- AMERICAN MADE - MATERIALS AND ASSEMBLY

ALL NEW FUEL BOWL DESIGN

- Completely redesigned from the ground up for racing
- 20% more fuel capacity vs. a traditional v-bowl eliminates fuel starvation and provides consistent air/fuel ratios
- Internal baffling to help control fuel slosh and minimize float level fluctuations in hard launching or cornering situations
- Fuel shelf below the needle and seat to greatly minimize fuel aeration and promote more consistent metering
- Fuel trough designed into floor of bowl to route fuel flow directly to the jets and assist in keeping jets covered by fuel
- Clear sight windows on both sides of bowls for easy and safe fuel level adjustments
- (A) Built in drain plug in front center of bowl provides easy access to empty contents of bowl
- (B) Contoured entry provides smooth fuel flow directly to needle & seat
- -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
- Material added in key areas (needle & seat area, fuel inlet, sight window area) for added strength in the demanding race environment

6061-T6 BILLET ALUMINUM METERING BLOCKS

- Improved durability, true gasket sealing (sealing surface integrity), bright dipped anodized for good looks & corrosion protection
- Fully adjustable (emulsion bleeds, power valve channel restrictors & idle feed restrictors). Power valve channel restrictors now machined lower in metering block for improved fuel delivery to power valve circuit
- Accelerator pump channel now internally drilled eliminating need for external plug
- Excess material removed for improved fuel capacity
- New snap-in-place bowl vent whistle makes removal and/or replacement easier

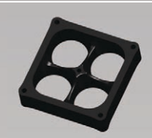
Gen 3 HOLLEY ULTRA DOMINATOR CARBURETORS					
Hard Core Gray™	Shiny Aluminum with Red Billet	Shiny Aluminum with Black Billet	Description		
0-80901HB	0-80901RD	0-80901BK	4500 ULTRA DOM 950CFM	2 CIR/1X4	1.690" venturii, 2.00" throttle bore, skirted booster
0-80902HB	0-80902RD	0-80902BK	4500 ULTRA DOM 1050CFM	2 CIR/1X4	1.690" venturii, 2.00" throttle bore
0-80903HB	0-80903RD	0-80903BK	4500 ULTRA DOM 1050CFM	3 CIR/1X4	1.690" venturii, 2.00" throttle bore
0-80905HB	0-80905RD	0-80905BK	4500 ULTRA DOM 1150CFM	2 CIR/1X4	1.830" venturii, 2.00" throttle bore
0-80906HB	0-80906RD	0-80906BK	4500 ULTRA DOM 1150CFM	3 CIR/1X4	1.830" venturii, 2.00" throttle bore
0-80908HB	0-80908RD	0-80908BK	4500 ULTRA DOM 1250CFM	3 CIR/1X4	1.880" venturii, 2.125" throttle bore
0-80909HB	0-80909RD	0-80909BK	4500 ULTRA DOM 1350CFM	3 CIR/1X4	2.020" venturii, 2.350" throttle bore, skirted booster
0-80910HB	0-80910RD	0-80910BK	4500 ULTRA DOM 1475CFM	3 CIR/1X4	2.105" venturii, 2.350" throttle bore, skirted booster
0-80911HB	0-80911RD	0-80911BK	4500 ULTRA DOM 1425CFM	3 CIR/1X4	2.020" venturii, 2.375" throttle bore
0-80920HB	0-80920RD	0-80920BK	4500 ULTRA DOM 1050CFM	3 CIR/2X4	1.830" venturii, 2.00" throttle bore
0-80921HB	0-80921RD	0-80921BK	4500 ULTRA DOM 1150CFM	3 CIR/2X4	1.830" venturii, 2.125" throttle bore
0-80922HB	0-80922RD	0-80922BK	4500 ULTRA DOM 1250CFM	3 CIR/2X4	1.880" venturii, 2.125" throttle bore
0-80923HB	0-80923RD	0-80923BK	4500 ULTRA DOM 1350CFM	3 CIR/2X4	2.020" venturii, 2.350" throttle bore
0-80924HB	0-80924RD	0-80924BK	4500 ULTRA DOM 1400CFM	3 CIR/2X4	2.020" venturii, 2.375" throttle bore
0-80925HB	0-80925RD	0-80925BK	4500 ULTRA DOM 1475CFM	3 CIR/2X4	2.105" venturii, 2.350" throttle bore

