket** . . . . . Part # **108-55-2**  
 Primary metering block gasket for Model 4180 . . . . . Part # **8R1915**  
 Available in 2/pkg or bulk orders of 100 or more.



108-89-2

**Blue Non-Stick Metering Block Gasket** . . . . . Part # **108-89-2**  
 For most Model 4150's, some 4160's early 4165's . . . . . Part # **8R1907-1**  
 & 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**  
 Used as a secondary bowl & metering plate gasket on many 4160's & 4175's . . . . . Part # **8R1908-1**  
 Available in 2/pkg or bulk orders of 100 or more.



108-91-2

**Blue Non-Stick Metering Block Gasket** . . . . . Part # **108-91-2**  
 Used as primary & secondary metering block . . . . . Part # **8R1909-1**  
 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**  
 Primary & Secondary metering block gasket . . . . . Part # **8R2224-1**  
 for Model 4500's w/ intermediate systems, Available in 2/pkg or bulk orders of 100 or more



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	

**Fuel Bowl Gasket** . . . . . Part # **108-56-2**  
 Primary-bowl gasket for Model 4180. Available in 2/pkg or bulk orders of 100 or more. . . . . Part # **8R1916**  
 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

**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) 8R1908-1 secondary metering body gasket  
 (4) secondary side fuel bowl screws & (4) 8R657 fuel bowl screw gaskets



26-125

**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 Model 2300 carbs used on the outboard side of a tri-power set-up.



108-27-2

**Secondary Metering Plate Gasket . . . . . Part # 108-27-2**

For some Model 4160s. same pattern used on metal 34R-1993 metering body plate. Available in 2/pkg or bulk orders of 100 or more. . . . . Part # **8R1899**  
 100 or more.



108-13-2

**Secondary Metering Plate Gasket . . . . . Part # 108-13-2**

For Model 4160 Chrysler & outboard Model 2300 on some 3 x 2 applications with diaphragm-operated throttles.

**Secondary Sealing Plate. . . . . Part # 108-122**



### 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

### 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



37-1542

### 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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	R4056-1	R4776-1	R4779-8	R6129	R6772	R7410	R8879	R9976	R80453	R80535-1	R80781
R1849	R4118	R4776-2	R4780	R6210-1	R6773	R7411	R8896	R80095	R80454	R80540	R80783
R1850-2	R4144-1	R4776-3	R4780-1	R6210-2	R6774	R7413	R8896-1	R80098	R80457	R80541	R80870
R1850-3	R4224	R4776-4	R4780-2	R6210-3	R6853	R7448	R9002	R80099	R80457-1	R80542	R81570
R1850-4	R4235	R4776-5	R4780-3	R6211	R6895	R7855	R9040	R80111	R80457-2	R80555	R81670
R1850-5	R4236	R4776-6	R4780-4	R6211-1	R6909	R7985	R9188	R80112	R80460	R80556	R81770
R2818-1	R4295	R4777	R4780-5	R6212	R6910	R7986	R9210	R80120	R80496	R80570	R81850
R3124	R4296	R4777-1	R4780-6	R6213	R6919	R7987	R9219	R80128	R80496-1	R80572	R82750
R3247	R4346	R4777-2	R4781	R6238-1	66979	R8004	R9254	R80133	R80497	R80573	R82751
R3310-1	R4365-1	R4777-3	R4781-1	R6239-1	R6979-1	R8005	R9375	R80134	R80498	R80574	R83310
R3310-2	R4412	R4777-4	R4781-2	R6262	R6989	R8006	R9375-1	R80135	R80498-1	R80575	R83310-1
R3310-3	R4412-1	R4777-5	R4781-3	R6270-1	R7001	R8007	R9377	R80136	R80507	R80576	R83311
R3310-4	R4412-2	R4777-6	R4781-4	R6291	R7002-1	R8059	R9377-1	R80137	R80508	R80577	R83312
R3310-5	R4412-3	R4778	R4781-5	R6299-1	R7004-1	R8059-1	R9377-2	R80139	R80508-1	R80578	R84412
R3310-5	R4452-1	R4778-1	R4781-6	R6464	R7004-2	R8060	R9379	R80145	R80509	R80670	R84776
R3310-6	R4490	R4778-2	R4781-7	R6468-1	R7005-1	R8060-1	R9380	R80155	R80511	R80670-1	R84777
R3367	R4514-1	R4778-3	R4782	R6468-2	R7005-2	R8082	R9381	R80163	R80512	R80672	R84778
R3370	R4548	R4778-4	R4783	R6497	R7006-1	R8082-1	R9645	R80164	R80513	R80673	R84779
R3418	R4555	R4778-5	R4788	R6498	R7006-2	R8082-2	R9646	R80165	R80514	R80674	R84780
R3613	R4575	R4778-6	R4788-1	R6512	R7009-1	R8156	R9647	R80166	R80519	R80675	R84781
R3659	R4609	R4779	R4790	R6520	R7010	R8162	R9776	R80169	R80528	R80676	R87448
R3660	R4628	R4779-1	R4791	R6528	R7053-1	R8181	R9834	R80186	R80528-1	R80770	R89334
R3807	R4647	R4779-2	R4792	R6619-1	R7054	R8276	R9834-1	R80186-1	R80529	R80770-1	R83670
R3810	R4653	R4779-3	R4800-1	R6708	R7154	R8302	R9834-2	R80431	R80529-1	R80776	R83770
R3811	R4670	R4779-4	R4801-1	R6708-1	R7320	R8546	R9837-3	R80432	R80531	R80777	R85670
R3910	R4672	R4779-5	R4802-1	R6709	R7320-1	R8679	R9895	R80436	R80532	R80778	R85770
R4053	R4742	R4779-6	R4803-1	R6710	R7351	R8700	R9923	R80450	R80533	R80779	
R4055-1	R4776	R4779-7	R6109	R6711	R7397	R8804	R9948	R80452	R80535	R80780	

## 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	R6619-1	R9254
R1849	R6909	R9626
R1851-2	R6919	R9776
R1850-3	R6946-1	R9834
R1850-4	R6947	R9834-1
R1850-5	R6979	R9834-2
R1850-10	R6979-1	R9834-3
R1850-11	R6989	R50399
R1850-12	R7009-1	R50399-1
R1850-13	R7053-1	R80431
R3310-2	R7154	R80432
R3310-3	R7413	R80450
R3310-4	R7850	R80451
R3310-5	R7985	R80452
R3310-6	R7986	R80453
R3367	R7987	R80454
R3370	R8004	R80457
R3810	R8005	R80457-1
R3811	R8006	R80457-2
R4235	R8007	R80460
R4236	R8181	R80551
R4452-1	R8207	R81850
R4548	R8207	R83310
R6270-1	R9002	R83310-1
R6291	R9040	R83311
R6299-1	R9210	R83312
R6520	R9219	R89834

### 37-1543 Fits Model 2300

R4412
R4412-1
R4412-2
R4412-3
R7448
R9647
R84412
R87448

### 37-1544 Fits Model 4150

R4295	R4780-1	R80577
R4776	R4780-2	R80670
R4776-1	R4780-3	R80670-1
R4776-2	R4780-4	R80770
R4776-3	R4780-5	R80770-1
R4776-4	R4780-6	R80776
R4776-5	R4781	R80777
R4776-6	R4781-1	R80778
R4777	R4781-2	R80779
R4777-1	R4781-3	R80780
R4777-2	R4781-4	R80781
R4777-3	R4781-5	R80870
R4777-4	R4781-6	R81570
R4777-5	R4781-7	R81670
R4777-6	R4778	R81770
R4778	R4778-1	R84776
R4778-1	R4778-2	R84777
R4778-2	R4778-3	R84778
R4778-3	R4778-4	R84779
R4778-4	R4778-5	R84780
R4778-5	R4778-6	R9381
R4779	R4779	R9645
R4779-1	R4779-2	R9646
R4779-2	R4779-3	R80570
R4779-3	R4779-4	R80572
R4779-4	R4779-5	R80573
R4779-5	R4779-6	R80574
R4779-6	R4779-7	R80575
R4779-7	R4779	R80576
R4779-8	R4779	R80576
R4779-9	R4779	R80576
R4779-10	R4779	R80576
R4779-11	R4779	R80576
R4779-12	R4779	R80576
R4779-13	R4779	R80576
R4779-14	R4779	R80576
R4779-15	R4779	R80576
R4779-16	R4779	R80576
R4779-17	R4779	R80576
R4779-18	R4779	R80576
R4779-19	R4779	R80576
R4779-20	R4779	R80576
R4779-21	R4779	R80576
R4779-22	R4779	R80576
R4779-23	R4779	R80576
R4779-24	R4779	R80576
R4779-25	R4779	R80576
R4779-26	R4779	R80576
R4779-27	R4779	R80576
R4779-28	R4779	R80576
R4779-29	R4779	R80576
R4779-30	R4779	R80576
R4779-31	R4779	R80576
R4779-32	R4779	R80576
R4779-33	R4779	R80576
R4779-34	R4779	R80576
R4779-35	R4779	R80576
R4779-36	R4779	R80576
R4779-37	R4779	R80576
R4779-38	R4779	R80576
R4779-39	R4779	R80576
R4779-40	R4779	R80576
R4779-41	R4779	R80576
R4779-42	R4779	R80576
R4779-43	R4779	R80576
R4779-44	R4779	R80576
R4779-45	R4779	R80576
R4779-46	R4779	R80576
R4779-47	R4779	R80576
R4779-48	R4779	R80576
R4779-49	R4779	R80576
R4779-50	R4779	R80576
R4779-51	R4779	R80576
R4779-52	R4779	R80576
R4779-53	R4779	R80576
R4779-54	R4779	R80576
R4779-55	R4779	R80576
R4779-56	R4779	R80576
R4779-57	R4779	R80576
R4779-58	R4779	R80576
R4779-59	R4779	R80576
R4779-60	R4779	R80576
R4779-61	R4779	R80576
R4779-62	R4779	R80576
R4779-63	R4779	R80576
R4779-64	R4779	R80576
R4779-65	R4779	R80576
R4779-66	R4779	R80576
R4779-67	R4779	R80576
R4779-68	R4779	R80576
R4779-69	R4779	R80576
R4779-70	R4779	R80576
R4779-71	R4779	R80576
R4779-72	R4779	R80576
R4779-73	R4779	R80576
R4779-74	R4779	R80576
R4779-75	R4779	R80576
R4779-76	R4779	R80576
R4779-77	R4779	R80576
R4779-78	R4779	R80576
R4779-79	R4779	R80576
R4779-80	R4779	R80576
R4779-81	R4779	R80576
R4779-82	R4779	R80576
R4779-83	R4779	R80576
R4779-84	R4779	R80576
R4779-85	R4779	R80576
R4779-86	R4779	R80576
R4779-87	R4779	R80576
R4779-88	R4779	R80576
R4779-89	R4779	R80576
R4779-90	R4779	R80576
R4779-91	R4779	R80576
R4779-92	R4779	R80576
R4779-93	R4779	R80576
R4779-94	R4779	R80576
R4779-95	R4779	R80576
R4779-96	R4779	R80576
R4779-97	R4779	R80576
R4779-98	R4779	R80576
R4779-99	R4779	R80576
R4779-100	R4779	R80576

### 37-1546 Fits Model 4150HP

R80496	R80540
R80496-1	R80540-1
R80497	R80541
R80507	R80541-1
R80507-1	R80542
R80508	R80542-1
R80508-1	R80674
R80509	R80675
R80509-1	R80676
R80511	R80676
R80511-1	R82750
R80512	R82751
R80513	R82651
R80513-1	
R80514	
R80514-1	
R80519	
R80528	
R80528-1	
R80529	
R80529-1	
R80531	
R80535	
R80535-1	

**37-1548**  
Fits Model 4150  
Ultra HP

R80801	R80804
R80802	R80805
R80803	

### 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

### 37-1539

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  
R80674  
R80675  
R80676  
R82750  
R82751

### 37-485

R4295  
R4296  
R4776  
R4776-1  
R4776-2  
R4776-3  
R4776-4  
R4776-5  
R4776-6  
R4777  
R4777-1  
R4777-2  
R4777-3  
R4777-4  
R4777-5  
R4777-6  
R4778  
R4778-1  
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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  
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

### 37-1540

R7454  
R7455  
R7456  
R7555  
R7556  
R7955  
R7956  
R7957  
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

### 37-720

R6619-1  
R8007  
R9013  
R9015  
R9834  
R9834-1  
R9834-2  
R9834-3  
R89834

### 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  
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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

### 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  
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

### 37-934

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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX





## 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

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



26-504

## 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.



90520

## 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**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)**

**Tuning/Calibration Kit  
Double pump carburetors . . .Part # 36-182<sup>(B)</sup>**



**36-182**

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

**Accelerator Pump Tuning Kit  
Holley 2-bbl & 4-bbl  
Performance Carburetors . . .Part # 36-184**



**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





### 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.

#### Main Jet Tap . . . . . Part # 26-1

Used for "cleaning up" main jet threads in the metering block



### 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	P/N	Hole Size
122-40	.040"	122-78	.0870"
122-41	.041"	122-79	.0890"
122-42	.042"	122-80	.0890"
122-43	.043"	122-81	.0920"
122-44	.044"	122-82	.0940"
122-45	.045"	122-83	.0975"
122-46	.0465"	122-85	.0985"
122-47	.047"	122-86	.1000"
122-48	.048"	122-87	.1015
122-49	.048"	122-88	.1025"
122-50	.049"	122-89	.1045"
122-51	.050"	122-90	.1055"
122-52	.052"	122-91	.1085"
122-53	.052"	122-92	.1100"
122-54	.053"	122-93	.1125"
122-55	.054"	122-94	.1155"
122-56	.055"	122-95	.1165"
122-57	.056"	122-96	.1195"
122-58	.057"	122-97	.1210"
122-59	.058"	122-98	.1240"
122-60	.060"	122-99	.1260"
122-61	.060"	122-100	.1285"
122-62	.061"	122-101	.1260"
122-63	.062"	122-102	.1280"
122-64	.064"	122-103	.1300"
122-65	.065"	122-104	.1340"
122-66	.066"	122-105	.1370"
122-67	.0663"	122-106	.1410"
122-68	.0685"	122-107	.1450"
122-69	.0693"	122-108	.1470"
122-70	.0735"	122-109	.1500"
122-71	.0750"	122-110	.1560"
122-72	.0755"		
122-73	.0790"		
122-74	.0800"		
122-75	.0820"		
122-76	.0840"		
122-77	.0855"		

**Note:** Jet hole sizes provided for reference only. All Holley jets are sized by actual flow and may vary from sizes above.

Air Bleeds



126-55-10

Models 4150 HP and 4500 DOMINATOR

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	Air Bleed	Drill Size
126-23-10	.023	126-47-10	.047
126-24-10	.024	126-49-10	.049
126-25-10	.025	126-51-10	.051
126-26-10	.026	126-53-10	.053
126-27-10	.027	126-55-10	.055
126-28-10	.028	126-57-10	.057
126-29-10	.029	126-59-10	.059
126-30-10	.030	126-61-10	.061
126-31-10	.031	126-63-10	.063
126-32-10	.032	126-65-10	.065
126-33-10	.033	126-67-10	.067
126-34-10	.034	126-69-10	.069
126-35-10	.035	126-70-10	.070
126-36-10	.036	126-71-10	.071
126-37-10	.037	126-72-10	.072
126-38-10	.038	126-73-10	.073
126-39-10	.039	126-74-10	.074
126-40-10	.040	126-75-10	.075
126-41-10	.041	126-76-10	.076
126-43-10	.043	126-77-10	.077
126-45-10	.045	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) 28 (secondary)	N/A N/A	25 36
R82751	71 (primary) 28 (secondary)	N/A N/A	25 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<sup>(B)</sup>  
4500 DOMINATOR 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.



## Jet Assortment Kit Part # 36-181<sup>(B)</sup>

### 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<sup>(B)</sup>

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<sup>(B)</sup>

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.

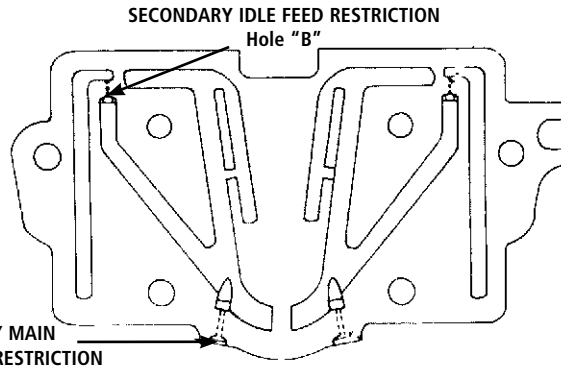


HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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.



Hole "A"  
SECONDARY MAIN  
METERING RESTRICTION

Hole "B"  
SECONDARY IDLE FEED RESTRICTION

## 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)



## 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

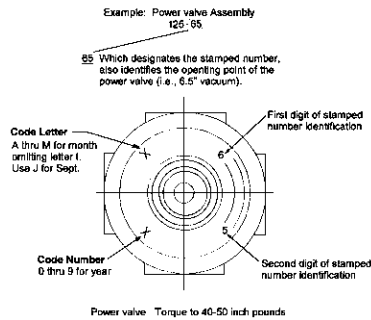
This Kit contains:

- 1 EA Adjusting nut with gasket
- 1 EA Locking screw with gasket
- 1 EA O-ring



## The Truth About The Power Valve

### POWER VALVE IDENTIFICATION



Cut-away of power valve blow-out protection.



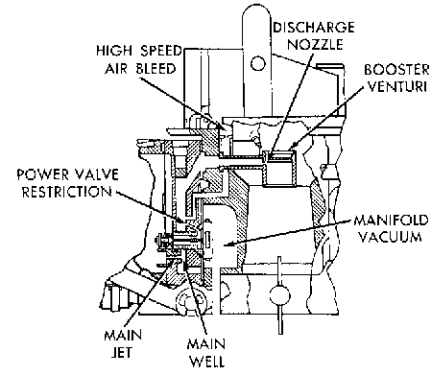
### TECH TIP

#### 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.

## 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



Power Enrichment System.

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.

## 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
<b>Standard Flow</b>	
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
<b>High Flow</b>	
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



### Two-Stage\* (includes gasket)

PART #	1ST STAGE OPENING	2ND STAGE OPENING
<b>Model 4160</b>		
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.



## 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



## Tools

### Installation Tool Kit with Inserts & Tap . . . . . Part # 26-2

**NOTE:** need 15/64" drill bit

### 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



### Main Jet Tap. . . . . Part # 26-1

Used for "cleaning up" main jet threads in the metering block

### 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.

### 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 O2 Controller with Gauge. . . . . Part # 534-201

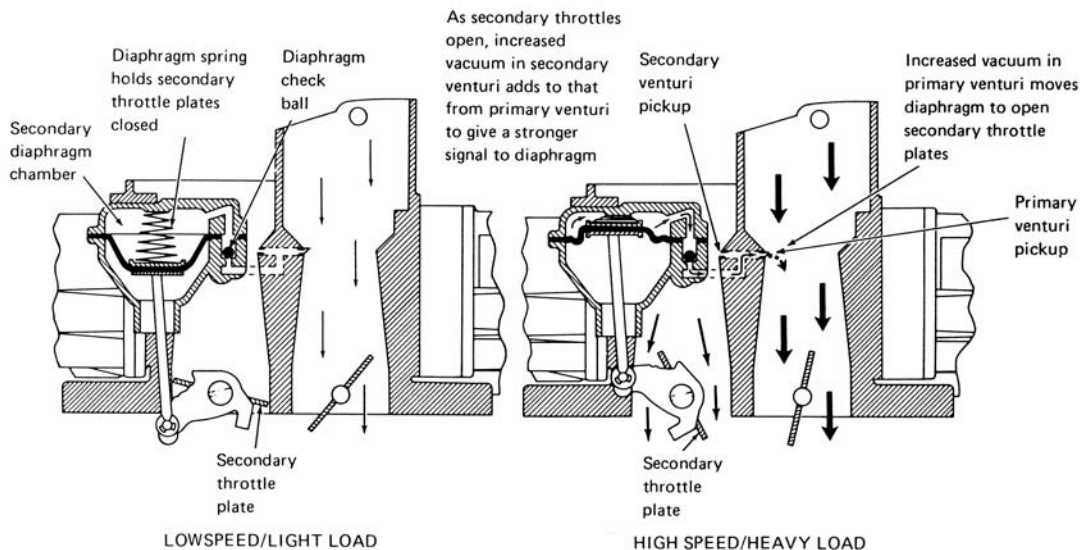
Accurately measure any air/fuel ratio between 10:1 and 18:1. This allows the engine tuner to read the air/fuel ratio in real time for extremely accurate tuning.



