SERVICE CARBURETOR P/N 0-9776

INSTALLATION & ADJUSTMENT INSTRUCTIONS
199R8407-2

INTRODUCTION:

CONGRATULATIONS on your purchase of a Holley carburetor! The 0-9776 is a universal Holley four-barrel carburetor. All unnecessary parts have been eliminated to reduce cost without sacrificing performance. Therefore, this carburetor may require throttle linkage adaptation or other modifications that would not be required on Holley bolt-on carburetors, which are designed for specific applications. Because of its universal calibration, this carburetor is a square-bore type and should not be used with adapters on spread-bore type intake manifolds. To optimize the engine performance for individual applications, it may be necessary to time carburetor variables, such as jets, power valves, etc.

NOTE: The 0-9776 is not designed to pass any emission laws. It is to be used only for competition/off-road vehicles or vehicles that are not required to comply with any exhaust emissions standards.

INSTALLATION:

1. Remove the air cleaner.

2. Remove the existing carburetor following the procedure outlined below:

   A. Carefully disconnect the fuel line.

   B. Disconnect and mark all vacuum lines to the carburetor (NOTE: Those lines that ultimately go to the distributor, PCV valve, etc).

   C. Disconnect any choke rods or heat tubes.

   D. Disconnect and remove the throttle linkage and automatic kick-down linkage. Save all the retaining clips.

   E. Unbolt and remove the carburetor.

   F. Remove the original flange gasket and clean the manifold face. Place a clean cloth in the manifold opening to prevent any foreign material from entering the engine.

3. Remove the throttle cable ball and automatic transmission kick-down stud (if equipped), and mount on the Holley throttle lever. (See Fig. 1) Some modifications to the lever may be necessary for some installations.) There is one size throttle ball in the unassembled parts bag. A full assortment of throttle balls can be purchased under Holley P/N 20-2.

4. Remove the cloth previously placed in the manifold. Install the new carburetor flange gasket and carburetor. Install the hold-down nuts and tighten securely.

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

5. Reconnect the throttle and transmission kick-down linkage and throttle return spring. Operate the linkage to ensure correct travel by opening to wide-open throttle and back to closed throttle.

WARNING! Check the assembled linkage for sticking and/or proper return to the idle position. A sticking and binding throttle can result in uncontrolled engine speed.