534-214 TPS Kit for Gen 3 Ultra Dominator

17-84 Air Scoop Adapter (Clear Anodized) for Gen 3 Ultra Dominator
17-85 Air Scoop Adapter (Black Anodized) for Gen 3 Ultra Dominator

17-86 Dominator Spacer, Black, 2.000" bore
17-87 Dominator Spacer, Black, 2.125" bore
17-88 Dominator Spacer, Black, 2.400" bore

Dominator Spacer features:
- 1.5" tall, 4 hole and made from anodized 6061-T6 aluminum
- Tapered to maximize airflow
- Provides increased plenum volume
- Improved fuel atomization
- Decreases reversion



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THERE'S A NEW DOMINATOR IN TOWN!

Gen 3

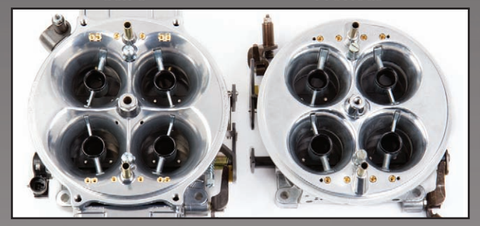
The original Dominator® took carburetion to another level in 1969 when it was developed for NASCAR® racing. It has been refined over the years and now it is better than ever. Introducing the ALL NEW Ultra Dominator with GEN 3 main-body, brand new calibrations and sizes up to 1475 CFM!

AVAILABLE IN
950, 1050, 1150,1250, 1350
& 1475 CFM!