## Vacuum Secondary Diaphragms

Carburetor number	Diaphragm	Carburetor number	Diaphragm	Carburetor number	Diaphragm	Carburetor number	Diaphragm
R1848-1	135-2	R6129	135-3	R8679	135-4	R80432	135-4
R1849	135-4	R6291-1	135-4	R8700	135-4	R80436	135-4
R1850(ALL)	135-4	R6299-1	135-2	R8879	135-4	R80450	135-4
R2929	135-3	R6520	135-4	R9002	135-4	R80451	135-4
R2953-1	135-3	R6619	135-4	R9040	135-4	R80452	135-4
R2973	135-3	R6909	135-4	R9188	135-4	R80453	135-4
R3116	135-3	R6919	135-4	R9219	135-4	R80454	135-4
R3220	135-2	R6979	135-4	R9210	135-4	R80457	135-4
R3259-1	135-3	R6989	135-4	R9626	135-4	R80460	135-4
R3300	135-3	R7002	135-4	R9834	135-4	R80476	135-4
R3301	135-3	R7004	135-4	R9895	135-4	R80491	135-4
R3310(ALL)	135-4	R7005	135-4	R9923	135-4	R80497	135-3
R3410	135-3	R7006	135-4	R9948	135-4	R80508	135-4
R3411	135-3	R7009	135-4	R9976	135-4	R80512	135-3
R3418-1	135-3	R7010	135-4	R80073	135-4	R80519	135-3
R3659	135-6	R7053-1	135-4	R80098	135-4	R80529	135-3
R3977	135-3	R7154	135-4	R80099	135-4	R80555	135-3
R4118	135-3	R7351	135-4	R80111	135-4	R80670	135-4
R4168	135-3	R7397	135-4	R80112	135-4	R80681	135-4
R4174	135-3	R7855	135-4	R80128	135-4	R80770	135-3
R4201	135-3	R7985	135-4	R80133	135-4	R80870	135-3
R4202	135-3	R7986	135-4	R80134	135-4	R81850	135-4
R4235	135-3	R7987	135-4	R80135	135-4	R82750	135-3
R4236	135-3	R8004	135-4	R80136	135-4	R83310	135-4
R4279	135-3	R8005	135-4	R80137	135-4	R83311	135-4
R4280	135-3	R8006	135-4	R80139	135-4	R83312	135-4
R4365-1	135-6	R8007	135-2	R80140	135-4	R84010	135-4
R4382-1	135-6	R8059	135-4	R80145	135-4	R84011	135-4
R4383-1	135-6	R8060	135-4	R80155	135-4	R84014	135-3
R4393-2	135-6	R8181	135-4	R80163	135-4	R84015	135-3
R4394-2	135-6	R8207	135-4	R80164	135-4	R84020	135-4
R4452-1	135-4	R8276	135-4	R80165	135-4	R84021	135-3
R4548	135-4	R8302	135-4	R80166	135-4	R84035	135-4
R4671	135-6	R8546	135-4	R80169	135-4	R84047	135-4
R4672	135-6			R80431	135-4	R89834	135-4
R4789	135-6					R90570	135-4
R4790	135-6					R90670	135-4
R6127	135-3					R90770	135-4
R6128	135-3					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<sup>(B)</sup>**

Color	Relative Load	SECONDARY THROTTLE OPERATING RANGES			
		350 CID Eng. Opening RPM		402 CID Eng. Opening RPM	
		Initial	Full	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<sup>(B)</sup>**

1 x 4 bbl. – without balance tube. Expedites changing of vacuum spring.



20-59

**Cover Diaphragm Housing (Quick Change) Part # 20-73<sup>(B)</sup>**

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



34-34

Annular-style booster for HP-style DOMINATOR. Includes 4 boosters and 4 retaining pins.

Part # 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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

**FEEDS  
1050HP!**

**FEEDS  
2100HP!**

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!

**Holley**  
See it all at  
**HOLLEY.COM**

Techline: 270-781-9741

# FUEL INJECTION



## FUEL INJECTION 119 - 150

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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 <sub>2</sub> 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!



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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

HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

**FUEL INJECTION**

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

LS HEADQUARTERS

MERCHANDISING

TECHNICAL INFORMATION

INDEX

# AVENGER

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**  
 ENGINE MANAGEMENT SYSTEM

- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION**
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- IS HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX



## 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  
ENGINE MANAGEMENT SYSTEM

### 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  
ENGINE MANAGEMENT SYSTEM

### 4 BBL TBI SYSTEMS

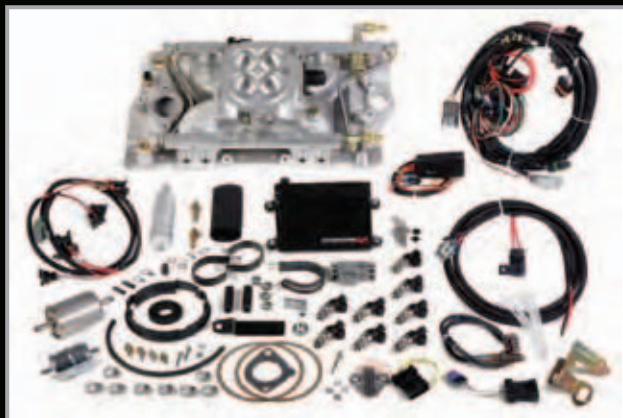
550-400 700 CFM 65 lb/hr injectors  
(200-400 HP)  
550-401 900 CFM 75 lb/hr injectors  
(375-525 HP)  
550-402 900 CFM 85 lb/hr injectors  
(450-600 HP)

**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.



### 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!



### 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.



- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION**
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- IS HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX

# 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](http://holleyefi.com)



*Plug & Play!*  
for LSx engines!

**HP EFI**  
 ENGINE MANAGEMENT SYSTEM

HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCHARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

**FUEL INJECTION**

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

LS HEADQUARTERS

MERCHANDISING

TECHNICAL INFORMATION

INDEX

## 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 separately 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.



### 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.



### 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.



### 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 Underterminated universal harness (includes universal underterminated 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.



- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION**
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX



# 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

*Tune*  
with optional  
5.7" LCD touch screen!  
(see pg. 133)

DOMINATOR  
VEHICLE MANAGEMENT SYSTEM



**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

*Software can be downloaded at [holleyefi.com](http://holleyefi.com)*

- 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



DOMINATOR EFI™ VEHICLE MANAGEMENT SYSTEM

HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

**FUEL INJECTION**

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

LS HEADQUARTERS

MERCHANDISING

TECHNICAL INFORMATION

INDEX



## 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)
- Main Wiring Harness
- Ignition Adapter Harness
- Wideband Oxygen Sensors
- Injector Wiring Harness
- Accessories
- Main Power Harness

Use the selection guide on pages 134 through 137 to properly configure your Dominator EFI system.

Part #	Description	Part #	Description
<b>DOMINATOR AND HP ECUS</b>			
554-113	HP ECU Only	<b>AUXILLIARY HARNESSSES (DOMINATOR ONLY)</b>	
554-114	Dominator ECU Only	558-400	Connector J1A/B Input/Outputs for HP & Dominator
558-308	Main Power Harness	558-401	J2A Auxiliary Harness - Kit contains the following: <ul style="list-style-type: none"> <li>• J2A ECU connector</li> <li>• #2 wide band oxygen sensor harness (fully terminated)</li> <li>• 23 user programmable input loose wires with pre-crimped ECU pins</li> </ul>
<b>MAIN HARNESS ONLY (ALL SYSTEMS)</b>			
558-100	4bbl Holley TBI Harness	558-402	J2B Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: <ul style="list-style-type: none"> <li>• J2B ECU connector</li> <li>• Four additional injector driver outputs</li> <li>• Four additional coil driver outputs</li> <li>• 23 user programmable outputs</li> </ul>
558-101	TPI/Stealth Ram Harness	558-403	J3 Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: <ul style="list-style-type: none"> <li>• J3 ECU connector</li> <li>• 17 user programmable inputs &amp; outputs</li> </ul>
558-102	LS1/LS6 Harness	558-404	J4 Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: <ul style="list-style-type: none"> <li>• J4 ECU connector</li> <li>• 26 user programmable inputs &amp; outputs</li> </ul>
558-103	LS2/LS7 Harness	558-405	GM 4L60/80E Transmission Harness - Complete terminated harness with J4 connector to operate GM electronic transmissions.
558-104	Universal MPFI	558-406	GM Drive By Wire Harness - Complete terminated harness with J3 connector to operate late model GM drive by wire systems.
558-105	Unterminated Universal Harness	558-407	Multi Map selector - contains 4 position key switch, wiring and J3 connector
<b>INJECTOR HARNESSSES (ALL SYSTEMS)</b>			
558-200	V8 Over Manifold, Bosch Style Connector	558-408	J2A, J2B, J3, J4 Connector & Pin Kit - Contains connectors & pins, but no wiring.
558-201	LSx (for EV6 style injector)	558-409	Sealed USB Cable (Comes with ECUs)
558-202	Terminated Universal 4 Cyl	558-411	Dual throttle body GM Drive-by-wire harness
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		
<b>IGNITION HARNESSSES (ALL SYSTEMS)</b>			
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		

**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™ 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

See page 134 for assistance on parts selection.

- 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.

### 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



Stealth Ram™ system shown

553-700	Power Pack Early/Late	553-706	Power Pack BB Tall Deck/Rect Port - 2000 CFM
553-701	Power Pack Vortec	553-707	Power Pack Stealth Ram Early/Late - Satin
553-702	Power Pack BB Standard Deck/Rect. Port - 1000 CFM	553-708	Power Pack Stealth Ram Early/Late - Polished
553-703	Power Pack BB Standard Deck/Oval Port - 1000 CFM	553-709	Power Pack Stealth Ram Vortec - Satin
553-704	Power Pack BB Tall Deck/Rect. Port - 1000 CFM	553-710	Power Pack Stealth Ram Vortec - Polished
553-705	Power Pack BB Standard Deck/Rect. Port - 2000 CFM		



## 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 initial 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)	556-109	8-1/2" Crank trigger wheel
556-105	6 Cylinder DIS System (waste fire)	554-117	Crank sensor & pigtail
556-101	8 Cylinder DIS System (waste fire)	556-110	Complete SB Chevy Crank trigger kit not for use with DIS
556-102	Universal SB chevy crank sensor mounting kit	556-111	Complete BB Chevy Crank trigger kit not for use with DIS
556-103	Universal BB chevy crank sensor mounting kit	558-410	Terminated crank/cam trigger ignition harness
556-104	Coil		
556-106	5" Crank trigger wheel		
556-107	6" Crank trigger wheel		
556-108	7-3/4" Crank trigger wheel		

## 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

**Holley**  
 ACCESSORIES

HOW TO CHOOSE A CARB

STREET CARBURETORS

SUPERCARGER CARBURETORS

RACE CARBURETORS

MARINE CARBURETORS

CARB SERVICE PARTS & ACCESSORIES

**FUEL INJECTION**

THROTTLE BODIES

FUEL PUMPS

INTAKE MANIFOLDS

ENGINE DRESS-UP

HEADQUARTERS

IS

MERCHANDISING

TECHNICAL INFORMATION

INDEX

# 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 separately 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** Underterminated

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 Underterminated Inj
- 558-205** 4 Bbl Holley TBI
- 558-206** Terminated 2x4 Holley TBI
- 558-207** Underterminated 16 injector MPFI
- 558-208** Underterminated 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.

**SELECTION GUIDE**  
**HOLLEY EFI**

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
**FUEL INJECTION**  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX

### 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 customer 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

SELECTION GUIDE

**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  
556-100/101/105 - 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.

### 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.

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.



## 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)

HOW TO  
CHOOSE A CARBSTREET  
CARBURETORSSUPERCHARGER  
CARBURETORSRACE  
CARBURETORSMARINE  
CARBURETORSCARB SERVICE PARTS  
& ACCESSORIES

FUEL INJECTION

THROTTLE  
BODIES

FUEL PUMPS

INTAKE  
MANIFOLDSENGINE  
DRESS-UPLS  
HEADQUARTERS

MERCHANDISING

TECHNICAL  
INFORMATION

INDEX

SELECTION GUIDE





**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

- HOW TO CHOOSE A CARB
- STREET CARBURETORS
- SUPERCARGER CARBURETORS
- RACE CARBURETORS
- MARINE CARBURETORS
- CARB SERVICE PARTS & ACCESSORIES
- FUEL INJECTION**
- THROTTLE BODIES
- FUEL PUMPS
- INTAKE MANIFOLDS
- ENGINE DRESS-UP
- IS HEADQUARTERS
- MERCHANDISING
- TECHNICAL INFORMATION
- INDEX

# DOMINATOR<sup>EFI</sup>

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 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

**Holley**  
 ACCESSORIES

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
**FUEL INJECTION**  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



## Commander 950® Wide Band O<sub>2</sub> Upgrade Kit with BOSCH® Sensor **Part # 534-197**



- 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<sub>2</sub> 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 O<sub>2</sub> 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<sub>2</sub> 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 O<sub>2</sub> 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) Marine **Part # 534-120**  
**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)

**Fuel Injector Bungs**



534-83

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

**Fuel Injector O-ring & Retainers**



534-112

Delphi/Holley fuel injector O-ring 16/pkg Part # 534-104

Bosch fuel injector retainer 8/pkg Part # 534-102

Delphi/Holley fuel injector retainer 8/pkg Part # 534-103

**Fuel Lines & Rails**



534-104

Fuel Line, Fuel Rail Crossover – Small Block Chevrolet V-8 Fits Holley MPI Manifolds Part # 9900-144



534-102

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

Left & Right Hand Fuel Rails – Big Block Chevrolet V-8 Fits Holley MPI Manifolds Part # 9900-149



534-103

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 w/ non-adjustable regulator Part # 534-185

Part # 534-186  
w/ adjustable regulator

STEALTH RAM™ fuel rail kit for vortec kits w/ non-adjustable regulator Part # 534-192

Part # 534-193  
w/ adjustable regulator

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



108-4

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

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



538-13

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

Sensor bung Part # 534-49



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

HOW TO CHOOSE A CARB CARBURETORS STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS LS MERCHANDISING TECHNICAL INFORMATION INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CAR SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**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**



20-113

**Fuel Filter - TBI post filter (metal)** **Part # 562-1**

**Fuel Filter Element Prefilter (plastic)** **Part # 562-3**



562-1

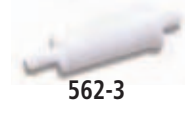
**Fittings**  
 90° & Schrader Valve has 1/8" NPT Tap **Part # 9900-163**

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**



562-3



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**



9910-101-1

**350 Vortec/Gen 1 Cylinder Heads**  
 4 bbl square flange **Part # 9901-107**

**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

### Benefits

- Improved driveability
- Fantastic throttle response
- Greater fuel economy
- Increased power

### 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

### 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



### 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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



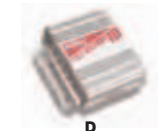
N.

**N. Dual Tank Fuel Pump Kit** Part # 534-38  
4-bbl Pro-Jection (All), 950 MPFI/4-bbl TBI)



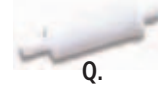
O.

**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\"/>**



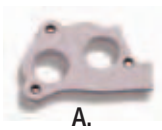
V.

**V. Gasket, 1-bbl TBI Flange (Holley manifold/2.00\"/>**

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**A. Gasket, 2-bbl TBI Flange (O.E. manifold/ 1.68" bores) Part # 508-7**

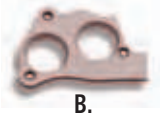
2-bbl replacement TBI, P/Ns 502-3



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 Part # 508-9**

2-bbl Pro-jection, P/N 502-20S Square bore manifold to P/N 17-6 adapter



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.

HOW TO CHOOSE A CARB STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX





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**

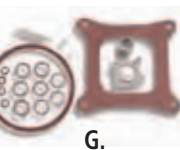
2-bbl replacement TBIs, P/Ns 502-4, 502-5, 502-6, 502-7



F.

**F. Kit, Renew** **Part # 503-3**

2-bbl Pro-Jection (All); 2 x 2 Pro-Jection



G.

**H. Lever, Throttle Extension (Chrysler)** **Part # 20-7**

2-bbl Pro-Jection (All); 2 x 2 Pro-Jection;  
4-bbl Pro-Jection (All)



H.

**J. Plate, Fuel Pump Block-Off** **Part # 12-813**

Chrysler - Big Block V-8; Chrysler - Small Block V-8



J.

**K. Plate, Fuel Pump Block-Off** **Part # 12-814**

Chevrolet - Small Block V-8;  
Chevrolet - Big Block V-8



K.

**L. Pump, Electric Fuel (258 PPH @ 15 PSI)** **Part # 12-927**

All 1-bbl Pro-Jection; All 2-bbl Pro-Jection



L.

**M. Pump, Electric Fuel** **Part # 12-920**

All 4-bbl Pro-Jection (480 PPH @ 15 PSI);  
All MPI systems (402 PPH @ 45 PSI)



M.

**N. Relay, 40 Amp** **Part # 534-26**

All Pro-Jection Systems



N.

**O. Rich/Lean Indicator** **Part # 534-50**

without oxygen sensor



O.

**P. Rich/Lean Indicator** **Part # 534-51**

with oxygen sensor



P.

**Q. Sensor, Air Charge** **Part # 534-46**

All digital Pro-Jection Systems



Q.

**R. Sensor, Coolant Temperature** **Part # 534-2**

All 4-bbl analog Pro-Jection systems  
P/N 502-20S digital 2-bbl Pro-Jection



R.

**S. Sensor, Coolant Temperature** **Part # 534-10**

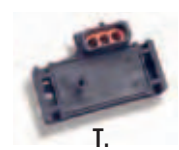
All 4-bbl digital Pro-Jection systems



S.

**T. Sensor, MAP**

All digital Pro-Jection systems -  
4D & 4DI 2-bar **Part # 538-13**



T.

All Commander 950 systems -  
1 bar **Part # 538-24**

**U. Sensor, Oxygen** **Part # 43-106**

All digital Pro-Jection systems;  
Closed loop kit, P/N 534-27



U.

**V. Sensor, Throttle Position** **Part # 543-1**

1-bbl replacement TBIs  
1-bbl Pro-Jection



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



4-bbl.

**900 CFM 4-bbl w/ 85 PPH injectors** Part # 534-173

**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.

**L. Wiring Harness, Computer Cable DB-9** Part # 534-45

All digital interactive (Di) Pro-Jection systems. Allows computer hookup for tuning purposes.

