



## HIGH PERFORMANCE CARBURETOR INSTALLATION AND ADJUSTMENT INSTRUCTIONS

**NOTE:** To preserve warranty, these instructions must be read and followed thoroughly both before and during installation.

**WARNING:** This carburetor is **NOT** designed for use with **ANY** automatic overdrive transmissions. If used on an automatic overdrive vehicle, severe transmission damage **WILL** result.

### CARBURETOR DESCRIPTION:

Models	4150 & 4160	P/N's	0-1848-1 0-4224	0-9379 0-9380	0-9381
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**GENERAL:** Extra parts may be provided for the general carburetor installation. Note that parts are not included for every possible application of this carburetor.

**WARNING:** Some additional parts may need to be purchased separately for proper and safe operation of this carburetor. Prior to and after installing your new carburetor, manually operate the throttle lever and choke mechanism, checking for binding or other malfunctions. Also, make a visual inspection of the carburetor, looking for bent levers or any possible shipping damage.

### REMOVAL:

After removing the air cleaner, identify and label the vacuum lines leading to your original carburetor, distributor, PCV, choke fresh air, and manifold vacuum.

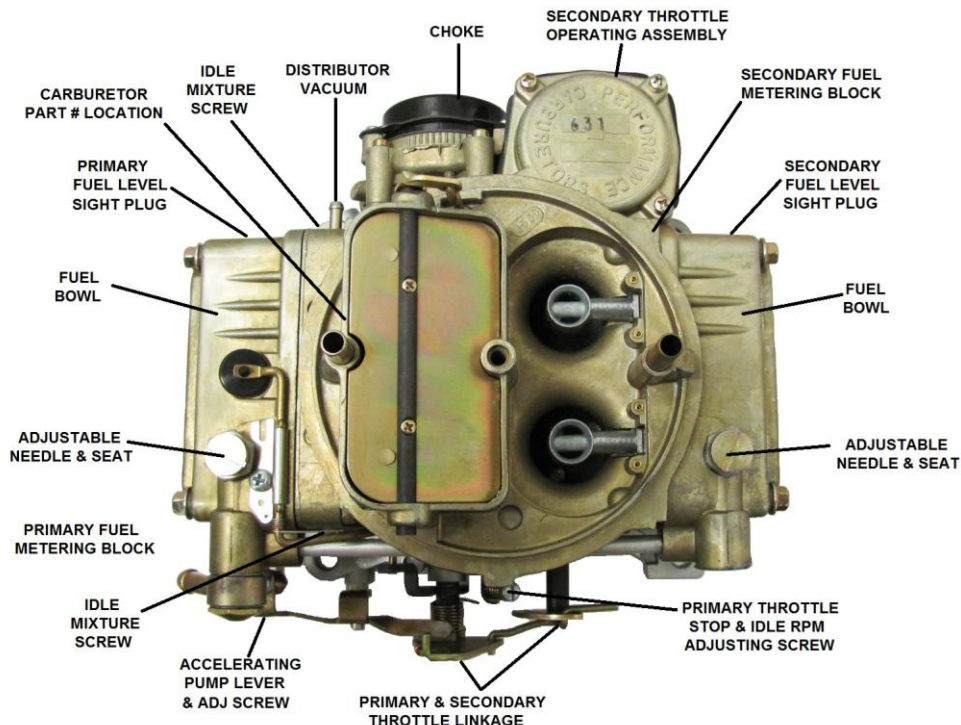
Disconnect the vacuum lines, throttle linkage, choke tube, and fuel line. Remove the original carburetor and old flange gasket. Clean the manifold surface thoroughly. Use care in preventing pieces of gasket or dirt from entering the manifold opening.

### INSTALLATION:

Install the new carburetor flange gasket provided. Place the replacement carburetor on the manifold. Before tightening the holddown nuts, read the following CAUTION paragraph.

**CAUTION:** Overtightening the carburetor/manifold flange holddown may result in a warped or cracked carburetor body. The carburetor holddown nuts should be tightened down first by hand and then in a criss-cross pattern with a proper wrench. This procedure will prevent vacuum leaks while avoiding damage to the carburetor throttle body.

TYPICAL VIEW (0-1848-1 SHOWN) - MAY NOT EXACTLY APPLY TO THIS UNIT



**IMPORTANT:** An inline fuel filter is recommended during installation to prevent contaminants from entering your carburetor.

Holley Universal inline fuel filters are designed for maximum filtration of foreign particles without restricting fuel flow to the carburetor. The 3/8" fuel line is recommended for high output engines. Check the fuel pump pressure for 6 psi at idle and at least 4 psi at top speed.

Hose Size	Color	Part Number
5/16"	Chrome	162-524
3/8"	Chrome	162-523



**RECOMMENDATION:**

Holley mechanical fuel pumps are recommended and will produce a 50% increase over 9 out of 10 stock factory pumps. Use of a Holley electric fuel pump at the rear of the car next to the fuel tank will help maintain pressure in the fuel line at all times and enough to feed the mechanical pump.

Connect the fuel line, distributor vacuum line if so equipped, located on the primary metering block (model 4150, 4160), manifold vacuum, and PCV lines (model 4150, 4160). Any vacuum tubes on the carburetor that are not used should be plugged with a rubber cap. Some carburetors do not have PCV tubes and will require connecting the PCV line to the intake manifold. The most desirable area on replacement manifolds would be the plenum chamber area beneath the carburetor.

**ADJUSTMENTS:**

Start the engine and check for fuel and/or vacuum leaks. Once the engine is at normal operating temperature, adjust the engine RPM using the primary idle RPM adjusting screw. The idle mixture can be changed by turning the idle mixture screws located on the primary metering block. For your engine settings, refer to the manufacturer's specifications.

Choke—Automatic chokes are pre-set, but if adjustment is necessary, loosen the retainer and rotate the cap in the lean or rich direction.

**OFF ROAD & RACING MODIFICATIONS:**

The following are some suggested kits available for tuning:

1. Non restrictive open element air cleaner—kit no. 120-102.
2. Pump cams that vary pump discharge capacity—kit no. 20-12.
3. Hand choke conversions for cold weather operation—kit no. 45-225 or 45-225S.
4. Slosh tubes for preventing fuel starvation during rapid acceleration—kit no. 122-5000
5. Vacuum secondary diaphragm springs, which can vary your secondary opening—kit no. 20-13.

For additional parts and accessories, see the Holley Performance parts catalog.



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**For online help, please refer to the Tech Service section of our website: [www.holley.com](http://www.holley.com)**