

MARINE APPROVED CARBURETORS

Adjustment and Precautionary Instructions

WARNING: INSTRUCTIONS MUST BE READ AND FOLLOWED THOROUGHLY AND COMPLETELY, BEFORE AND DURING INSTALLATION!

CARBURETOR DESCRIPTION:

MODEL	LIST	W.O.T. REFERENCE AIRFLOW
2300	9011 AAA	500 C.F.M.
4160C	9013 AAA	600 C.F.M.
4160C	9015 AAA	780 C.F.M.
4150	9029 AAA	750 C.F.M.
4150C	9022 AAA	850 C.F.M.
4165	9023 AAA	800 C.F.M.

CAUTION: Overtightening the carburetor flange hold-down nuts may result in a warped or cracked carburetor throttle body. The carburetor should be tightened down progressively, with the hold-down nuts, in a criss-cross pattern so that vacuum leaks are prevented, but without resulting in damage to the throttle body.

1. With the engine off, check the throttle operation. Be certain that there is no manner of bracket interference when the throttle lever is operated between the idle and wide-open positions. Any binding or interference could cause the throttle to stick during operation and could possibly result in the loss of carburetor throttle control (uncontrolled engine speed).

WARNING: In all cases where the fuel line has been cut, it is essential that it be clean to ensure that no metal particles enter the fuel bowl after new carburetor installation. This is performed by disconnecting the fuel line at the pump and blowing the line clean with compressed air. Holley DOES NOT recommend the procedure where the coil wire is disconnected, the engine cranked for a few revolutions, and the fuel collected in a container. This procedure is unsafe because sparking can occur either at the coil or at the distributor end of the coil wire, and then ignite any fuel spilled in the engine compartment.

MAINTENANCE WARNING: Fuel system components, including fuel lines and the carburetor, should be inspected periodically to ensure no fuel leakage and the soundness of hoses. Today's controlled-emissions engines provide higher temperatures in the engine compartment. These high temperatures promote faster aging of non-metallic materials.

2. Hoses that exhibit surface cracks when bent to a 180° position should be replaced. The presence of liquid fuel demands the tightening of fittings, hose replacement, and retorquing of fuel system component flange nuts (where applicable).
3. Tightening of the carburetor fuel bowl screws should provide 25-30 in./lbs. of torque in a clockwise direction. Periodically, recheck the torque of the fuel bowl screws at regular maintenance intervals.

GENERAL: Correct engine timing, spark plug gap and heat range, distributor point condition and gap, condenser and wiring, valve lash, condition of the PCV valve, and correct operation of the exhaust heat valve are very important to obtain optimum efficiency and performance.

For additional information, consult the Holley Carburetors and Manifold Book (P/N 36-73).

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