## 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**

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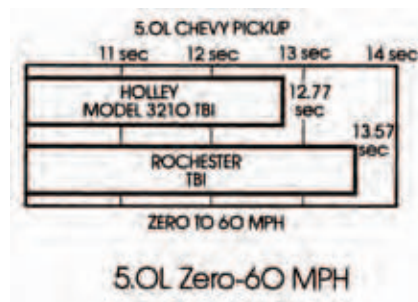
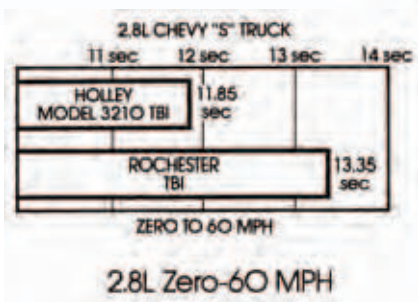
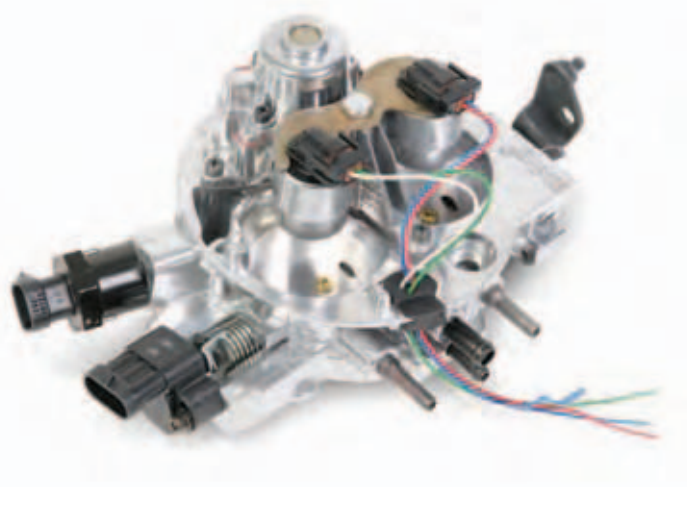
Direct Replacement Performance Truck TBIs.....	152
Airfoil Kit .....	153
Universal 4-bbl Billet Throttle Bodies .....	153
High-Flow EFI Throttle Bodies .....	154-155
LS Throttle Bodies .....	155
Throttle Body Service Parts .....	155
Billet Aluminum 941 CFM Throttle Body.....	156

## 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



Make	Model	Year	Engine	# Bbl	CFM	P/N
Chevy/GMC	S/T Series Truck	1985 <sup>1</sup> /2-89	2.8L 6 cyl.	2	400	502-3
Chevy/GMC	S/T Series Truck	1988-91	4.3L 6 cyl.	2	670	502-7
Chevy/GMC	Full size Truck	1986-89	4.3L 6 cyl.	2	670	502-4
Chevy/GMC	Full size Truck	1987-89	5.0L 8 cyl.	2	670	502-5
Chevy/GMC	Full size Truck	1987-90**	5.7L 8 cyl.	2	670	502-6
Chevy/GMC	Full size Truck	1990-95*	5.7L 8 cyl.	2	670	502-9

\* 95 w/o throttle cam

\*\* 90 models with round 3-wire tps must use 502-9

## 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.

HOW TO CHOOSE A CARB CARBURETORS STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX



## 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
Buick GN/Race	3.8L w/o IAC	1986-93	1 x 105mm	Clear Coat	112-535
Chevrolet Camaro	5.7L TPI	1985-88	2 x 52mm	Clear Coat	112-502
Chevrolet Camaro	5.7L TPI	1985-88	2 x 58mm	Clear Coat	112-503
Chevrolet Camaro	5.7L TPI	1989-92	2 x 52mm	Clear Coat	112-506
Chevrolet Camaro	5.7L TPI	1989-92	2 x 58mm	Clear Coat	112-507
Chevrolet Camaro	5.7L LT1	1993	2 x 52mm	Clear Coat	112-504
Chevrolet Camaro	5.7L LT1	1993	2 x 58mm	Clear Coat	112-505
Chevrolet Camaro	5.7L LT1	1994-97	2 x 52mm	Clear Coat	112-508
Chevrolet Camaro	5.7L LT1	1994-97	2 x 58mm	Clear Coat	112-509
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	
Chevrolet Corvette	4 Bolt LS (cable driven)	1 x 80mm	Clear Coat	112-574	
Chevrolet Corvette	LS w/ LS2, Fast™ or Weiland 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
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
Dodge Truck (all)	5.2/5.9L	1996-01	2 x 52mm	Clear Coat	112-557

Application	Engine	Year	Size	Color	Part #
Ford Mustang	5.0L EFI	1986-93	1 x 80mm	Clear Coat	112-510 
Ford Mustang	5.0L EFI				
	w/o IAC	1986-93	1 x 95mm	Clear Coat	112-513' 
Ford Mustang	2V 4.6L EFI	1996-04	1 x 70mm	Clear Coat	112-573 
Ford Mustang	2V 4.6L EFI	1996-04	1 x 75mm	Clear Coat	112-575 
Jeep Grand Cherokee	5.9L	1997-98	2 x 52mm	Clear Coat	112-555 
Pontiac Firebird	5.7L TPI	1985-88	2 x 52mm	Clear Coat	112-502 
Pontiac Firebird	5.7L TPI	1985-88	2 x 58mm	Clear Coat	112-503 
Pontiac Firebird	5.7L TPI	1989-92	2 x 52mm	Clear Coat	112-506 
Pontiac Firebird	5.7L TPI	1989-92	2 x 58mm	Clear Coat	112-507 
Pontiac Firebird	5.7L LT1	1993	2 x 52mm	Clear Coat	112-504 
Pontiac Firebird	5.7L LT1	1993	2 x 58mm	Clear Coat	112-505 
Pontiac Firebird	5.7L LT1	1994-97	2 x 52mm	Clear Coat	112-508 
Pontiac Firebird	5.7L LT1	1994-97	2 x 58mm	Clear Coat	112-509 
Pontiac Firebird	LS w/ LS2, Fast™ or Weiand Street Warrior Intake		1 x 80mm	Clear Coat	112-574 
Pontiac Firebird	LS w/ LS2, Fast™ or Weiand Street Warrior Intake		1 x 90mm	Clear Coat	112-576 
Universal**			1 x 105mm	Clear Coat	112-535' 



\* Intake manifold modifications may be necessary on stock manifolds. † Uses Ford Mustang style linkage  
 \*\* 5.0L Ford bolt pattern

## 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 
Universal	4 bolt LS including Fast™ intake manifolds	1 x 90mm	Clear Coat	112-576 

## 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



## 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**



# FUEL PUMPS

HOW TO  
CHOOSE A CARB  
STREET  
CARBURETORS  
SUPERCHARGER  
CARBURETORS  
RACE  
CARBURETORS  
MARINE  
CARBURETORS  
CAR SERVICE PARTS  
& ACCESSORIES  
FUEL INJECTION  
THROTTLE  
BODIES  
FUEL PUMPS  
INTAKE  
MANIFOLDS  
CYLINDER  
HEADS  
SYSTEMAX  
ENGINE  
DRESS-UP  
MERCHANDISING  
TECHNICAL  
INFORMATION  
INDEX

## 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 <sup>1</sup>	110 GPH	130+ GPH	170+ GPH	170 GPH Billet	200 GPH Billet	225 GPH Billet (Alcohol)
Chevy S/B V-8	12-834 (B)	12-327-11 (B)	12-327-13 (B)	12-327-20 (B)	12-327-25 (B)	12-327-30 (B)	12-327-35 (B)
Chevy B/B V-8	12-835 (B)	12-454-11 (B)	12-454-13 (B)	12-454-20 (B)	12-454-25 (B)	12-454-30 (B)	12-454-35 (B)
Chevy B/B Marine						12-454-40 (B)	
Chrysler S/B V-8	12-838 (B)	12-360-11 (B)  *					
Chrysler B/B V-8		12-440-11 (B)  *					
Ford 289/302/351W	12-833 (B)	12-289-11 (B)	12-289-13 (B)	12-289-20 (B)	12-289-25 (B)	12-289-30 (B)	12-289-35 (B)
Ford 351C/351M	12-854 (B)						
Ford 390, 427, 428 FE	12-832 (B)	12-390-11 (B)  *					
Ford 429/460 V-8	12-860 (B)	12-460-11 (B)	12-460-13 (B)				
Oldsmobile All V-8	12-836 (B)						
Pontiac All V-8	12-837 (B)	12-389-11 (B)  *					

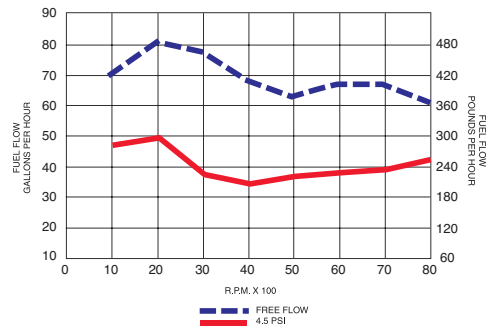
\* Inlet & outlet tapped for 1/4" NPT | (1) Pumps limited to stock on hand

## 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

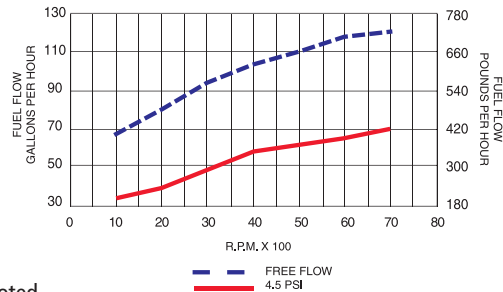


## 110 GPH Fuel Pump



### 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

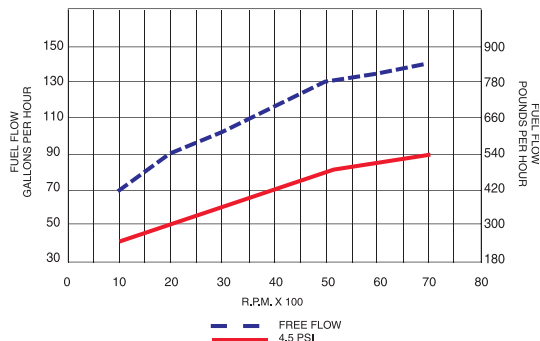


## 130+ GPH FUEL PUMP

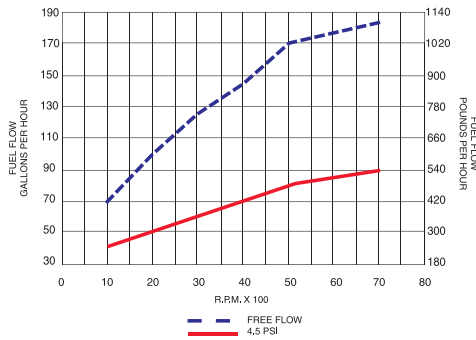


### Features

- 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



## 170+ GPH Fuel Pump

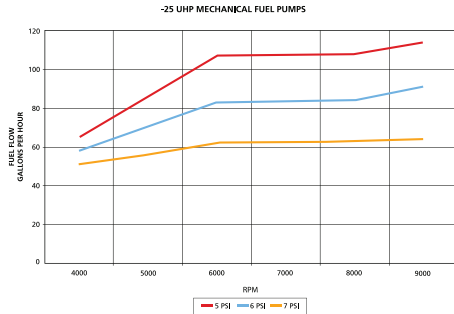


### Features

- 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

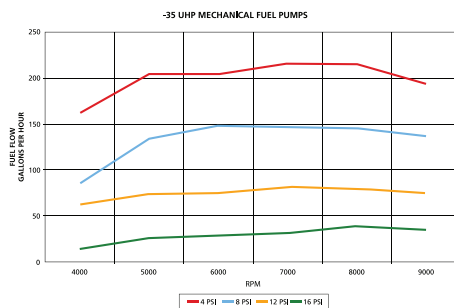
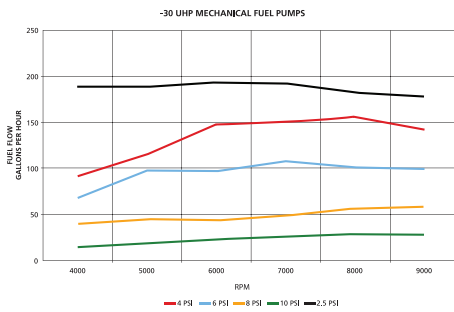


### Features

- 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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!

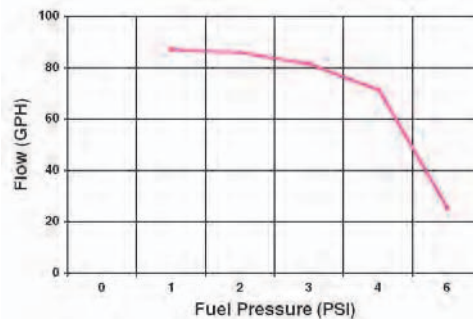


### 97 GPH - Red® Electric Fuel Pump Part # 12-801-1<sup>(B)</sup> 2

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





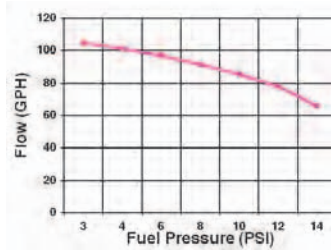
## 110 GPH - Blue® Electric Fuel Pump Part # 12-802-1<sup>(B)</sup> 2

See electric fuel pump chart on page 160 for additional info

Part # 12-812-1<sup>(B)</sup> 2  
(without regulator)

### 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

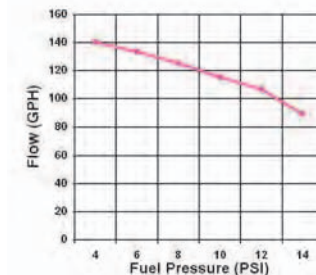


## 140 GPH - Black® Electric Fuel Pump Part # 12-815-1<sup>(B)</sup>

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<sup>(B)</sup> 2

150 GPH - Billet Electric Fuel Pump Part # 12-150<sup>(B)</sup> 2

See electric fuel pump chart on page 160 for additional info

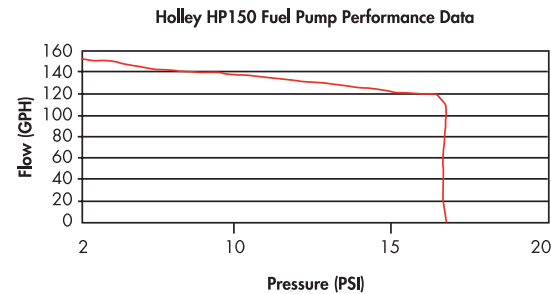
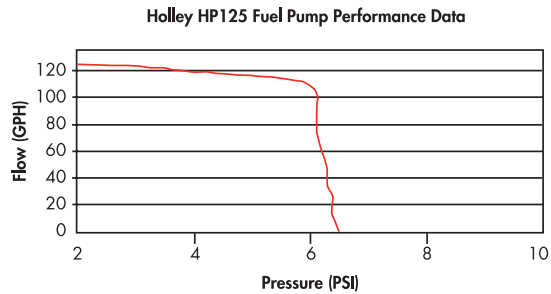
**Ultra quiet - Powerful enough for race day. Quiet enough for everyday!**

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 PTFE 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

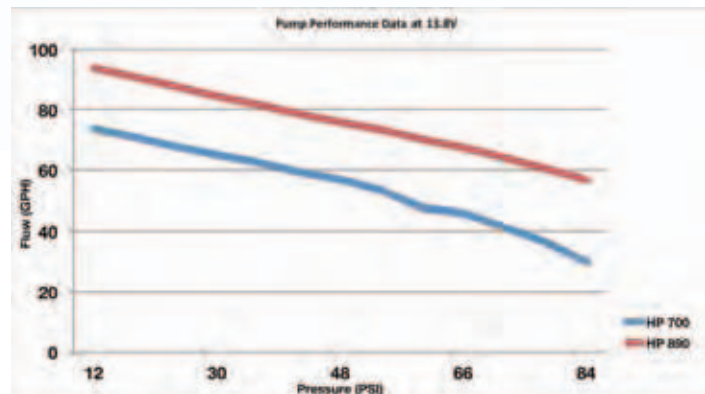
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SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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

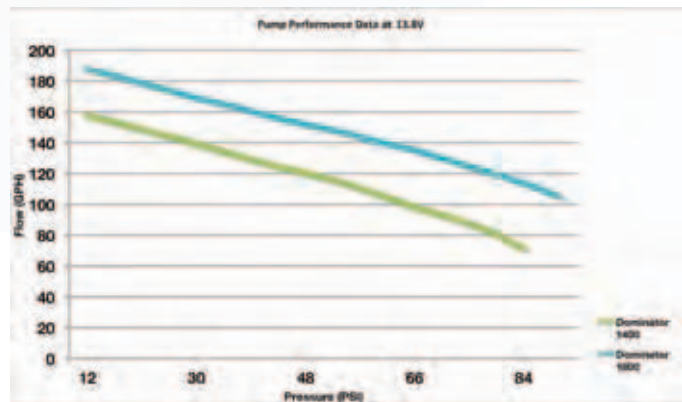
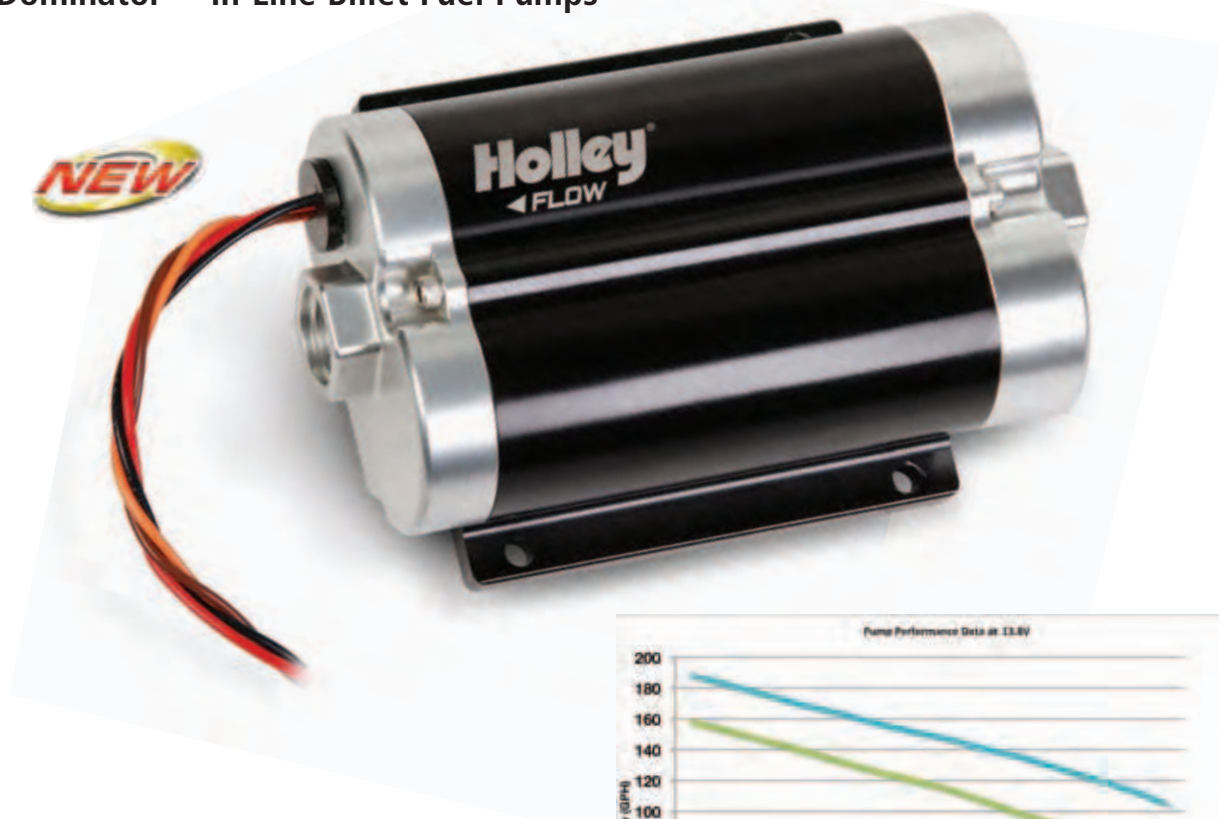
- Billet aluminum construction for durability & good looks
- -8 AN O-ring inlet/outlet for high flow and superior sealing
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems 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**

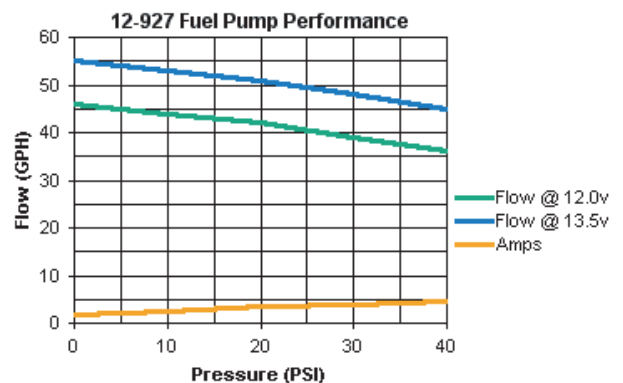
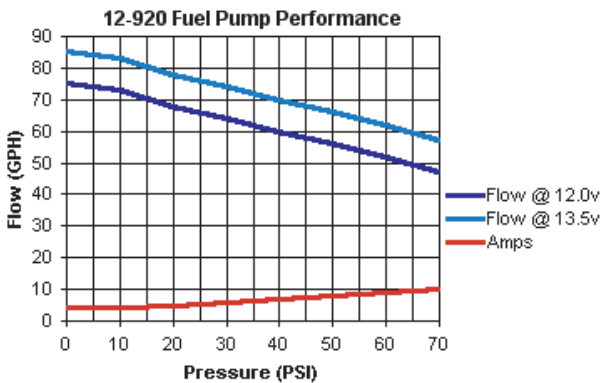
- OE-proven design
- Lightweight, compact design
- 3/8" barbed fittings included
- Rubber isolator, mounting clamps and electrical hardware is included

**OPTIONAL PARTS & KITS**

P/N	DESCRIPTION
26-160	-6 AN fittings (pair)
26-180	-8 AN fittings (pair)

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	Approximate Maximum Horsepower		
										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.



HOW TO CHOOSE A CARB CARBURETORS STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS LS MERCHANDISING TECHNICAL INFORMATION INDEX

## 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.

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.

LITERS	GALLONS	LBS. OF FUEL	HORSEPOWER
155	41	246	491
190	50	301	600
255	67	404	800



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, Lancer, Shadow, Spirit	1990-85	2.2L turbo			12-904	
	1990-89	2.5L turbo			12-904	
	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 (exc. Cobra)	1997-96	4.6L MPI	12-912	12-901	12-902	12-915
	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	
Mitsubishi Eclipse	1992-89	1.3L Rotary			12-909	
	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 & Fiero	1992-85	5.0L TPI				12-914
	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

HOW TO CHOOSE A CARB  
STREET CARBURETTORS  
SUPERCHARGER CARBURETTORS  
RACE CARBURETTORS  
MARINE CARBURETTORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## 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.

