

ADJUST-A-JET™

INSTALLATION INSTRUCTIONS

These instructions demonstrate the correct installation of your new Adjust-A-Jet into the Holley® carburetor. After installation, the result is instant; external, main fuel metering, with no change in fuel emulsion characteristics or any other tuning procedures, nor does the Adjust-A-Jet replace the metering block. This makes the Adjust-A-Jet a valuable tool for hard-core racers, as well as street enthusiasts. CNC machined from 6061 T-6 aluminum, the Adjust-A-Jet comes with high-quality installation components.

Parts List

- | | |
|--------------------------------------|-----------------------------------|
| 1 – Adjust-A-Jet™ metering plate | 2 – Reusable Buna-N gaskets |
| 4 – Hex/washer head float bowl bolts | 4 – Nylon float bowl bolt gaskets |
| 1 – Accelerator pump arm | 1 – Metering needle |
| 1 – Stainless hold down nut | 1 – Viton o-ring |
| 1 – Foam insert (slosh preventative) | |

After removing the float bowl from the carburetor, the first procedure is to install the extended accelerator pump arm. Using a 1/8 inch round punch, drive the rollpin out just enough to allow the removal of the existing arm. Install the new arm in its place, and drive the rollpin back into its previous position.

After you have removed the original jets from the metering block, remove all gasket material that may still be on the bowl and metering block. Place one of the supplied gaskets on the metering block. Next, make sure you place the foam insert between the Adjust-A-Jet and the metering block. Hold the next gasket in place while installing the bowl. Make sure the accelerator pump linkage is intact. Gradually tighten the float bowl bolts. At this time, the accelerator pump arm adjustment must be corrected.

Finally, place the o-ring in the bore around the metering needle hole. Carefully turn the needle to a fully closed position using your fingertips. This is done so that the tip of the needle does not get damaged due to overtightening. Install the hold down nut to a slight pressure on the o-ring.

Now, you are ready for your initial setting. On the reverse side of this page you will find a chart comparing Holley® jet sizes to fractional turns of the Adjust-A-Jet metering needle. These are turns open from a fully closed position. Unfortunately, we have to use an average vacuum at the venturi to develop this chart. You may find this chart slightly inaccurate in some applications. The Adjust-A-Jet ranges from the equivalent of 60 jets at one turn open position, to approximately two .140 orifices at a wide-open position (do not close the metering needle completely, as it will shut off the fuel). Eventually, you will adapt to making an adjustment for lean/richness, instead of a change in jet size. On the secondary side of some carburetors, minor hand filing on the top of a large vacuum port may be required to make clearance for the Adjust-A-Jet.

EQUIVALENCY CHART

Jet Size = Approximate number of turns open from closed

(Notice the markings embossed around the metering needle; these will distinguish 1/8th turns)

<u>Jet Size</u>		<u># of Turns Open</u>		<u>Jet Size</u>		<u># of Turns Open</u>
60	=	1		81	=	4 1/2
62	=	1 1/8		82	=	4 3/4
64	=	1 1/4		83	=	5
65	=	1 1/2		84	=	5 1/4
66	=	1 5/8		85	=	5 1/2
67	=	1 3/4		86	=	5 5/8
68	=	1 7/8		87	=	5 3/4
69	=	2		88	=	6
70	=	2 1/8		89	=	6 1/2
71	=	2 1/4		90	=	7
72	=	2 3/8		91	=	7 1/2
73	=	2 1/2		92	=	8
74	=	2 5/8		93	=	8 1/2
75	=	2 3/4		94	=	9
76	=	3		95	=	9 1/2
77	=	3 1/2		96	=	10 1/2
78	=	3 5/8		97	=	11 1/2
79	=	3 3/4		98	=	12
80	=	4		99	=	13