



HOLLEY FAST KIT

P/N 37-1547
Fits Dominator model 4500

Congratulations on your purchase of this Holley Fast Kit! Should you need assistance, call the Holley Technical Support Department at 1-866-464-6553.

CARE & CLEANING:

To properly overhaul the carburetor, it must be completely disassembled and all parts must be thoroughly cleaned with a commercial carburetor cleaner or solvent. Gaskets, diaphragms, rubber floats, o-rings, and non-metallic parts must not come in contact with the cleaner solution to prevent deterioration. Each part must be inspected for wear, deteriorations, and damage. All defective parts must be discarded and replaced. The carburetor must then be carefully rebuilt and adjusted.

FLOAT SETTING:

With the fuel bowl inverted, adjust the float so that it is centered in the center of the bowl.

WET LEVEL ADJUSTMENT:

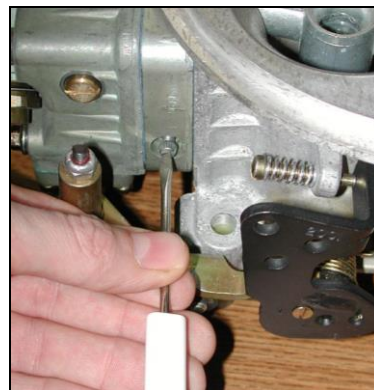
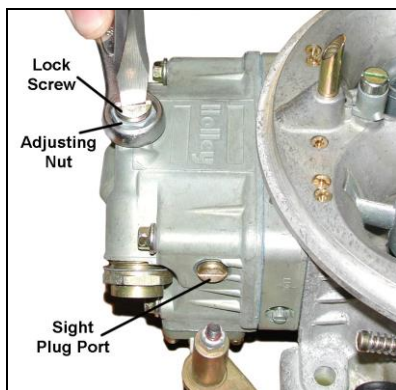
With the car on a level surface and the engine running, the fuel level should be on line with the threads at the bottom of the sight plug port (+/- 1/32" tolerance).

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



ADJUSTING THE IDLE:

Seat the idle adjusting needle lightly and back off one full turn. Readjust to the proper idle speed and mixture after the engine has reached operating temperature.



PUMP ADJUSTMENT:

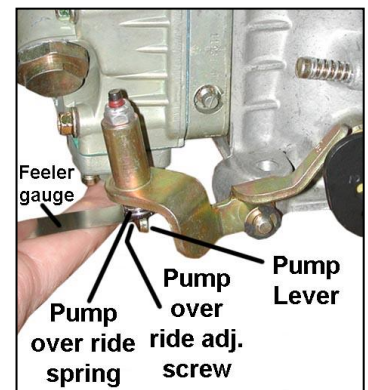
The pump override spring adjustment is checked while holding the throttle in the wide-open position and the pump operating lever held in a fully compressed position. The clearance between the adjusting nut and arm of the pump lever should be .015.

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

After the carburetor has been thoroughly cleaned and before the reassembling the metering blocks and bowls, a careful inspection of the internal operating linkage is required. On these and all other I.R. carburetors, it is absolutely imperative that the throttles are timed to open exactly together. If due to wear or severe use the throttles are not synchronized, a minor adjustment to the operating link will remedy the problem.

With the throttle lever held against the wide-open throttle stop, bending adjustments can be made to lengthen or shorten the connecting link:

- 1) To remove idle clack between the throttle shafts, the link should be shortened.
- 2) To prevent over travel at wide-open throttle, the link must be made longer.

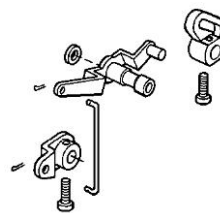


SECONDARY LINKAGE ADJUSTMENT:

To adjust the linkage for wide-open throttle of all four bores, the intermediate connecting link can be made shorter or longer as the carburetor requires.

NOTE: Do not disassemble the throttle plate screws or damage may occur to the throttle shafts. Do not overtighten the socket head cap screws that are threaded into the throttle shafts, as this will cause binding.

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



Example: Power Valve Assembly

25R591-65

65 - designates the stamped number and identifies the opening point of the power valve (i.e., 6.5" vacuum)