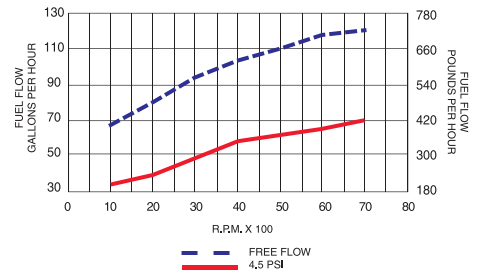
Application	Engine	110 GPH	130+ GPH	200 GPH Billet
Chevrolet	Small Block V-8	712-327-11		
Chevrolet	Big Block V-8	712-454-11	712-454-13	12-454-40



### 110 GPH Fuel Pump

#### Features

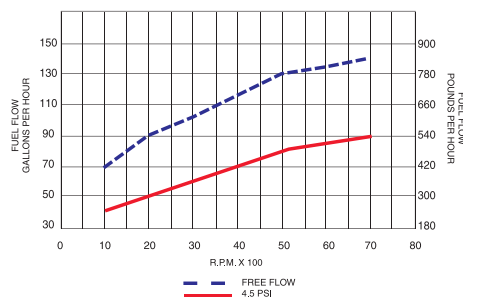
- High output fuel flow
- Flows 110 GPH (free flow)
- Shutoff pressure pre-set from 6 1/2 - 8 PSI
- Heavy duty construction for continuous high RPM operation
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to accommodate various plumbing situations
- Fuel pressure regulator is not required
- Fuel/vapor tube



### 130+ GPH Fuel Pump

#### Features

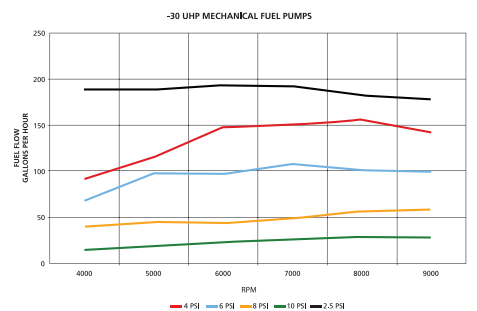
- High output fuel flow
- Flows 130+ GPH (free flow)
- Shutoff pressure pre-set from 7 1/2 - 9 PSI
- Heavy duty construction for continuous high RPM operation
- Redesigned high flow valves always ensure adequate fuel delivery
- Inlet & outlet tapped for 3/8" NPT
- Fuel body casting can be rotated to 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



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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  
1 to 4 PSI, Satin finish

Part # 12-803<sup>(B)</sup>

Part # 12-804<sup>(B)</sup>

### 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



### 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

Part # 12-803BP<sup>(B)</sup>



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)



**Features**

**Part # 12-704<sup>(B)</sup>**

- 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



**Features**

Part # 12-707<sup>(B)</sup>

- 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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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.

HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX

## 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

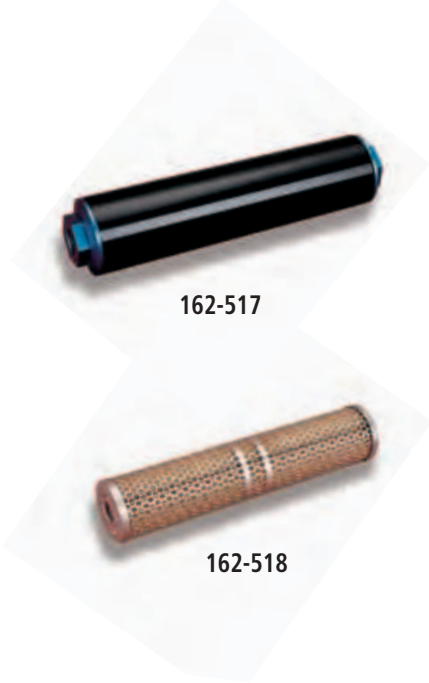
See page 255-256 for plumbing diagrams



	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

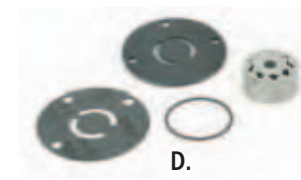
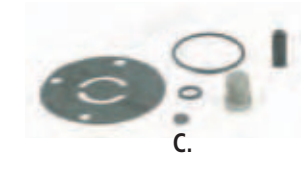
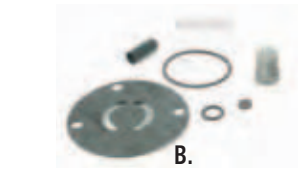
## VoluMAX® Fuel Filters



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**

Replacement paper filter element for 162-517 fuel filter. . . . . **Part # 162-518**

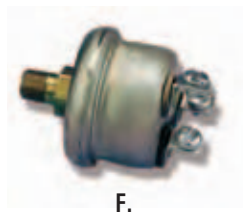
## Electric Fuel Pump Service Kits



### 12-801-1 (red), 12-802-1 (blue), and 12-815-1 (black) Fuel Pumps

PART NO.	DESCRIPTION	APPLICATION
A. <b>12-805</b>	Check valve kit	12-801-1 pump
A. <b>12-806</b>	Check valve kit	12-802-1 pump
A. <b>12-816</b>	Check valve kit	12-815-1 pump
B. <b>12-819</b>	Check valve kit	12-125 HP pump
C. <b>12-820</b>	Check valve kit	12-150 HP pump
D. <b>12-821</b>	Gerotor kit	12-125 & 12-150 pumps
E. <b>12-807</b>	Diaphragm repair kit	12-803, 12-804 regulators
F. <b>12-810</b>	Safety pressure switch	All electric pumps
G. <b>12-811</b>	Rotor and vane kit	12-801-1, 12-802-1 pumps
H. <b>12-818</b>	Diaphragm repair kit	12-803BP regulator

*Continued on next page 178*



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## 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

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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

Part # 300-110

**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

**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

1987-Later w/ Cast Iron Heads

Part # 300-66

**Pro-Jection System Recommendation**  
502-20 or 502-20S (670 CFM "D" systems)

**Features**

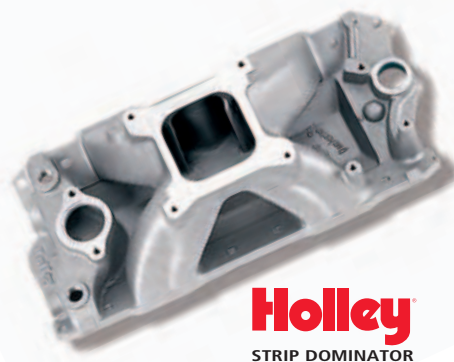
- High Rise Dual Plane Design
- Holley Pro-Jection TBI Mounting Flange
- EGR Provisions
- Power band: Idle-6000 RPM

**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

**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

**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



## 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)

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## 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.

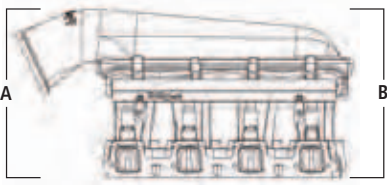
### Dimensions

- 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<sup>2</sup>

**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](http://www.holley.com).

# LS Modular "Hi-Ram" Style Intake Systems - (CONTINUED)



## 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



## 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)

### 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)

- 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



HOW TO  
CHOOSE A CARB  
STREET  
CARBURETORS  
SUPERCHARGER  
CARBURETORS  
RACE  
CARBURETORS  
MARINE  
CARBURETORS  
CARB SERVICE PARTS  
& ACCESSORIES  
FUEL INJECTION  
THROTTLE  
BODIES  
FUEL PUMPS  
INTAKE  
MANIFOLDS  
ENGINE  
DRESS-UP  
LS  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL  
INFORMATION  
INDEX



## 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**

**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

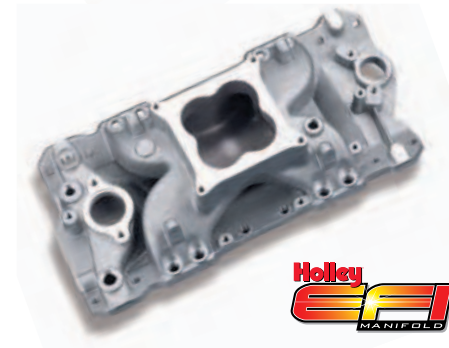
**Part # 9901-201**

**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

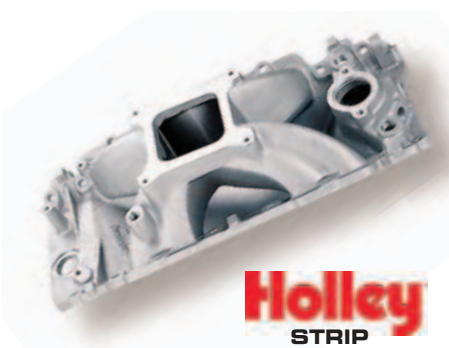
**Part # 9901-202**

**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**

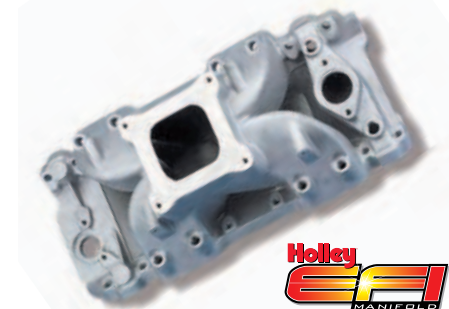
**Part # 300-5**

**INSTALLATION:**

Will fit tall blocks with use of Weiland 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**

**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

## 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** ♦

**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** ♦

**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"

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARBURETOR PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**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.



8204

**NOTE:** Notches for manifold bolts between ports have been eliminated from these spacer plates.



301-20

**Intake Manifold Choke Kits**

Choke block-off pad for some Chevrolet small block engine intake manifolds Part # 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

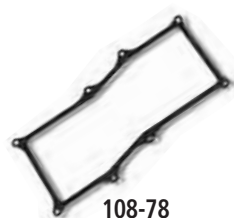


108-80

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



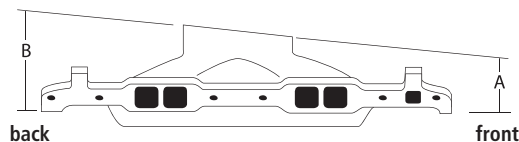
4000



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.







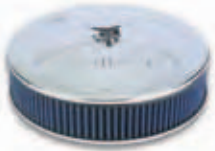
# ENGINE DRESS-UP

## DRESS - UP 187 - 190

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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	Air cleaner assembly
90633	Replacement POWER SHOT™ filter element

7221



## 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)

7223



APPLICATION	PART #
Weiland Hilborn-style (1x4) Dimensions: 13" x 10" x 6"	7220
Weiland Hilborn-style (2x4) Dimensions: 20.5" x 10" x 6"	7221
Weiland Enderle-style (2x4) Dimensions: 20.5" x 13.3" x 4.8"	7223

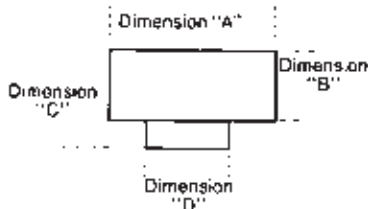
## Flame Arrestors

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
<b>Aluminum</b>							
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
<b>Chrome</b>							
720-3	8"	3"	3/4"	5"	YES	NO	600-800
<b>Stainless Steel</b>							
720-1	5-3/4"	3"	3/4"	5"	YES	NO	600-800

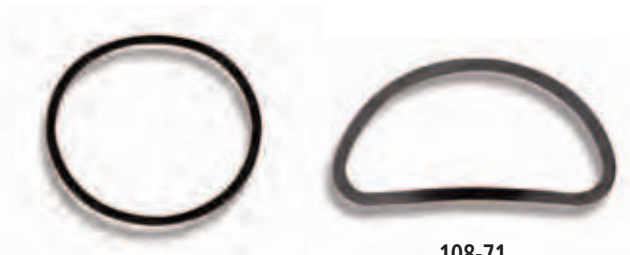


PART #	DESCRIPTION - Flame Arrestor Vent Tubes
720-33	1/2" bolt-on aluminum vent tube (use with Holley flame arrestors - P/N 720-11 & 720-12)
720-31	5/8" bolt-on aluminum vent tube

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARBURETOR PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

### 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

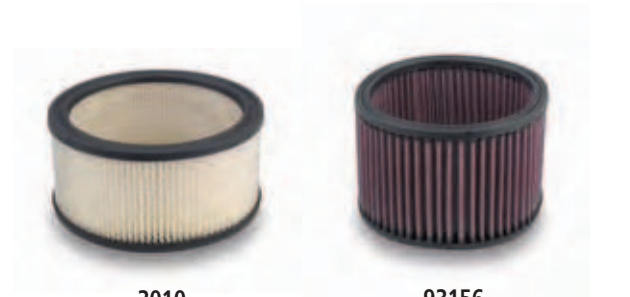


17-13

17-14

### Air Cleaner/Air Scoop Filter Elements

APPLICATION	PART #
Replacement filter for Weiland'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



241-81

#### 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 SystemeMAX intake P/N 300-72S and includes oil fill tube and breather cap

### 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**

HOW TO CHOOSE A CARB STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP LS HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



241-83

241-84



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.



241-88 (driver side shown)

241-89 (driver side shown)

241-90 (passenger side shown)

241-91 (passenger side shown)

## 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



241-224

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



242-1

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**

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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!

*Tune* ▶  
with optional  
5.7" LCD touch screen!



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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX





## 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

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



## 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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARBURETORS PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



# 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.

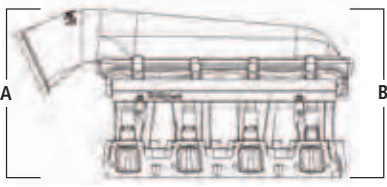
### Dimensions

- 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<sup>2</sup>

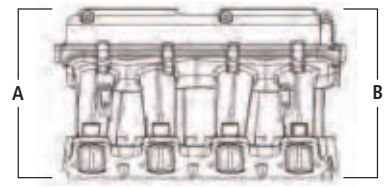
**NOTE:** The following parts should be used for the following applications: Racing/ Performance/Street Rodder where hood restrictions are NOT a consideration.

## 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](http://www.holley.com).



# LS Modular "Hi-Ram" Style Intake Systems - (CONTINUED)



## 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
<b>ACCESSORIES FOR P/N 534-209 &amp; 534-210:</b>	
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



## 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

- 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

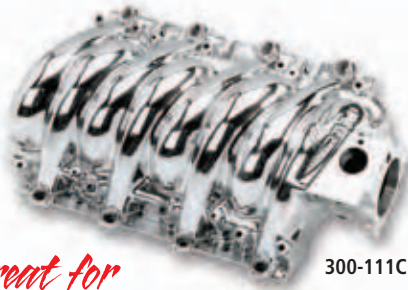


Part#	Description
300-120	Carbureted GM LS Gen III LS1/LS2/LS6 2 x 4160 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)
300-121	EFI GM LS Gen III LS1/LS2/LS6 2x4 Dual-Plane Mid-Rise Intake Manifold, Fuel Rails included (All GM LS Gen III engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)

- 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)

HOW TO CHOOSE A CARB CARBURETORS STREET SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP LS HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX





300-111C

*Great for  
Forced Induction!*



300-111

## LS-1 Intake Manifolds

- 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



## 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 1/2", 1-1/4" or 3". Hooker also offers a mount kit designed for applications that utilize the clamshell type mount such as a "G" body.

- 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)



12621HKR



12622HKR



12623HKR

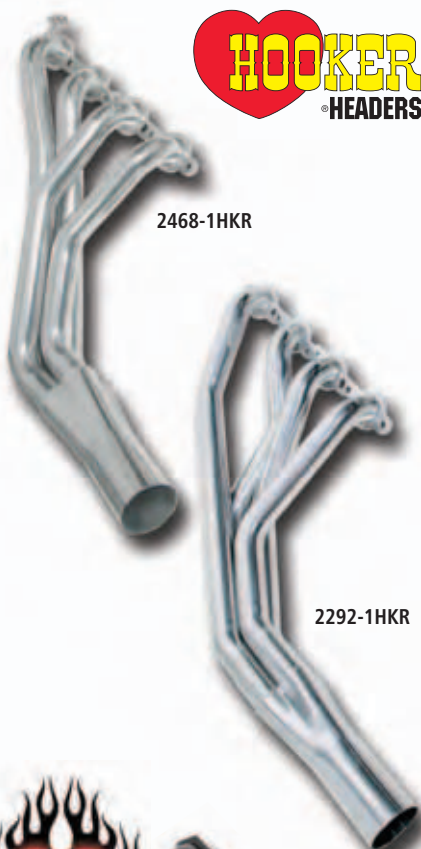


12624HKR



12611HKR

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STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



## 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)

HOW TO CHOOSE A CARB STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP LS HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX



Raw Finish



Black Ceramic

Titanium Ceramic

Charcoal Grey Ceramic

Silver Ceramic

## LS Cast Iron Exhaust Manifolds

- 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



## 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!**



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<sub>2</sub> 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



## 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.



05168NOS

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

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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)**

### **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!



### **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.



### **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!



**BUY ITEMS ONLINE AT [HOLLEY.COM/STORE!](http://HOLLEY.COM/STORE!)**

[www.holley.com](http://www.holley.com)

**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.



**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!



**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.



**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.



HOW TO CHOOSE A CARB  
 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



Back

Front



**Weiland Tiger Tee - T-Shirt (white) - Part # 10006-xxWND**



**Weiland Tiger Tee - T-Shirt (black) - Part # 10007-xxWND**



Back

Front

Weiland 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 Weiland Retro artwork. Retro logo is also featured on the left chest.



Back

Front



**Weiland Retro Hemi T-Shirt (short sleeve) - Part # 10003-xxWND (long sleeve) - Part # 10012-xxWND**

The new Weiland retro engine t-shirt features the popular blown Hemi engine from the original Weiland retro t-shirt-only this time it's full size on the back! And, what hot rodder doesn't love a big Weiland blower and nostalgic Weiland 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!



Back

Front



**Weiland Dragstar T-Shirt - Part # 10008-xxWND**

The new Weiland Drag Star t-shirt celebrates some of the coolest and memorable gassers of the past! Uniquely disguised as the art for the cover of Weiland 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!



Back

Front



**Weiland Belly Tanker Retro T-Shirt (short sleeve) - Part # 10002-xxWND (long sleeve) - Part # 10010-xxWND**

Flashback to Bonneville, 1955...legendary Tom Beatty pushes his super-charged flathead powered belly tanker equipped with Weiland 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, Weiland's historic "Power and Speed" logo adorns the front chest area of the navy blue, high quality Hanes Beefy-T shirt.



**Weiland Retro T-Shirt**  
 (short sleeve) - Part # 10000-xxWND  
 (long sleeve) - Part # 10011-xxWND

The Weiland retro t-shirt features a classic front engine fuel dragster powered by a Weiland 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 Weiland 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 Weiland 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.



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 CARB SERVICE PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX



Back



Front

### 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.



Back



Front

### 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

### 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

### 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!](http://HOLLEY.COM/STORE!)**

## Holley Brand Caps



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	Weiland Black W/Yellow Under Peak, Eyelets, & Button, Front Woven Label Of Weiland Speed & Racing
10007WND	Weiland 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
- Weiland Retro signs take another look at a classic logo & Weiland'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	Weiland Retro	20" x 20"
10004WND	Weiland Power & Speed Equip.	20" x 20"
10009WND	Weiland Tiger	20" x 20"



HOW TO CHOOSE A CARB STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP LS HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX



## Holley Brand Neon Wall Clocks



11000ERL

10004HOL

10150HKR

19352NOS

10005WND

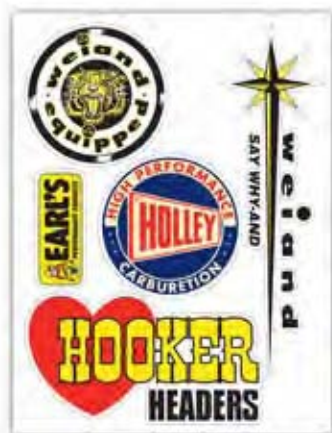
19350NOS

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	Weiland - 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 Weiland 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').



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

**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!](http://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").



**Weiland Intake Manifolds Banner Part # 36-270**

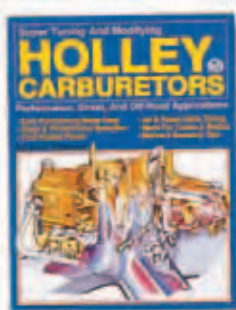
The manifold's in your car, so put the banner on your wall! Weiland's banner is made from heavy nylon, with reinforced stitched hems on all four sides (measures 2' x 8').