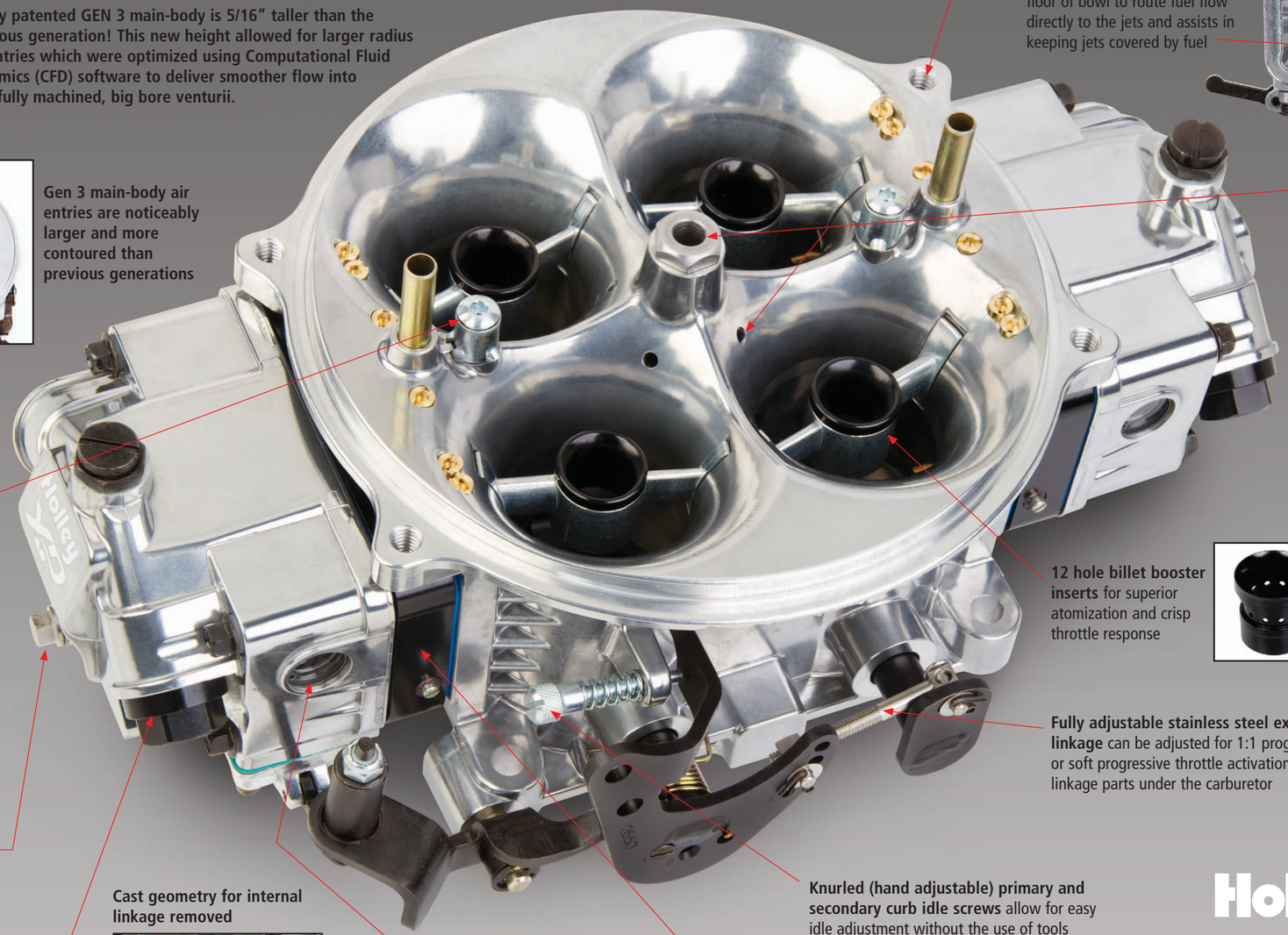
NEW Gen 3 MAIN-BODY

Newly patented GEN 3 main-body is 5/16" taller than the previous generation! This new height allowed for larger radius air entries which were optimized using Computational Fluid Dynamics (CFD) software to deliver smoother flow into new fully machined, big bore venturii.

Gen 3 | Previous



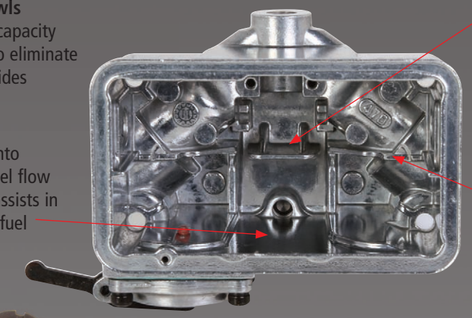
Gen 3 main-body air entries are noticeably larger and more contoured than previous generations



Air cleaner flange extended - designed for use with new air scoop adapter in clear (p/n 17-84) or black anodized (p/n 17-85)

High capacity fuel bowls provide 20% more fuel capacity vs. traditional v-bowls to eliminate fuel starvation and provides consistent air/fuel ratios

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

Integrated idle bypass valve allows for adjustment of idle while maintaining correct throttle plate to transfer slot relationship

High energy media polished for a near hand polished finish that delivers smooth air entry into venturii - without excessive maintenance

Optional Hard Core Gray™ Finish is the ultimate in corrosion resistance & hard core looks!

All new 1x4 & 2x4 calibrations optimized for today's larger engines and new fuels

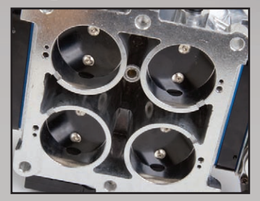
Contoured hex head squirter screws for streamlined airflow

Fully machined from venturii throat to throttle bore for predictable & repeatable performance

Built in drain plug provides easy access to empty contents of bowl making jet changes a snap

-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

Cast geometry for internal linkage removed



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

All aluminum construction saves 3.8lbs over original models (28% weight savings)

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

New skirted boosters on 1350 & 1475 ensures strong fuel signal on large CFM carbs

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

Factory ready TPS mounting points for use with throttle position sensor kit (P/N 534-214) for use with data acquisition systems

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

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

Holley® ULTRA DOMINATOR™

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