**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



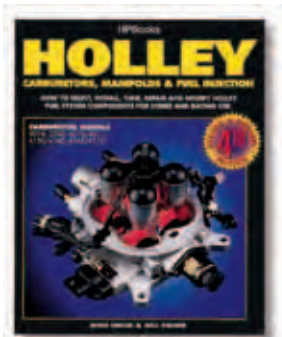
36-51-7



36-168



36-133



36-73

## 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.

### 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.

### 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.



### 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!](http://HOLLEY.COM/STORE!)**

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARBURETOR PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

## 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](http://www.holley.com)

### CONTACT

Holley, Earl's, Hooker, NOS, Weiland & 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](http://www.holley.com) then click on Tech Service Link

### WRITE

Holley Performance Products, Inc.  
 Technical Service  
 1801 Russellville Road  
 Bowling Green, Kentucky 42101



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Featuring:

- Tech Segments with Chuck Hanson
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- Product Testimonials and Interviews With Racers and Consumers
- Dyno & Track Testing

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HOW TO CHOOSE A CARB	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
STREET CARBURETORS	R1848-1	4160	465	37-119	37-933	6-506	122-57	N/S	N/S	34R9716-3	125-85	0.025
STREET CARBURETORS	R1849	4160	550	37-119	37-933	6-506	122-62	N/S	N/S	N/S	125-85	0.025
STREET CARBURETORS	R1850-2	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
STREET CARBURETORS	R1850-3	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
STREET CARBURETORS	R1850-4	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.031
SUPERCARGER CARBURETORS	R1850-5	4160	600	37-119	37-933	6-506	122-66	134-9	134-128S	134-9	125-65	0.031
SUPERCARGER CARBURETORS	R1850-6	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.031
SUPERCARGER CARBURETORS	R1850-7	4160	600	37-119	37-933	6-506	122-64	134-9	N/A	134-9	125-65	0.031
SUPERCARGER CARBURETORS	R1850-8	4160	600	37-119	37-933	6-506	122-64	134-9	N/A	134-9	125-65	0.031
SUPERCARGER CARBURETORS	R1850-9	4160	600	37-119	37-933	6-511	122-64	134-9	N/A	134-9	125-65	0.031
RACE CARBURETORS	R1850-10	4160	600	37-119	37-933	6-511	122-64	134-9	N/A	134-9	125-65	0.031
RACE CARBURETORS	R2818-1	4150	600	37-1537	37-933	6-506	122-65	122-76	N/A	N/S	125-65	0.025
RACE CARBURETORS	R3124	4150	750	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
RACE CARBURETORS	R3247	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.021
RACE CARBURETORS	R3259-1	4150	725	N/A	N/A	N/S	122-68	122-78	N/S	N/S	125-85	0.025
MARINE CARBURETORS	R3310-1	4150	780	37-1539	37-933	6-504	122-72	122-76	134-131	N/S	"(12,13)"	0.025
MARINE CARBURETORS	R3310-2	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
MARINE CARBURETORS	R3310-3	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
MARINE CARBURETORS	R3310-4	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
MARINE CARBURETORS	R3310-5	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
CARB SERVICE PARTS & ACCESSORIES	R3310-6	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
CARB SERVICE PARTS & ACCESSORIES	R3310-7	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
CARB SERVICE PARTS & ACCESSORIES	R3310-8	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
CARB SERVICE PARTS & ACCESSORIES	R3310-9	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.031
CARB SERVICE PARTS & ACCESSORIES	R3310-10	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
CARB SERVICE PARTS & ACCESSORIES	R3310-11	4160	750	37-754	37-933	6-504	122-70	134-21	N/A	134-21	125-65	0.031
FUEL INJECTION	R3367	4160	585	37-119	37-933	N/S	122-65	34R9716-22	N/S	N/R	125-65	0.025
FUEL INJECTION	R3370	4160	585	37-119	37-933	6-504	122-65	N/S	N/S	N/R	125-65	0.025
FUEL INJECTION	R3418-1	4150	855	37-1539	37-933	6-504	78C/80T	82C/80T	N/S	N/S	(15,21)	0.028
FUEL INJECTION	R3613	4150	770	37-1539	37-933	6-504	122-71	122-76	N/S	N/S	125-85 (12)	0.021
THROTTLE BODIES	R3659	2300	466	37-1537	37-933	6-504	N/R	N/S	N/R	N/S	N/R	N/R
THROTTLE BODIES	R3660	2300	350	37-1537	37-933	6-504	122-64	N/R	N/S	N/R	125-65	0.021
THROTTLE BODIES	R3807	4150	595	37-1537	37-933	N/S	122-67	122-72	N/S	N/S	125-65	0.025
THROTTLE BODIES	R3810	4160	585	37-1537	37-933	N/S	122-65	34R9716-22	N/S	N/R	125-65	0.025
THROTTLE BODIES	R3811	4160	585	37-1537	37-933	N/S	122-65	N/S	N/S	N/R	125-65	0.025
FUEL PUMPS	R3910	4150	780	37-1539	37-933	6-504	122-71	122-76	N/S	N/S	125-65 (12)	0.021
FUEL PUMPS	R4053	4150	780	37-1539	37-933	6-504	122-68	122-76	N/S	N/S	125-65 (12)	0.025
FUEL PUMPS	R4055-1	2300	350	37-1537	37-933	6-504	122-63	N/R	N/S	N/R	125-65	0.021
FUEL PUMPS	R4056-1	2300	350	37-1537	37-933	6-504	122-61	N/R	N/S	N/R	125-65	0.025
FUEL PUMPS	R4118	4150	725	37-1539	37-933	6-504	122-68	122-78	N/S	N/S	125-85	0.025
INTAKE MANIFOLDS	R4144-1	2300	350	37-1537	37-933	6-504	122-62	N/R	N/S	N/R	125-65	0.031
INTAKE MANIFOLDS	R4224	4160	660	37-1537	37-933	6-508	122-76	34R9716-12	N/A	34R9716-12	N/R	0.025
INTAKE MANIFOLDS	R4235	4160	770	N/A	37-933	6-504	75/80	N/S	N/S	N/R	125-65	0.035
INTAKE MANIFOLDS	R4236	4160	770	N/A	37-933	6-504	122-80	N/S	N/S	N/R	125-65	0.035
INTAKE MANIFOLDS	R4295	4150	585	37-485	37-933	6-504	122-69	122-71	N/S	N/S	125-65	0.025
ENGINE DRESS-UP	R4296	4150	850	37-485	37-933	6-504	78C/82T	82C/80T	N/S	N/S	125-65 (15)	0.035
ENGINE DRESS-UP	R4346	4150	780	37-1539	37-933	6-504	122-68	122-76	N/S	N/S	125-85 (12)	0.025
ENGINE DRESS-UP	R4365-1	2300	500	37-1537	37-933	6-504	N/R	N/S	N/R	N/R	N/R	N/R
ENGINE DRESS-UP	R4412	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
ENGINE DRESS-UP	R4412-1	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
ENGINE DRESS-UP	R4412-2	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
ENGINE DRESS-UP	R4412-3	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
ENGINE DRESS-UP	R4412-4	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
ENGINE DRESS-UP	R4412-5	2300	500	37-474	37-933	6-504	122-73	N/R	134-137	N/R	125-50	0.028
ENGINE DRESS-UP	R4452-1	4160	600	37-119	37-933	6-506	122-63	134-39	N/S	N/S	125-85	0.031
LS HEADQUARTERS	R4490	4150	780	37-1539	37-933	6-504	122-70	122-76	N/S	N/S	125-85 (12)	0.025
LS HEADQUARTERS	R4514-1	4150	700	37-1537	37-933	6-504	122-66	122-79	N/S	N/S	125-65	0.029
LS HEADQUARTERS	R4548	4160	450	37-119	37-933	6-506	122-57	N/S	N/S	N/S	N/S	0.031
LS HEADQUARTERS	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	134-103S	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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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	134-103S	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	134-103S	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	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
0.032	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	1-11/16	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	134-103	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/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	1-3/8	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	134-103	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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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	3489716-3	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.

INDEX TECHNICAL INFORMATION MERCHANDISING LS HEADQUARTERS ENGINE DRESS-UP INTAKE MANIFOLDS FUEL PUMPS THROTTLE BODIES FUEL INJECTION CARB SERVICE PARTS & ACCESSORIES MARINE CARBURETORS RACE CARBURETORS SUPERCHARGER CARBURETORS STREET CARBURETORS HOW TO CHOOSE A CARB

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
0.031	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
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	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
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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
HEADQUARTERS  
LS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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
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
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
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
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 99-26 for numerical listing specific notes.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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.

INDEX  
TECHNICAL INFORMATION  
MERCHANDISING  
LS HEADQUARTERS  
ENGINE DRESS-UP  
INTAKE MANIFOLDS  
FUEL PUMPS  
THROTTLE BODIES  
FUEL INJECTION  
CARB SERVICE PARTS & ACCESSORIES  
MARINE CARBURETORS  
RACE CARBURETORS  
SUPERCHARGER CARBURETORS  
STREET CARBURETORS  
HOW TO CHOOSE A CARB



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	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
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
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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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/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
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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB	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
STREET CARBURETORS	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
SUPERCHARGER CARBURETORS	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
RACE CARBURETORS	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
MARINE CARBURETORS	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
CARBURETOR PARTS & ACCESSORIES	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
FUEL INJECTION	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
THROTTLE BODIES	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
FUEL PUMPS	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
INTAKE MANIFOLDS	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
ENGINE DRESS-UP	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
LS HEADQUARTERS	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
MERCHANDISING	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	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
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	1-9/16	1-3/4	1-3/4
N/S	N/A	N/A	N/A	N/A	N/A	N/S	N/S	N/S	1-9/16	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
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.

HOW TO CHOOSE A CARB CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS LS MERCHANDISING TECHNICAL INFORMATION INDEX

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)	0.025
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.

INDEX TECHNICAL INFORMATION MERCHANDISING LS HEADQUARTERS ENGINE DRESS-UP INTAKE MANIFOLDS FUEL PUMPS THROTTLE BODIES FUEL INJECTION CARB SERVICE PARTS & ACCESSORIES MARINE CARBURETORS RACE CARBURETORS SUPERCHARGER CARBURETORS STREET CARBURETORS HOW TO CHOOSE A CARB

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	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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



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
0.032	N/A	N/A	N/A	N/A	N/R	34R11341-1	34R11335	12R11335A	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/S	N/S	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	134-103S	134-104S	N/A	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	134-103S	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
0.031	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
0.028	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	1-9/16	1-9/16
0.031	108-83-2	108-89-2	108-83-2	108-89-2	N/R	134-103	134-104	112-117	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	N/A	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	N/A	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/S	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
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
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.

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

HOW TO CHOOSE A CARB	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
STREET CARBURETORS	R81870	4150	870	37-934	37-933	6-504	122-78	122-82	N/A	N/A	125-45 (22)	0.04
STREET CARBURETORS	R81850	4160	600	37-119	37-933	6-506	122-66	134-9	134-128	134-9	125-65	0.025
STREET CARBURETORS	R82010	2010	350	37-1541	N/A	6-504	122-58	N/A	N/R	N/R	125-65	0.035
STREET CARBURETORS	R82011	2010	500	37-1541	N/A	6-504	122-80	N/A	N/R	N/R	125-65	0.035
STREET CARBURETORS	R82012	2010	560	37-1541	N/A	6-504	122-80	N/A	N/R	N/R	125-65	0.035
SUPERCARGER CARBURETORS	R82020	2010	350	703-51	N/A	6-504	122-60	N/S	N/S	N/S	125-65	.035
SUPERCARGER CARBURETORS	R82021	2010	500	703-51	N/A	6-504	122-80	N/S	N/S	N/S	125-65	.035
SUPERCARGER CARBURETORS	R82028	2010	500	703-51	N/A	6-504	122-80	N/S	N/S	N/S	125-65	.035
SUPERCARGER CARBURETORS	R82029	2010	500	703-51	N/A	6-504	122-81	N/S	N/S	N/S	125-65	.035
SUPERCARGER CARBURETORS	R82750	4150	750	37-1539	37-933	6-504	122-75	122-76	N/A	N/A	125-45	0.031
RACE CARBURETORS	R82751	4150	750	37-1539	37-933	6-504	122-75	122-80	N/A	N/A	125-45	0.031
RACE CARBURETORS	R83310	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
RACE CARBURETORS	R83310-1	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
RACE CARBURETORS	R83311	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
RACE CARBURETORS	R83312	4160	750	37-754	37-933	6-504	122-72	134-21	134-131	134-21	125-65	0.025
MARINE CARBURETORS	R84010	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.026
MARINE CARBURETORS	R84010-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
MARINE CARBURETORS	R84010-2	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
MARINE CARBURETORS	R84010-3	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
CARB SERVICE PARTS & ACCESSORIES	R84011	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.026
CARB SERVICE PARTS & ACCESSORIES	R84011-1	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65 (15)	0.035
CARB SERVICE PARTS & ACCESSORIES	R84011-2	4010	750	37-1541	N/A	6-504	122-75	122-75	N/R	N/R	125-65	0.035
CARB SERVICE PARTS & ACCESSORIES	R84011-3	4010	750	37-1541	N/A	6-504	122-73	122-75	N/R	N/R	125-65	0.031
FUEL INJECTION	R84012	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.026
FUEL INJECTION	R84012-1	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.035
FUEL INJECTION	R84012-2	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.035
FUEL INJECTION	R84012-3	4010	600	37-1541	N/A	6-504	122-67	122-77	N/R	N/R	125-65	0.031
FUEL INJECTION	R84013	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.026
THROTTLE BODIES	R84013-1	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.035
THROTTLE BODIES	R84013-2	4010	750	37-1541	N/A	6-504	122-79	122-79	N/R	N/R	125-65 (15)	0.035
THROTTLE BODIES	R84013-3	4010	750	37-1541	N/A	6-504	122-75	122-79	N/R	N/R	125-65	0.031
FUEL PUMPS	R84014	4011	650	37-1541	N/A	6-504	122-60	122-66	N/R	N/R	125-65 (15)	0.026
FUEL PUMPS	R84014-1	4011	650	37-1541	N/A	6-504	122-60	122-66	N/R	N/R	125-65 (15)	0.026
FUEL PUMPS	R84014-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
FUEL PUMPS	R84014-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
INTAKE MANIFOLDS	R84015	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
INTAKE MANIFOLDS	R84015-1	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
INTAKE MANIFOLDS	R84015-2	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
INTAKE MANIFOLDS	R84015-3	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
INTAKE MANIFOLDS	R84016	4011	650	37-1541	N/A	6-504	122-64	122-64	N/R	N/R	125-65 (15)	0.026
ENGINE DRESS-UP	R84016-1	4011	650	37-1541	N/A	6-504	122-64	122-64	N/R	N/R	125-65 (15)	0.026
ENGINE DRESS-UP	R84016-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
ENGINE DRESS-UP	R84016-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
ENGINE DRESS-UP	R84017	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
ENGINE DRESS-UP	R84017-1	4011	800	37-1541	N/A	6-504	122-64	122-90	N/R	N/R	125-65 (15)	0.026
LS HEADQUARTERS	R84017-2	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
LS HEADQUARTERS	R84017-3	4011	800	37-1541	N/A	6-504	122-60	122-90	N/R	N/R	125-65 (15)	0.026
LS HEADQUARTERS	R84018	4010	750	3-1445	N/A	6-504	122-86	122-86	N/S	N/S	125-65 (15)	.026
LS HEADQUARTERS	R84020	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.026
LS HEADQUARTERS	R84020-1	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
MERCHANDISING	R84020-2	4010	600	37-1541	N/A	6-504	122-67	122-75	N/R	N/R	125-65	0.035
MERCHANDISING	R84020-3	4010	600	37-1541	N/A	6-504	122-63	122-75	N/R	N/R	125-65	0.035
MERCHANDISING	R84021	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
MERCHANDISING	R84021-1	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
MERCHANDISING	R84021-2	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
MERCHANDISING	R84021-3	4011	650	37-1541	N/A	6-504	122-60	122-64	N/R	N/R	125-65 (15)	0.026
MERCHANDISING	R84022	4011	800	3-1447	N/A	6-504	122-64	122-95	N/S	N/S	125-65 (15)	.026
MERCHANDISING	R84023	4010	600	3-1445	N/A	6-504	122-65	122-75	N/S	N/S	125-65	.026
MERCHANDISING	R84023-2	4010	600	3-1445	N/A	6-504	122-67	122-75	N/S	N/S	125-65	.035
MERCHANDISING	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.





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.

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

HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

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.**



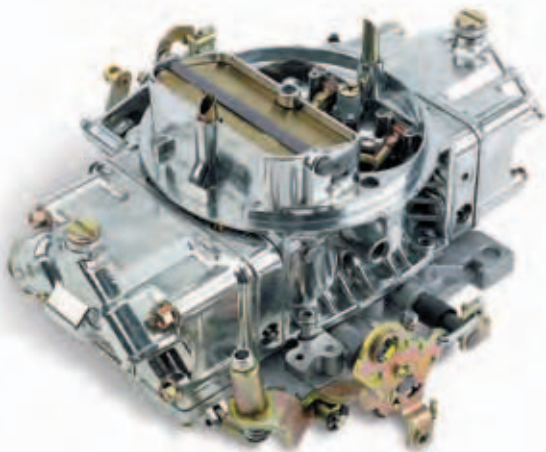
**Fuel Inlet System. Center Pivot/Hung Float.  
Externally Adjustable Fuel Inlet Valve.**

## 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.

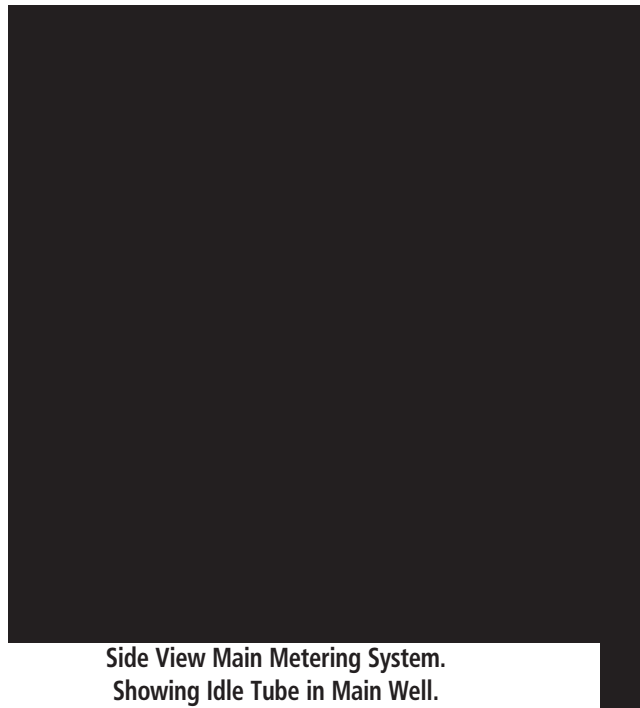
On a street vehicle optimum jetting can be determined by driving at various steady speeds and taking vacuum and spark plug readings. Manifold vacuum will increase the closer you get to ideal jetting; it will fall off once you get past this point. The ideal color for the spark plug porcelain is light 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 System



**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.

## 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.



Integral Automatic Choke.

**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.





## General Guidelines For Adjusting Brass And Nitrophyl Floats

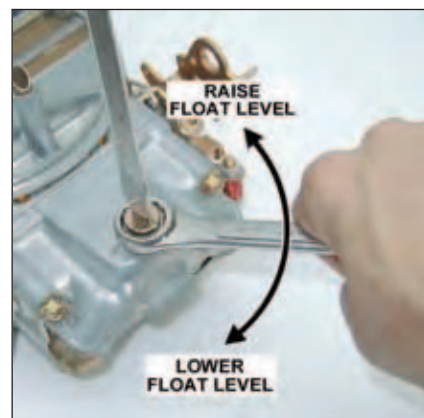
Two methods of float adjustment are provided for with Holley performance carburetors depending on the style of float bowl and needle and seat assembly employed. They are the internal (dry) setting and the external (wet) setting. The internal float adjustment is accomplished with the fuel bowl off the 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:

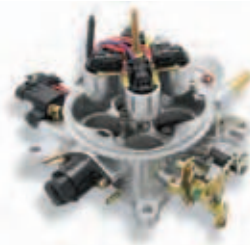
- Above the throttle plate as in throttle body injection
- In the intake port toward the intake valves as in multi-port injection or central multi-port injection.
- Directly into the combustion chamber as in gasoline direct injection systems (GDI).

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 enrichment
- Run mode (open loop or closed loop)

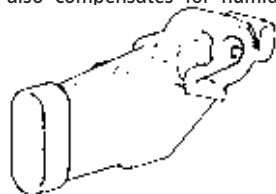
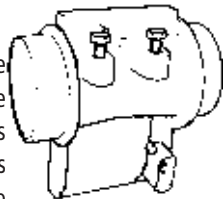


**Manifold Absolute Pressure Sensor (MAP)** — The MAP sensor is a three-wire sensor located on or attached to the intake manifold. The function of this sensor is to measure the changes in the intake manifold air pressure and

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.

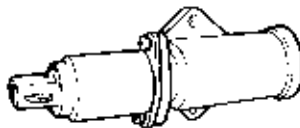
**Open Loop** — Open loop defines the engine operation where the fueling level is calculated by the ECU with only the input signals from the throttle position sensor (TPS), from the coolant and/or air charge temperature, and from the manifold absolute pressure (MAP) or the mass air flow sensor (MAF).

**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<sub>2</sub> sensor. When the O<sub>2</sub> 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<sub>2</sub> 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

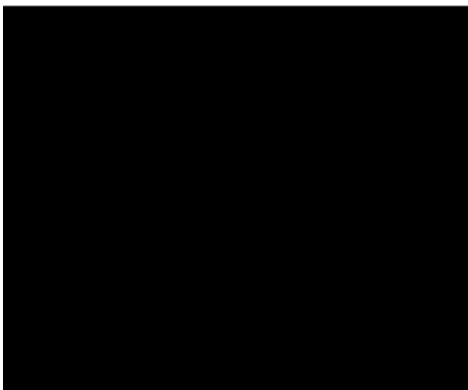
that the ECU uses to adjust the fueling levels required for the operation of the engine and operate ancillaries. The thermistor contained in the sensor generates an electric signal that is proportional to the coolant temperature. At low temperatures the resistance is high (3800 ohms) generating a 5-volt 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

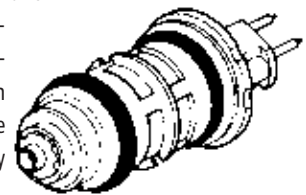
content in the exhaust gases. The oxygen sensor adjusts and maintains an optimum air fuel mixture to control the exhaust emission and the fuel economy. When the oxygen content in the exhaust is high due to a lean mixture the output voltage of the sensor is close to zero. If the fuel air mixture is on 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<sub>2</sub> sensor (not heated)
- Three wire O<sub>2</sub> sensor (heated)
- Four wire O<sub>2</sub> 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 than 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.

$$\text{Injector Static Flow Rate [lb/hr]} = (\text{Engine HP} * \text{BSFC}) / (\text{Number of injectors} * \text{DC of Inj.})$$

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

$$\text{Injector Static Flow Rate [lb/hr]} = (400 * 0.50) / (8 * 0.90) = >27.78 \text{ b/hr}$$

**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

$$P2 = (M2/M1)^2 * P1$$

$$P2 = (35/30)^2 * 43.5$$

$$P2 = 59.21 \text{psi} = >60 \text{psi}$$

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-linear portion of its dynamic range. Such condition can lead to engine "hunting" during idle to hesitation during off-idle conditions.



HOW TO CHOOSE A CARB STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP HEADQUARTERS LS MERCHANDISING TECHNICAL INFORMATION INDEX



## 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:

$$\text{Injector Size} = \frac{(\text{Engine HP (Flywheel)}) \times (\text{BSFC})}{(\# \text{ of injectors}) \times (\text{Duty Cycle})}$$

**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

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 STREET CARBURETORS  
 SUPERCHARGER CARBURETORS  
 RACE CARBURETORS  
 MARINE CARBURETORS  
 CARBURETOR PARTS & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE BODIES  
 FUEL PUMPS  
 INTAKE MANIFOLDS  
 ENGINE DRESS-UP  
 LS HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL INFORMATION  
 INDEX

## 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.

$$(350\text{HP} \times .5 \text{ lbs} = 175 \text{ lbs of fuel})$$

$$175 \text{ lbs}/6 \text{ lbs} = 29 \text{ gallons per hour}$$



### 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 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 sizes

### 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/N 12-802-1, 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 offers 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.

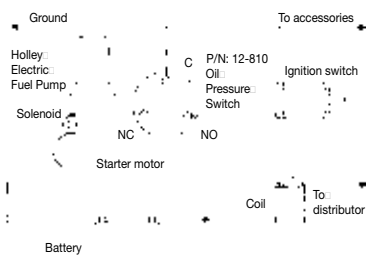




## Electric Dominator™ Billet Fuel Pumps



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.

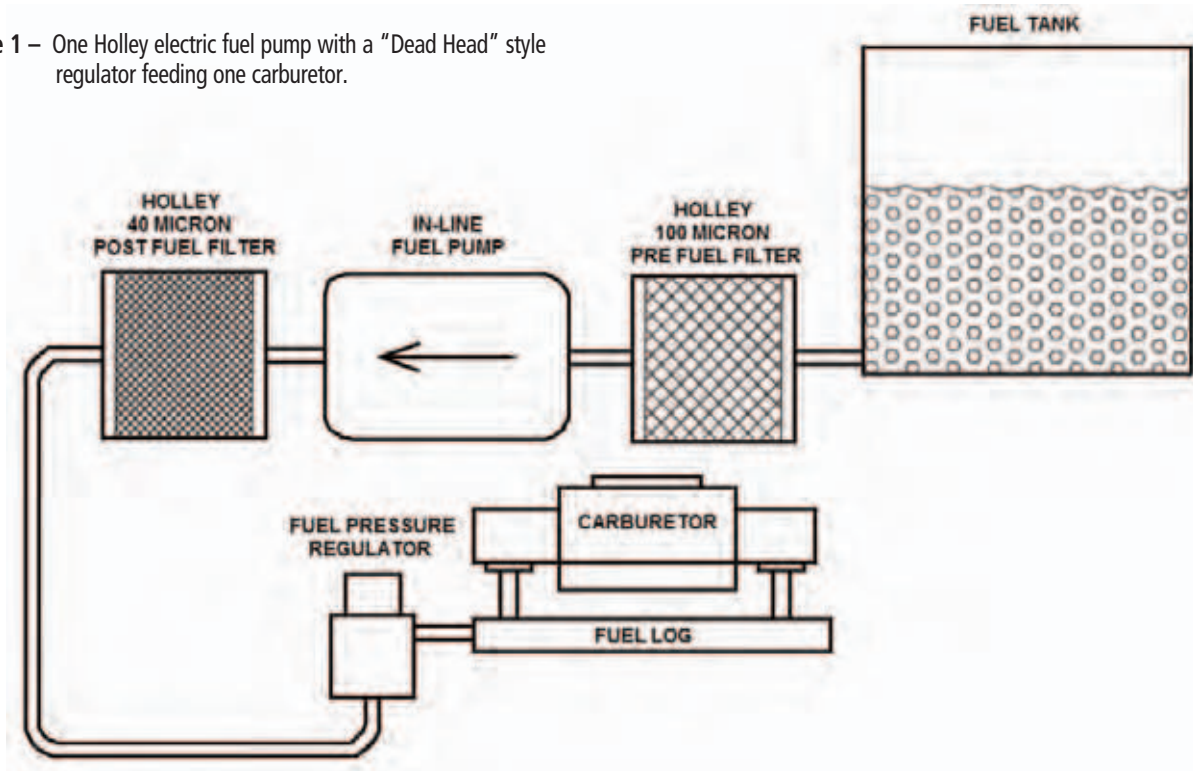
Holley also offers two VOLUMAX regulators. The first, P/N 12-704, is basically a larger version of the two previously mentioned regulators but with more flow capacity. This regulator features a single 1/2" NPT inlet port and two 1/2" outlet ports with a .437" restriction (7/16"). Fuel pressure is regulated 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.

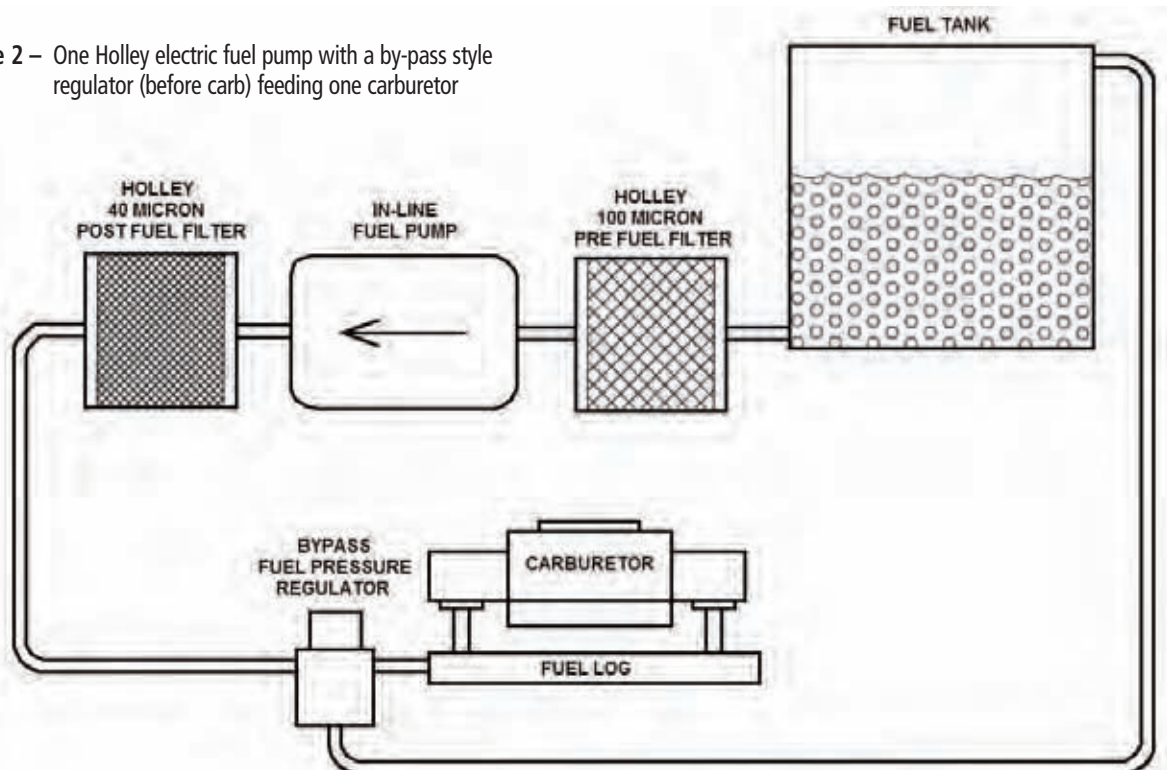
**INSTALLATION TIP** - for vehicles without fuel return line to the tank: Install the regulator close to the carburetor. Fuel lines from the regulator to the carburetor should be #6 (3/8").

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





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STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

Figure 3 – One Holley electric fuel pump with a by-pass style regulator (after carb) feeding one carburetor

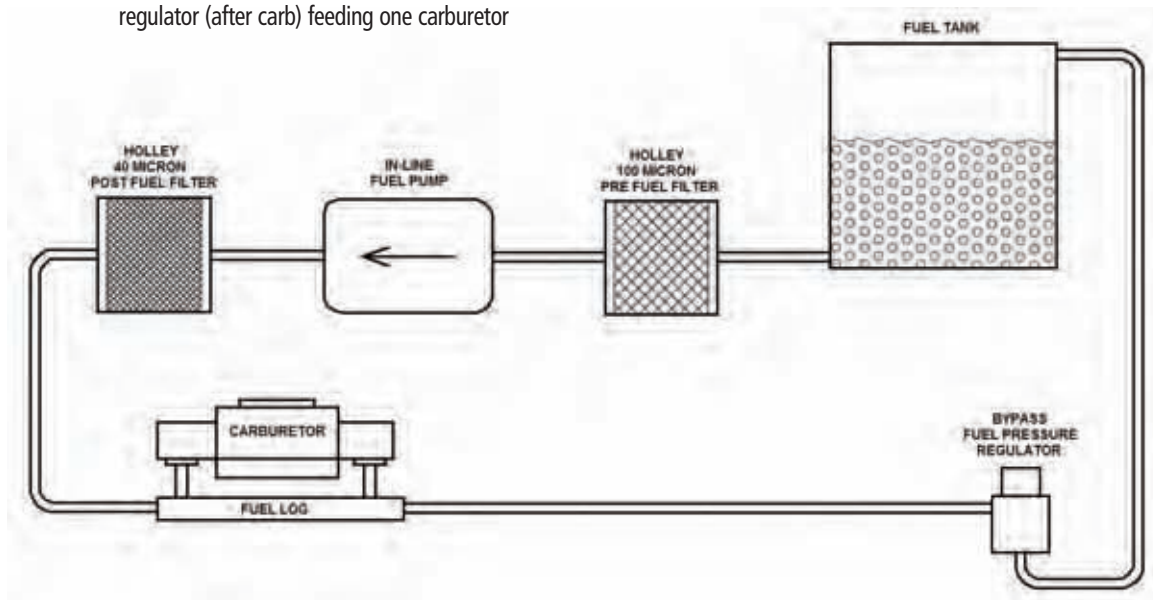
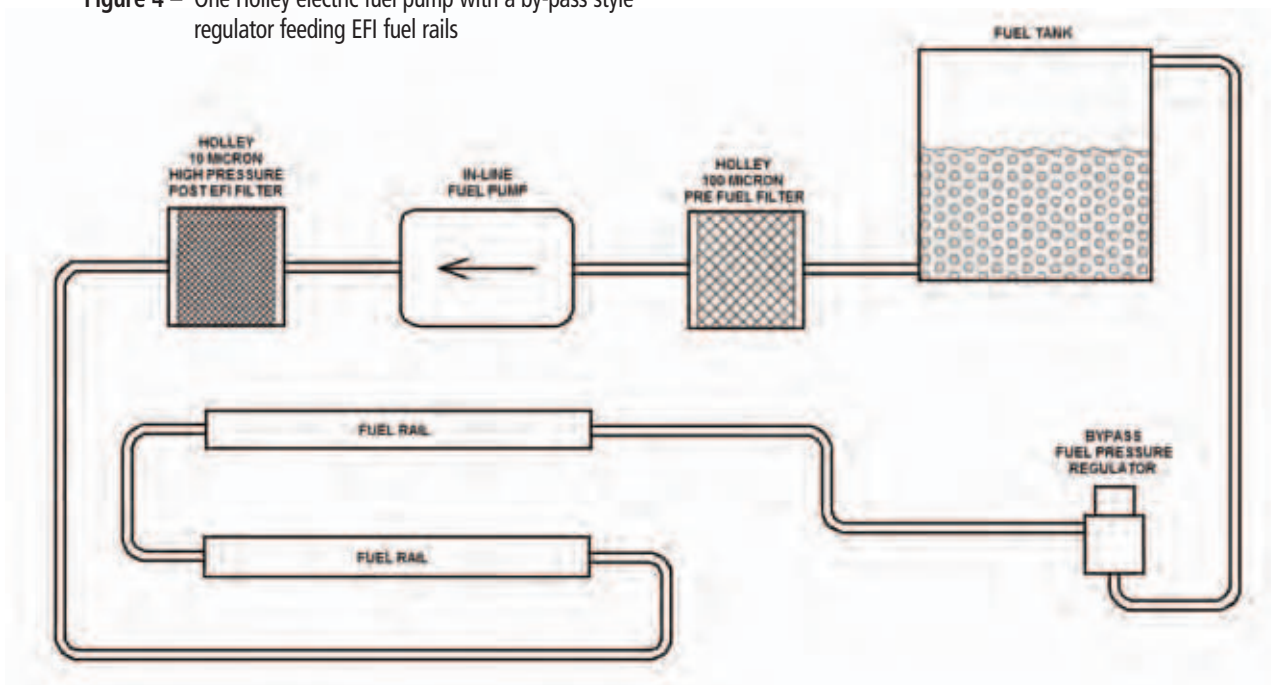


Figure 4 – One Holley electric fuel pump with a by-pass style regulator feeding EFI fuel rails



PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
0-1848-1	15,30	0-9375-1	56,76	0-80529-1	52,66	0-80805RD	54,73
0-1850C	15,33	0-9375-3BK	58,76	0-80531	15,42	0-80870	18,43
0-1850S	15,33	0-9375-3HB	58,76	0-80532-1	56,80	0-81570	18,31
0-1850SA	15,33	0-9375-3RD	58,77	0-80532-3BK	58,80	0-81670	18,35
0-3310C	15,38	0-9377-1	56,79	0-80532-3HB	58,80	0-81770	18,40
0-3310S	15,38	0-9377-3BK	58,79	0-80532-3RD	58,81	0-81870	18,43
0-4144-1	45	0-9377-3HB	58,79	0-80535-1	52,66	0-82651	28,35,64
0-4224	50,65	0-9377-3RD	58,80	0-80537	81,84	0-82750	28,40,68
0-4235	45	0-9379	50,65	0-80540-1	52,61	0-82751	28,40,68
0-4236	45	0-9380	50,71	0-80541-1	52,62	0-82851	28,43
0-4365-1	45	0-9381	50,70	0-80551	81,83	0-82951	28,43
0-4412C	14,31,61	0-76650BK	26,35,64	0-80552	81,84	0-83570	18,31
0-4412S	14,31,61	0-76650BL	26,34,64	0-80555C	15,34	0-83670	18,36
0-4670	45	0-76650HB	26,35,46	0-80556-1	56,78	0-83770	18,40
0-4672	45	0-76650RD	26,34,63	0-80556-3BK	58,78	0-85570	18,31
0-4776C	24,33,62	0-76750BK	26,39,68	0-80556-3HB	58,78	0-85670	18,36
0-4776S	24,33,62	0-76750BL	26,39,67	0-80556-3RD	58,79	0-85770	18,40
0-4777C	24,34,63	0-76750HB	26,39,68	0-80559	81,83	0-86670BK	20,36
0-4777S	24,34,63	0-76750RD	26,39,67	0-80570	18,31	0-86670BL	20,36
0-4778C	24,38,65	0-80186-1	56,69	0-80572S	46	0-86670HB	20,37,41
0-4778S	24,38,65	0-80186-3BK	58,69	0-80573S	47	0-86670RD	20,36
0-4779C	24,38,67	0-80186-3HB	58,69	0-80575S	46	0-86770BK	20,41
0-4779S	24,38,67	0-80186-3RD	58,69	0-80576S	47	0-86770BL	20,41
0-4780C	24,42,70	0-80318-1	81,83	0-80577S	47	0-86770HB	20,41
0-4780S	24,42,70	0-80319-1	81,82	0-80583-1	48,60	0-86770RD	20,41
0-4781C	24,43,72	0-80320-1	81,82	0-80586	56,76	0-90470	22,30
0-4781S	24,43,72	0-80340-1	81,85	0-80592S	46	0-90670	22,37
0-4790	45	0-80364	81,82	0-80670	18,35	0-90770	22,42
0-4792	45	0-80402-1	81,82	0-80681	37	0-93670	22,37
0-6210	33	0-80443	81,85	0-80770	18,40	0-93770	22,42
0-7320-1	56,77	0-80450	31	0-80783C	15,33	3-352	106
0-7320-3BK	58,77	0-80451	32	0-80787-1	48,60	3-396	106
0-7320-3HB	58,77	0-80452	32	0-80801BK	54,61	3-466	106
0-7320-3RD	58,78	0-80453	32	0-80801HB	54,61	3-474	106
0-7448	14,30,60	0-80457S	15,32	0-80801RD	54,62	3-485	106
0-8007	15,30	0-80457SA	15,32	0-80802BK	54,63	3-539	106
0-8082-1	56,74	0-80492	81,83	0-80802HB	54,62	3-555	106
0-8082-3BK	58,74	0-80496-1	52,72	0-80802RD	54,63	3-588	106
0-8082-3HB	58,74	0-80498-1	52,72	0-80803BK	54,66	3-592	106
0-8082-3RD	58,74	0-80507-1	52,60	0-80803HB	54,66	3-606	106
0-8896-1	56,75	0-80508S	15,38	0-80803RD	54,67	3-670	106
0-8896-3BK	58,75	0-80509-1	52,70	0-80804BK	54,71	3-720	106
0-8896-3HB	58,75	0-80511-1	52,70	0-80804HB	54,71	3-888	106
0-8896-3RD	58,75	0-80513-1	52,73	0-80804RD	54,71	3-1184	106
0-9015-1	81,84	0-80514-1	52,73	0-80805BK	54,73	3-1445	106
0-9022	81,85	0-80528-1	52,65	0-80805HB	54,72	3-1447	106

HOW TO  
CHOOSE A CAB  
STREET  
CARBURETORS  
SUPERCHARGER  
CARBURETORS  
RACE  
CARBURETORS  
MARINE  
CARBURETORS  
CARB SERVICE PARTS  
& ACCESSORIES  
FUEL INJECTION  
THROTTLE  
BODIES  
FUEL PUMPS  
INTAKE  
MANIFOLDS  
ENGINE  
DRESS-UP  
HEADQUARTERS  
LS  
MERCHANDISING  
TECHNICAL  
INFORMATION  
INDEX

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
6-500-2.....	113	12-753 .....	175	12-911 .....	168	20-39 .....	90
6-501-2.....	113	12-755 .....	178	12-912 .....	168	20-40 .....	90
6-502-2.....	113	12-756 .....	178	12-913 .....	168	20-41 .....	91
6-504 .....	113	12-757 .....	178	12-914 .....	168	20-44 .....	91
6-506 .....	113	12-760 .....	178	12-915 .....	168	20-45 .....	91
6-508 .....	113	12-762 .....	178	12-916 .....	168	20-47 .....	91
6-510 .....	113	12-763 .....	178	12-917 .....	168	20-48-1.....	90
6-511 .....	113	12-764 .....	178	12-918 .....	168	20-49-1.....	90
6-513 .....	113	12-765 .....	178	12-919 .....	168	20-53 .....	90
6-515-2.....	113	12-801-1.....	162	12-920 .....	141,143,	20-54 .....	90
6-518-2.....	113	12-802-1.....	163	.....	148,167	20-55 .....	90
6-519-2.....	113	12-803 .....	173	12-921 .....	168	20-58 .....	91
6-521 .....	113	12-803BP .....	173	12-927 .....	141,148,	20-59 .....	117
11-4 .....	92	12-804 .....	173	.....	167	20-60 .....	91
20-120 .....	173	12-805 .....	177	12-1400 .....	166	20-64 .....	90
12-125 .....	164	12-806 .....	177	12-1800 .....	166	20-65 .....	90
12-150 .....	164	12-807 .....	177	17-6 .....	89,146	20-67 .....	90
12-289-11 .....	158	12-810 .....	177	17-9 .....	89	20-72 .....	91
12-289-13.....	158	12-811 .....	177	17-13 .....	189	20-73 .....	117
12-289-20.....	158	12-812-1.....	163	17-14 .....	146,189	20-78 .....	87
12-289-25.....	158	12-813 .....	148,178	17-27 .....	89	20-80 .....	87
12-289-30.....	158	12-814 .....	144,148,	17-41 .....	146	20-81 .....	87
12-289-35.....	158	.....	178	17-43 .....	89	20-85 .....	117
12-327-11.....	158	12-815-1.....	163	17-45 .....	146	20-85S .....	117
12-327-13.....	158	12-816 .....	177	17-47 .....	146	20-88 .....	91
12-327-20.....	158	12-818 .....	177	17-59 .....	89	20-89 .....	91
12-327-25.....	158	12-819 .....	177	17-62 .....	89	20-91 .....	91
12-327-30.....	158	12-820 .....	177	17-70 .....	89	20-95 .....	91
12-327-35.....	158	12-821 .....	177	17-72 .....	89	20-97 .....	146
12-360-11.....	158	12-832 .....	158	20-2 .....	90	20-100 .....	91
12-389-11.....	158	12-833 .....	158	20-3 .....	90	20-105 .....	95
12-390-11.....	158	12-834 .....	158	20-5 .....	90	20-108-10.....	87
12-440-11.....	158	12-835 .....	158	20-6 .....	90	20-109-10.....	87
12-454-11.....	158	12-836 .....	158	20-7 .....	91,148	20-110-10.....	117
12-454-13.....	158	12-837 .....	158	20-9 .....	91	20-112 .....	92
12-454-20.....	158	12-838 .....	158	20-11 .....	87	20-113 .....	144
12-454-25.....	158	12-854 .....	158	20-13 .....	117	20-114 .....	87
12-454-30.....	158	12-860 .....	158	20-14 .....	91	20-119 .....	92
12-454-35.....	158	12-890 .....	165	20-17 .....	91	20-121 .....	91
12-454-40.....	158,169	12-900 .....	168	20-20 .....	90	20-122 .....	90
12-460-11.....	158	12-901 .....	168	20-28 .....	117	20-123 .....	95
12-460-13.....	158	12-902 .....	168	20-32 .....	91	20-124 .....	89,108
12-700 .....	165	12-904 .....	168	20-35 .....	91	20-129 .....	91
12-707 .....	173	12-906 .....	168	20-36 .....	90	20-130 .....	91
12-751 .....	178	12-907 .....	168	20-37 .....	90	26-1 .....	109,115
12-752 .....	178	12-909 .....	168	20-38 .....	90	26-2 .....	115



PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
26-3	115	26-107-10	97	34-36	117	37-119	105
26-13	97	26-110-10	112	34-37	97	37-474	105
26-18-2	94	26-111-10	112	34-38	97	37-485	105
26-23	87	26-112	97	34-39	99	37-605	105
26-24	94	26-113	97	34-42	99	37-720	105
26-25	94	26-114	97	34-43	99	37-754	105
26-26	94	26-115	97	34-44	99	37-933	104
26-27	94	26-116	97	34-45	99	37-934	105
26-28	94	26-123	102	34-46	99	37-935	105
26-29	94	26-124	96,102	34-47	99	37-936	105
26-36	115	26-125	96,102	34-48	99	37-1536	105
26-37	97,101	26-126	102	34-49	99	37-1537	105
26-38	87	26-137	90	34-150	99	37-1539	105,106
26-39	97	26-139	87	34-160	99	37-1540	105
26-41	88	26-139S	87	34-503	117	37-1541	105
26-43	94	26-140	87	34-504	87	37-1542	104
26-44	94	26-140S	87	34-505	87	37-1543	104
26-53	107	26-141	93	34-506	93	37-1544	104
26-57	92	26-142-1	94	34-550	99	37-1546	104
26-59	90	26-142-2	94	36-33	209	37-1547	104
26-68	97,115	26-143-1	94	36-51-7	212	37-1548	104
26-69	94,107	26-143-2	94	36-73	212	43-106	143,148
26-70	94	26-144-1	94	36-75	209	45-223	92
26-71	94	26-144-2	94	36-117	108	45-223S	92
26-73	94	26-145	94	36-118	108	45-224	92
26-74	94	26-215	90	36-133	212	45-224S	92
26-75	94	26-216	90	36-136	212	45-225	92
26-76	94	26-500	107	36-168	212	45-225S	92
26-85	97	26-501	107	36-176	208	45-226	92
26-86	94	26-502	107	36-181	111	45-228	92
26-88	178	26-504	107	36-182	108	45-230	93
26-89	97	26-505	107	36-184	108	45-258	93
26-90	178	34-2	96	36-192	209	45-267	93
26-93	90	34-6	112	36-201	111	45-376	93
26-94	90	34-6S	112	36-240	110	45-377	92
26-95	90	34-7	113	36-270	211	45-456	92,117
26-96	90	34-9	117	36-277	209	45-457	93
26-97	90	34-10	108	36-322	111	45-458	93
26-98	90	34-13	112	36-325	208	45-465	92
26-99	90	34-13S	112	36-363	210	45-520	93
26-100	90	34-24	97	36-373	211	46-74	92,149
26-101	112	34-25	97	36-375	210	108-1	94
26-102	94	34-26	97	36-378	212	108-2-20	97,101
26-103	90	34-27	97	36-381	212	108-3	101
26-104-10	90	34-32	117	36-397	208	108-4	100,143,
26-105	108	34-34	117	36-398	211		146,189

HOW TO CHOOSE A CARB STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP LS HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
108-5	101	108-121	102	120-146	188	122-56	109
108-7	101	108-122	102	121-5	88	122-57	109
108-8	94	108-124	100	121-6	88	122-58	109
108-9	100	108-125	94	121-7	88	122-59	109
108-10	100,147	108-126	112	121-8	88	122-60	109
108-12	100,147	108-200	102	121-25	88	122-61	109
108-13-2	102	108-201	102	121-28	88	122-62	109
108-18	100	108-202	102	121-31	88	122-63	109
108-20	100	108-203	102	121-35	88	122-64	109
108-25	100	112-502	154,155	121-37	88	122-65	109
108-27-2	102	112-503	154,155	121-40	88	122-66	109
108-28-2	101	112-504	154,155	121-42	88	122-67	109
108-34-2	101	112-505	154,155	121-45	88	122-68	109
108-35-2	101	112-506	154,155	121-118	88	122-69	109
108-36-2	101	112-507	154,155	121-125	88	122-70	109
108-37	89,100	112-508	154,155	121-128	88	122-71	109
108-40	101	112-509	155	121-131	88	122-72	109
108-51	100	112-510	155	121-132	88	122-73	109
108-52	100	112-513	154,155	121-135	88	122-75	109
108-55-2	102	112-535	154,155	121-137	88	122-76	109
108-56-2	102	112-555	154,155	121-140	88	122-77	109
108-57	101	112-557	154	121-142	88	122-78	109
108-58	100	112-560	144	121-145	88	122-79	109
108-61	101	112-573	155	121-147	88	122-80	109
108-62	100,189	112-574	154,155,	121-225	88	122-81	109
108-67-20	101,117		192	121-228	88	122-82	109
108-70	101	112-575	155	121-231	88	122-83	109
108-71	100,189	112-576	154,155,	121-237	88	122-85	109
108-73	100,189		192	121-240	88	122-86	109
108-74	101	112-577	144,153	121-325	88	122-87	109
108-76	100	112-578	144,153	122-40	109	122-88	109
108-77	97,100	116-1	95	122-41	109	122-89	109
108-78	186	116-2	95	122-42	109	122-90	109
108-79	186	116-3	95	122-43	109	122-91	109
108-80	186	116-4	95	122-44	109	122-92	109
108-83-2	101	116-10	95	122-45	109	122-93	109
108-84-2	100	116-11	95	122-46	109	122-94	109
108-89-2	102	116-13	95	122-47	109	122-95	109
108-90-2	102	116-14	95	122-48	109	122-96	109
108-91-2	102	116-15	95	122-49	109	122-97	109
108-92-2	101	120-102	188	122-50	109	122-98	109
108-97	97,101	120-139	189	122-51	109	122-99	109
108-98-10	97	120-140	153	122-52	109	122-100	109
108-99	100	120-141	188	122-53	109	122-101	109
108-100	101	120-144	188	122-54	109	122-102	109
108-118	100	120-145	188	122-55	109	122-103	109

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
122-104	109	125-145	115	142-24	109	162-565	176
122-105	109	125-155	115	142-25	109	162-566	176
122-106	109	125-165	115	142-26	109	162-567	176
122-107	109	125-185	115	142-28	109	162-568	176
122-108	109	125-500	115	142-29	109	162-569	176
122-109	109	125-1005	115	142-31	109	162-570	176
122-110	109	126-55-10	110	142-32	109	162-571	176
122-132	109	134-71S	97	142-33	109	162-572	176
122-136	109	134-72S	97	142-35	109	216-43	95
122-138	109	134-73S	97	142-36	109	220-5	188,189
122-140	109	134-78S	97	142-37	109	220-7	189
122-142	109	134-101	96	142-38	109	241-80	189
122-144	109	134-101S	96	142-39	109	241-81	189
122-146	109	134-102	96	142-40	109	241-82	190
122-148	109	134-102S	96	142-41	109	241-83	190
122-150	109	134-103	96	142-42	109	241-84	190
122-152	109	134-103S	96	142-43	109	241-85	190
122-154	109	134-104	96	142-46	109	241-88	190,193
122-156	109	134-104S	96	142-52	109	241-89	190,193
122-158	109	134-105	96	142-55	109	241-90	190,193
122-160	109	134-105S	96	142-59	109	241-91	190,193
122-164	109	134-108	96	142-62	109	241-209	189
122-168	109	134-110	96	142-64	109	241-213	189
122-172	109	134-112	96	142-67	109	241-224	190,193
122-176	109	134-281	96	142-70	109	242-1	190,193
122-180	109	134-281S	96	142-73	109	300-4	184
122-184	109	134-282	96	142-76	109	300-5	184
122-188	109	134-282S	96	142-78	109	300-14	185
122-192	109	134-300C	93	162-500	93,156	300-25	180
122-196	109	134-300S	93	162-517	93,177	300-49	180
122-200	109	135-1	87	162-518	93,177	300-66	180
122-509	154	135-2	116	162-523	93	300-72S	185
122-5000	112	135-3	116	162-524	93	300-74S	185
125-10	115	135-4	116	162-550	176	300-75S	185
125-25	115	135-5	88	162-551	176	300-110	180
125-35	115	135-6	116	162-552	176	300-111	196
125-45	115	135-7	88	162-553	176	300-111C	196
125-50	115	135-9	88	162-554	176	300-111P	196
125-55	115	135-10	88	162-555	176	300-112	182,194
125-65	115	135-12	88	162-556	176	300-113	182,194
125-75	115	135-14	88	162-557	176	300-114	182,194
125-85	115	135-15	88	162-558	176	300-115	182,194
125-95	115	142-00	109	162-559	176	300-116	182,194
125-105	115	142-20	109	162-562	176	300-117	182,194
125-125	115	142-21	109	162-563	176	300-118	182,194
125-135	115	142-22	109	162-564	176	300-119	182,194

HOW TO CHOOSE A CAB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX



HOW TO CHOOSE A CARB  
STREET CARBURETORS  
SUPERCHARGER CARBURETORS  
RACE CARBURETORS  
MARINE CARBURETORS  
CARB SERVICE PARTS & ACCESSORIES  
FUEL INJECTION  
THROTTLE BODIES  
FUEL PUMPS  
INTAKE MANIFOLDS  
ENGINE DRESS-UP  
LS HEADQUARTERS  
MERCHANDISING  
TECHNICAL INFORMATION  
INDEX

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
300-120	183,195	508-16	147	534-33	146	534-153	142
300-121	183,195	508-17	144	534-37	146	534-162	147
300-213	182,194	508-18	144	534-38	146	534-163	147
300-214	182,194	508-19	147	534-45	149	534-165	147
300-215	182,194	508-20	183,195	534-46	148	534-166	147
300-216	182,194	508-21	183,195	534-47	149	534-167	147
300-217	182,194	508-22	183,195	534-48	149	534-168	147
300-218	182,194	508-23	183,195	534-49	143	534-169	148
300-219	182,194	512-1	146	534-50	115,148	534-170	148
300-220	182,194	512-500	175	534-51	115,148	534-172	149
300-221	182,194	512-501	175	534-54	146	534-173	149
300-222	182,194	512-502	175	534-55	146	534-181	142,143
300-225	183,195	512-502-1	175	534-56	149	534-182	142
301-20	186	512-503-5	175	534-72	146	534-185	143
302-1	193	512-504-5	174	534-77	143	534-186	143
500-6S	149	512-505	174	534-78	143,150	534-187	149
500-13	149	512-506	175	534-79	143,150	534-188	142
500-16S	149	522-40	147	534-80	143	534-190	143
500-17S	149	522-43	147	534-82	143	534-191	142
500-19	149	522-54	147	534-83	143	534-192	143
500-20	149	522-80	147	534-84	143	534-193	143
502-3	152	522-121	141	534-85	143	534-194	143
502-4	152	522-128	141	534-90	150	534-195	142
502-5	152	522-191	141	534-100	148	534-196	142
502-6	152	522-198	141	534-102	143	534-197	142
502-7	152	522-241	141	534-103	143	534-198	143
502-9	152	522-248	141	534-104	143	534-200	142
502-20S	145	522-301	141	534-112	143	534-201	115
503-1	148	522-308	141	534-117	143	534-202	91
503-2	148	522-361	141	534-120	142,143	534-203	183,195
503-3	148	522-368	141	534-128	142	534-204	183,195
503-5	148	522-421	141	534-130	142,144	534-205	141
503-6	148	522-428	141	534-131	142	534-206	150,183, 195
508-1	146	522-481	141	534-134	142,144	534-207	150,183, 195
508-2	146	522-488	141	534-135	142,144	534-208	150,183, 195
508-3	146	522-661	141	534-136	142,144	534-209	150,183, 195
508-5	147	522-668	141	534-138	142,144	534-210	150,183, 195
508-6	147	522-831	141	534-139	142,144	534-211	150,183, 195
508-7	147	522-838	141	534-140	142,143	534-212	150,183, 195
508-8	147	534-2	148	534-142	142,144		
508-9	147	534-10	141,143, 148	534-143	142		
508-10	146	534-23	149	534-144	142,143		
508-11	147	534-25-1	149	534-146	142		
508-12	146	534-26	143,148	534-147	142		
508-14	147	534-27	146	534-148	142		
508-15	147			534-149	142		

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
534-213	141	553-103	133,192	558-100	132	703-35	106
538-13	141,143, 148	553-104	141	558-101	132	703-36	106
538-23	143	553-700	132	558-102	132,192	703-39	106
538-24	141,143, 148	553-701	132	558-103	132,192	703-40	106
543-1	148	553-702	132	558-104	132	703-41	106
543-2	147	553-703	132	558-105	132	703-45	106
543-3	149	553-704	132	558-200	132,192	703-46	106
543-29	149	553-705	132	558-201	132,192	703-47	106
543-105	147	553-706	132	558-202	132	703-48	106
550-200	124	553-707	132	558-203	132	703-49	106
550-400	124	553-708	132	558-204	132	703-50	106
550-401	124	553-709	132	558-205	132	703-51	106
550-402	124	553-710	132	558-206	132	703-53	106
550-411	128	554-100	141	558-207	132	703-55	106
550-412	128	554-101	141	558-208	132	703-58	106
550-500	129	554-102	141	558-209	132	703-59	106
550-501	129	554-103	141	558-301	192	703-60	106
550-600	129	554-104	141	558-302	192	703-66	106
550-601	129	554-107	141	558-303	132	712-327-11	169
550-602	129,192	554-108	141	558-304	132	712-454-11	169
550-603	129,192	554-111	141	558-305	132	712-454-13	169
550-604	129	554-112	141	558-306	132	717-1	89
550-605	129	554-113	129,132	558-307	132	717-2	89
550-810	128	554-114	132,192	558-308	132,192	720-1	188
550-811	125	554-115	141	558-400	132	720-3	188
550-816	125	554-116	141	558-401	132	720-11	188
550-820	129	554-117	133	558-402	132	720-12	147,188
550-821	125	556-100	133	558-403	132	720-13	188
550-822	125	556-101	133	558-404	132	720-31	188
550-823	129	556-102	133	558-405	132,192	720-33	188
550-825	129	556-103	133	558-406	132,192	1008-844	88
550-826	125	556-104	133	558-407	132	2288HKR	197
550-827	125	556-105	133	558-408	132	2288-1HKR	197
550-828	129	556-106	133	558-409	132	2288-3HKR	197
550-830	128	556-107	133	558-410	132,133	2288-4HKR	197
550-831	125	556-108	133	558-411	132	2289HKR	197
550-833	128	556-109	133	562-1	144,146	2289-1HKR	197
550-835	128	556-110	133	562-3	144,146	2289-3HKR	197
550-836	125	556-111	133	700-21	145	2289-4HKR	197
550-838	128	557-100	141	703-1	106	2290HKR	197
550-839	128	557-101	141	703-28	106	2290-1HKR	197
550-815	128	557-103	141	703-29	106	2290-2HKR	197
553-100	133	557-105	141	703-30	106	2291-1HKR	197
553-101	133	557-106	141	703-32	106	2291-2HKR	197
		557-107	141	703-33	106	2291HKR	197
		557-200	141	703-34	106	2292HKR	197

HOW TO CHOOSE A CABR STREET CARBURETORS SUPERCHARGER CARBURETORS RACE CARBURETORS MARINE CARBURETORS CARB SERVICE PARTS & ACCESSORIES FUEL INJECTION THROTTLE BODIES FUEL PUMPS INTAKE MANIFOLDS ENGINE DRESS-UP LS HEADQUARTERS MERCHANDISING TECHNICAL INFORMATION INDEX

PART #	PAGE	PART #	PAGE	PART #	PAGE	PART #	PAGE
2292-1HKR . . . . .	197	8501-3HKR . . . . .	198	10005WND . . . . .	208	101175ERL . . . . .	99
2292-3HKR . . . . .	197	8501-4HKR . . . . .	198	10006WND . . . . .	207	101176ERL . . . . .	99
2292-4HKR . . . . .	197	8501-5HKR . . . . .	198	10007HOL . . . . .	207	101275ERL . . . . .	99
2293HKR . . . . .	197	8502HKR . . . . .	198	10007WND . . . . .	207	101276ERL . . . . .	99
2293-1HKR . . . . .	197	8502-2HKR . . . . .	198	10008HOL . . . . .	207	102275ERL . . . . .	99
2293-3HKR . . . . .	197	8503-2HKR . . . . .	198	10009HOL . . . . .	207	102276ERL . . . . .	99
2293-4HKR . . . . .	197	8503HKR . . . . .	198	10009WND . . . . .	207	103176ERL . . . . .	99
2294HKR . . . . .	197	9001 . . . . .	196	10145HKR . . . . .	207	104195ERL . . . . .	99
2294-1HKR . . . . .	197	9001P . . . . .	196	10150HKR . . . . .	208	104286ERL . . . . .	99
2312HKR . . . . .	199	9006 . . . . .	89	10212HKR . . . . .	207	104295ERL . . . . .	99
2313HKR . . . . .	199	9007 . . . . .	186	10213HKR . . . . .	207	8R1899 . . . . .	102
2314HKR . . . . .	199	9008 . . . . .	186	11000ERL . . . . .	208	8R1906-1 . . . . .	101
2468HKR . . . . .	197	9900-144 . . . . .	143	11001ERL . . . . .	207	8R1907-1 . . . . .	102
2468-1HKR . . . . .	197	9900-145 . . . . .	143	11002ERL . . . . .	207	8R1908-1 . . . . .	102
2468-2HKR . . . . .	197	9900-147 . . . . .	143	11133FLT . . . . .	200	8R1909-1 . . . . .	102
2469HKR . . . . .	197	9900-149 . . . . .	143	11133-1FLT . . . . .	200	8R1910-1 . . . . .	101
2469-1HKR . . . . .	197	9900-163 . . . . .	144	11133YFLT . . . . .	200	8R1911-1 . . . . .	101
2469-2HKR . . . . .	197	9900-172 . . . . .	143	11134FLT . . . . .	200	8R1912 . . . . .	101
2470HKR . . . . .	197	9900-173 . . . . .	143	11134-1FLT . . . . .	200	8R1915 . . . . .	102
2470-1HKR . . . . .	197	9901-101-1 . . . . .	144,180	12611HKR . . . . .	196	8R1916 . . . . .	102
2850HKR . . . . .	197	9901-107 . . . . .	144,181	12621HKR . . . . .	196	8R1919 . . . . .	101
2850-1HKR . . . . .	197	9901-201 . . . . .	144,184	12622HKR . . . . .	196	8R2224-1 . . . . .	101,102
2851HKR . . . . .	197	9901-202 . . . . .	144,184	12623HKR . . . . .	196	34R5972AQ . . . . .	96
2851-1HKR . . . . .	197	9901-203 . . . . .	144,184	12624HKR . . . . .	196	34R7800-3AMQ . . . . .	96
3010 . . . . .	189	9901-204 . . . . .	144,185	16723HKR . . . . .	197	34R10918AQ . . . . .	96
4000 . . . . .	90,186	9901-209 . . . . .	144,184	16723-2HKR . . . . .	197	34R10935AQ . . . . .	96
4021 . . . . .	90,186	9902-104 . . . . .	144	16785HKR . . . . .	197	AT104195ERL . . . . .	99
4022 . . . . .	90,186	9906-118 . . . . .	144	16786HKR . . . . .	197	AT104286ERL . . . . .	99
4023 . . . . .	90,186	9906-126 . . . . .	144	16811HKR . . . . .	199	AT104295ERL . . . . .	99
4025 . . . . .	90,186	9906-127 . . . . .	144	19109-FNOS . . . . .	207		
4027 . . . . .	90,186	9906-143 . . . . .	144	19113NOS . . . . .	207		
4032 . . . . .	90,186	9910-101 . . . . .	144	19114NOS . . . . .	207		
7220 . . . . .	188	9910-102 . . . . .	144	19115NOS . . . . .	207		
7221 . . . . .	188	9920-107 . . . . .	141,143	19306NOS . . . . .	210		
7223 . . . . .	188	9920-110 . . . . .	143	19326NOS . . . . .	207		
7460 . . . . .	89	05131NOS . . . . .	200	19327NOS . . . . .	207		
7465 . . . . .	89	05135NOS . . . . .	200	19350NOS . . . . .	208		
7466 . . . . .	89	05168NOS . . . . .	200	19352NOS . . . . .	208		
7539 . . . . .	89	05169NOS . . . . .	200	21721HKR . . . . .	199		
7540 . . . . .	144,181	05177NOS . . . . .	200	21729HKR . . . . .	199		
7540P . . . . .	144,181	10000ERL . . . . .	207	31531HKR . . . . .	198		
7542 . . . . .	144,181	10000FLT . . . . .	207	31531-2HKR . . . . .	198		
7542P . . . . .	144,181	10001WND . . . . .	207	64280 . . . . .	188		
8204 . . . . .	186	10003HOL . . . . .	207	90520 . . . . .	107		
8206 . . . . .	186	10004HOL . . . . .	208	90633 . . . . .	188,189		
8501HKR . . . . .	198	10004WND . . . . .	207	93156 . . . . .	189		



#

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

HOW TO  
 CHOOSE A CARB  
 STREET  
 CARBURETORS  
 SUPERCHARGER  
 CARBURETORS  
 RACE  
 CARBURETORS  
 MARINE  
 CARBURETORS  
 CARB SERVICE PARTS  
 & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE  
 BODIES  
 FUEL PUMPS  
 INTAKE  
 MANIFOLDS  
 ENGINE  
 DRESS-UP  
 HEADQUARTERS  
 LS  
 MERCHANDISING  
 TECHNICAL  
 INFORMATION  
 INDEX

## C

HOW TO CHOOSE A CARB	Carburetor Air Horn Gaskets. . . . .	189
STREET CARBURETORS	Carburetor Fuel Inlet Brass Filter . . . . .	93
SUPERCARGER CARBURETORS	Carburetor Hardware Parts Kit . . . . .	108
RACE CARBURETORS	Carburetor Main Body Retro-fit Kits . . . . .	93
MARINE CARBURETORS	Carburetor Small Gasket & Plug Kit . . . . .	108
CARB SERVICE PARTS & ACCESSORIES	Carburetor Small Parts Kits. . . . .	108
FUEL INJECTION	Carburetors Bypass Style Fuel Pressure Regulator . . . . .	173
THROTTLE BODIES	Center Hung Floats . . . . .	95
FUEL PUMPS	Choke Control Cable (manual) . . . . .	92
INTAKE MANIFOLDS	Choke Control Cable Clamp Kit . . . . .	117
ENGINE DRESS-UP	Choke Control Cable Mounting Hardware (manual). . . . .	92
LS HEADQUARTERS	Choke Conversion Kit (manual) . . . . .	92
MERCHANDISING	Choke Conversion Kits (Electric & Hot Air) . . . . .	92
TECHNICAL INFORMATION	Choke Thermostat Cap Retainer Kits . . . . .	92
INDEX	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

HOW TO CHOOSE A CARB	Dashpot Bracket . . . . .	91
STREET CARBURETORS	Dashpots. . . . .	92
SUPERCARGER CARBURETORS	Dentent Cable Bracket . . . . .	92
RACE CARBURETORS	Decal Sheet. . . . .	208
MARINE CARBURETORS		
CARB SERVICE PARTS & ACCESSORIES		
FUEL INJECTION		
THROTTLE BODIES		
FUEL PUMPS		
INTAKE MANIFOLDS		
ENGINE DRESS-UP		
LS HEADQUARTERS		
MERCHANDISING		
TECHNICAL INFORMATION		
INDEX		

HOW TO CHOOSE A CARB	Diaphragm Housing Cover . . . . .	117
STREET CARBURETORS	Diaphragms. . . . .	88
SUPERCARGER CARBURETORS	Direct Replacement Throttle Bodies . . . . .	152
RACE CARBURETORS	DIS Ignition Systems. . . . .	133
MARINE CARBURETORS	Dominator ECU . . . . .	132
CARB SERVICE PARTS & ACCESSORIES	Dominator EFI . . . . .	130, 131
FUEL INJECTION	Dominator EFI . . . . .	192
THROTTLE BODIES	Dominator EFI Auxiliary Harness . . . . .	132
FUEL PUMPS	Dominator® HP Carburetors . . . . .	56-57
INTAKE MANIFOLDS	Dominator™ Billet Electric Fuel Pumps . . . . .	166
ENGINE DRESS-UP	Dominator™ Billet Fuel Pressure Regulators . . . . .	173
LS HEADQUARTERS	Double Pumper Carburetors . . . . .	24-25
MERCHANDISING	Dual Tank Fuel Pump Kit . . . . .	146
TECHNICAL INFORMATION		
INDEX		

## E

HOW TO CHOOSE A CARB	Earl's Retro T-shirt . . . . .	206
STREET CARBURETORS	Earls Banner . . . . .	210
SUPERCARGER CARBURETORS	Electric Fuel Pump Service Kits . . . . .	177, 178
RACE CARBURETORS	EFI Fuel Pressure Regulators. . . . .	175
MARINE CARBURETORS	Electric Fuel Pressure Gauge. . . . .	107
CARB SERVICE PARTS & ACCESSORIES	Electric Fuel Pump . . . . .	143
FUEL INJECTION	Electric Fuel Pump . . . . .	148
THROTTLE BODIES	Electric Fuel Pumps. . . . .	162
FUEL PUMPS	Electric Fuel Pumps. . . . .	167
INTAKE MANIFOLDS	Electric In-Tank Fuel Pumps . . . . .	168
ENGINE DRESS-UP	Electro-Dyn Heat Sensor . . . . .	93
LS HEADQUARTERS	Emulsion Bleed Kit . . . . .	111
MERCHANDISING	Emulsion Jets . . . . .	109
TECHNICAL INFORMATION		
INDEX		

## F

HOW TO CHOOSE A CARB	Fast Idle Cam . . . . .	93
STREET CARBURETORS	Fast Idle Cam Plate. . . . .	93
SUPERCARGER CARBURETORS	Fast Idle Solenoid . . . . .	149
RACE CARBURETORS	Fitting Gaskets . . . . .	94
MARINE CARBURETORS	Fittings . . . . .	144
CARB SERVICE PARTS & ACCESSORIES	Fittings . . . . .	94
FUEL INJECTION	Flame Arrestor . . . . .	147
THROTTLE BODIES	Flame Arrestors. . . . .	188
FUEL PUMPS	Flange Gasket. . . . .	147
INTAKE MANIFOLDS	Float Hanger Hardware Kits . . . . .	95
ENGINE DRESS-UP	Floats . . . . .	95
LS HEADQUARTERS	Flowtech Exhaust Banner . . . . .	211
MERCHANDISING		
TECHNICAL INFORMATION		
INDEX		

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

HOW TO  
CHOOSE A CARB

STREET  
CARBURETORS

SUPERCARGER  
CARBURETORS

RACE  
CARBURETORS

MARINE  
CARBURETORS

CARB SERVICE PARTS  
& ACCESSORIES

FUEL INJECTION

THROTTLE  
BODIES

FUEL PUMPS

INTAKE  
MANIFOLDS

ENGINE  
DRESS-UP

LS  
HEADQUARTERS

MERCHANDISING

TECHNICAL  
INFORMATION

INDEX



HOW TO CHOOSE A CARB	Hooker T-shirts . . . . .	205
	Hooker willys Pin-up Retro Shirts . . . . .	205
	How to Choose a Carburetor . . . . .	10-13
STREET CARBURETORS	HP Carburetors - Model 4150 . . . . .	52-53
	HP EFI . . . . .	126, 127
	HP EFI 4 bbl Multi Point Systems . . . . .	128
SUPERCHARGER CARBURETORS	HP EFI ECU & Harness Kits . . . . .	129
	HP EFI Stealth Ram Systems . . . . .	129
	HP EFI TBI Systems . . . . .	128
RACE CARBURETORS	HP EFI Universal Retrofit Kits . . . . .	129
	HP™ Billet Fuel Pressure Regulators . . . . .	171, 172
MARINE CARBURETORS	HP™ In-Line Billet Fuel Pumps . . . . .	165

	<b>I</b>	
CARB SERVICE PARTS & ACCESSORIES	IAC Block-off Plate . . . . .	144
	IAC Motor . . . . .	147
	IAC Motor Gasket . . . . .	147
FUEL INJECTION	Idle Mixture Screw . . . . .	112
	Idle Mixture Screw Gasket . . . . .	112
	Ignition Harness . . . . .	132
THROTTLE BODIES	Illustrated Parts & Specs Manual . . . . .	212
	In-Line Filters . . . . .	93
	Injection Pod Upgrade Kit . . . . .	148
FUEL PUMPS	Injector Harness . . . . .	132
	Injector O-Ring Kit . . . . .	147
	Injector Retaining Plate . . . . .	147
INTAKE MANIFOLDS	Installation Tool Kit with Inserts & Tap . . . . .	115
	Intake Manifold Gaskets . . . . .	186
	Intake Manifold Spacer Kits . . . . .	186
	Intake Manifolds . . . . .	144
ENGINE DRESS-UP	Intake Manifolds . . . . .	180-185
	Intake Manifolds Choke Kits . . . . .	186
	Intake Manifolds Service Parts . . . . .	186
LS HEADQUARTERS	Inverted Flare Fittings . . . . .	94

	<b>J</b>	
MERCHANDISING	Jet Assortment Kit . . . . .	111

	<b>K</b>	
TECHNICAL INFORMATION	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

HOW TO  
 CHOOSE A CARB  
 STREET  
 CARBURETORS  
 SUPERCHARGER  
 CARBURETORS  
 RACE  
 CARBURETORS  
 MARINE  
 CARBURETORS  
 CARB SERVICE PARTS  
 & ACCESSORIES  
 FUEL INJECTION  
 THROTTLE  
 BODIES  
 FUEL PUMPS  
 INTAKE  
 MANIFOLDS  
 ENGINE  
 DRESS-UP  
 LS  
 HEADQUARTERS  
 MERCHANDISING  
 TECHNICAL  
 INFORMATION  
 INDEX

TH-700R4 Transmission Bracket . . . . .	144	Universal Carburetor Install Kit . . . . .	89
Throttle Body Service Parts . . . . .	146	Universal Dashpot . . . . .	92
Throttle Bodies . . . . .	149	Universal EFI Fuel Rails . . . . .	150
Throttle Bodies . . . . .	155	Universal Solenoid & Dashpot Bracket Locknut . . . . .	92
Throttle Body Assemblies . . . . .	144	Universal Throttle Solenoid . . . . .	92
Throttle Body Gasket . . . . .	101		
Throttle Body Service Parts . . . . .	155	<b>V</b>	
Throttle Cable Bracket . . . . .	91	Vacuum Boost Gauge . . . . .	107
Throttle Cable Clip . . . . .	90	Vacuum Cap Assortment . . . . .	108
Throttle Extension Lever . . . . .	148	Vacuum Gauge . . . . .	107
Throttle Lever & Cruise Control Studs . . . . .	90	Vacuum Passage Gasket . . . . .	101
Throttle Lever Extension . . . . .	91	Vacuum Secondaries . . . . .	116-117
Throttle Lever Stud Bushing . . . . .	90	Vacuum Secondary Diaphragm Kits . . . . .	117
Throttle Linkage Kits . . . . .	90	Vacuum Secondary Diaphragms . . . . .	116
Throttle Plate Kits . . . . .	90	Valve Covers . . . . .	189
Throttle Position Sensor . . . . .	143	Venturii Booster Kits for Dominators® . . . . .	117
Throttle Position Sensor . . . . .	148	Viton® Inlet Needles . . . . .	113
Throttle Position Sensor . . . . .	149	VoluMAX Fuel Filters . . . . .	177
Throttle Return Springs . . . . .	91	VoluMAX Regulator Service Parts . . . . .	178
Throttle Shaft Conversion Kits . . . . .	90		
Throttle Shaft Service Kits . . . . .	90	<b>W</b>	
Throttle Solenoid Bracket . . . . .	91	Wall Clocks . . . . .	208
Throttle Stop Bracket . . . . .	91	Water/Methanol Injections Components . . . . .	141
Titanium Inlet Needle . . . . .	113	Wedge Plates . . . . .	89
Touchscreen . . . . .	133	Wedged Floats . . . . .	95
TPS Kit 4150/4160 . . . . .	91	Weiland Banner . . . . .	211
Traditional Carburetors . . . . .	16-17	Weiland Belly Tanker T-shirts . . . . .	204
Transfer Tube O-Rings . . . . .	101	Weiland Dragstar T-shirt . . . . .	204
Transmission Cable Bracket . . . . .	146	Weiland Retro Hemi T-shirts . . . . .	204
Transmission Kickdown Lever Extensions . . . . .	91	Weiland Retro T-shirt . . . . .	205
Transmission kickdown Spring & Bracket . . . . .	91	Weiland Tiger T-Shirts . . . . .	204
Transmission Kickdown Throttle Linkage . . . . .	91	White Holley Flathead Retro T-shirt . . . . .	203
Truck Avenger Carburetors . . . . .	22-23	Wiring Harness . . . . .	149
Tuning/Calibration Kit . . . . .	108	Wiring Harness Adapter . . . . .	149
		WOT Microswitch Bracket . . . . .	91
<b>U</b>			
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		

Holley and other manufacturers have developed a program whereby all emission-sensitive products can be identified by placing color-coded labels on product packaging and listing corresponding numeric codes next to each part number. The color codes and explanations are as follows:

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The product accompanying this document has been granted a California Air Resources Board (CARB) exemption, an "OE" number, or is a direct or consolidated replacement part. It is 50-state legal, per the manufacturer's application guide.

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The manufacturer of the product accompanying this document represents that it has not been found, nor is believed to be, unlawful for use under provisions of the Clean Air Act, per the manufacturer's application guide. This product is not legal for sale or use in the State of California (or in states which have adopted California emission standards) except on pre-emission-controlled motor vehicles/motor vehicle engines (pre-1966 model year).

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The product accompanying this document is legal only for off-highway use (except in California or states that have adopted California emission standards), racing use or for use on pre-emission-controlled motor vehicles/motor vehicle engines (pre-1966 domestic vehicles certified to California standards, pre-1968 domestic vehicles certified to federal standards and all pre-1968 foreign vehicles), per the manufacturer's application guide.

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## **HOLLEY STREET AVENGER™, TRUCK AVENGER™ & LOW-RIDER AVENGER™ LIMITED LIFETIME WARRANTY**

Holley Performance Products warrants its Holley Street Avenger™/ Truck Avenger™ Carburetor to be free from defects in material and workmanship for the life of the product on parts and one year on repair labor. After a period of one year, Holley will charge standard rates for repair labor. For any Holley Street Avenger™ Carburetor used in any type racing or off-road use will only be covered by a one (1) year limited warranty on parts and labor. For any Holley Truck Avenger™ Carburetor used in any type of racing will only be covered by a one (1) year warranty on parts and labor. Warranty performance will be initiated by returning the defective product to HOLLEY PERFORMANCE PRODUCTS with the original, dated purchase receipt. Purchaser is to call toll free the Holley Factory Service number at 1-866-GOHOLLEY to receive details and shipping instructions.

Holley Performance Products does not warrant products which have been (a) modified or altered outside factory specifications, (b) subjected to conditions such as abuse, misuse, neglect, accident, improper installation or adjustment, contaminants, water or corrosion, gum or varnish, use of improper or poor quality fuel or fuel additives, fire from a backfire, and faulty repair or (c) in other than those automotive applications recommended in a current Holley catalog. Holley shall not be responsible for (a) actual or alleged installation or removal labor, inbound shipment costs or other incidental charges or (b) actual or alleged incidental or consequential damages incurred by the use of a Holley Street Avenger Carburetor. Further, there are no warranties, which extend beyond those stated here.

This warranty is extended to the original consumer purchaser and has as duration the lifetime from date of original purchase by such consumer. THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED INCLUDING, BUT NOT LIMITED TO, THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND ALL OTHER OBLIGATIONS OR LIABILITIES ON OUR PART. WE NEITHER ASSUME, NOR AUTHORIZE ANY OTHER PERSON TO ASSUME FOR US, ANY OTHER LIABILITY IN CONNECTION WITH THE SALE OF THIS STREET AVENGER™/ TRUCK AVENGER™ CARBURETOR. WE MAKE NO WARRANTY WHATSOEVER IN RESPECT TO ACCESSORIES OR PARTS NOT SUPPLIED BY US. AS USED IN THIS WARRANTY, "PURCHASER" SHALL BE DEEMED TO MEAN ONLY THAT PERSON FOR WHOM THE STREET AVENGER™/ TRUCK AVENGER™ CARBURETOR WAS ORIGINALLY PURCHASED.

Final warranty determination will be the decision of Holley Performance Products.

Some states do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you.

This warranty gives you specific legal rights, and you may also have other rights that vary from state to state. This warranty shall apply only within the boundaries of the continental United States.

# Holley® WARRANTY

## HOLLEY PERFORMANCE PRODUCTS LIMITED WARRANTY - NO OTHER WARRANTIES APPLY-

Holley® Performance Products warrants its new performance products to be free from defects in material and workmanship for a period of 90 days from date of purchase.

Holley® Performance Products Limited Warranty specifically does not apply to products which have been (a) modified or altered in any way; (b) subjected to adverse conditions such as misuse, neglect, accident, improper installation or adjustment, dirt or other contaminants, water, corrosion or faulty repair; or (c) used in other than those applications recommended by Holley® Performance Products. Holley® Performance Products also does not warrant, and disclaims all liability for products used in racing activities and/or applications other than those specifically recommended in the current Holley® catalog.

This Limited Warranty is extended to the original consumer only. This Limited Warranty is not assignable or otherwise transferable. There are no warranties which extend beyond those stated herein. Holley® Performance Products offers no other warranties, express or implied beyond this Limited Warranty.

In the event of an alleged defect in material or workmanship, Holley® Performance Products' responsibility is strictly limited to repair or replace the defective product. Holley® has no other obligation express or implied. Final warranty determination will be in the sole discretion of Holley® Performance Products. Holley® shall not be responsible for: (a) actual or alleged labor, transportation or other incidental charges; or (b) actual or alleged consequential or other damages incurred by use of any product of Holley® Performance Products.

### To initiate the warranty process:

Return the alleged defective product to the original place of purchase with dated purchase receipt and completed applicable warranty claim tag. Warranty claims will be rejected if the consumer cannot establish date of purchase. Unless the product was purchased directly from Holley® Performance Products, do not send directly to Holley® Performance Products. Holley® Performance Products assumes no responsibility for unauthorized products sent directly to Holley® Performance Products.

This Limited Warranty sets forth specific legal rights. The consumer may have other rights as a result of variations in state laws or provincial laws. This Limited Warranty supersedes all prior warranty statements.

Avenger™ series carburetor warranty is outlined on page 272.

# Holley®

PERFORMANCE CATALOG



Dealer Line: 1-800-HOLLEY1 | Tech Line: 270-781-9741 | Website: [www.holley.com](http://www.holley.com)  
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