6. Connect the distributor advance line to the carburetor. (See Fig. 2) Plug this port, if it is not used.

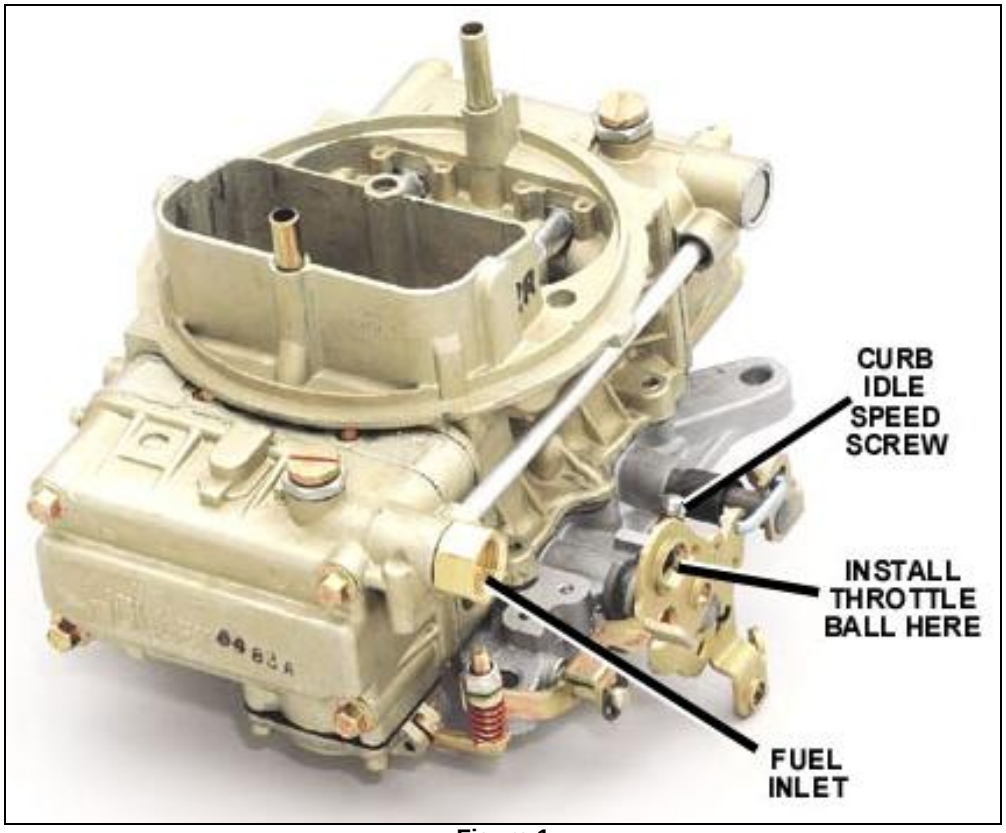

Figure 1

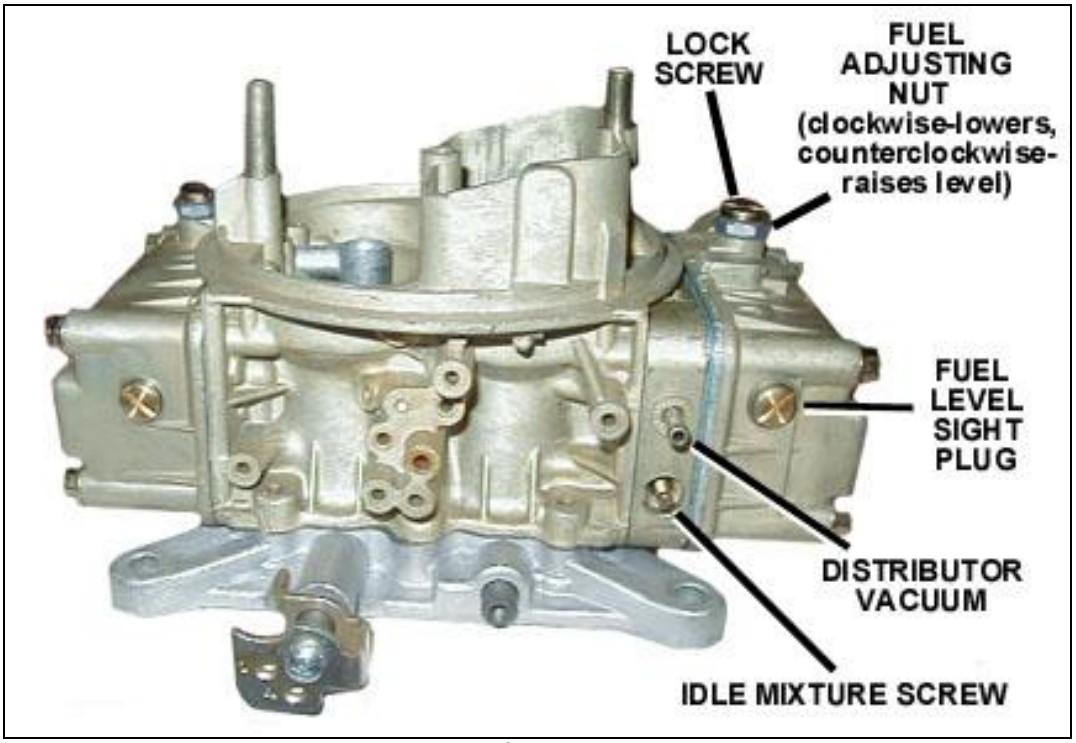

Figure 2

7. Connect the fuel line to the carburetor. The carburetor comes with a 3/8" flare tube fitting. The following fittings are available to fit your application:

5/16" Hose Fitting – 26-24
5/16" Hose Swivel Fitting – 26-25

WARNING! During the fuel line installation, be careful to avoid introducing any foreign particles that could later cause flooding and may result in a fire.

8. If the installation requires cutting the metal fuel line, cut the fuel line with a good tube cutter. This will minimize the chance of producing metal chip particles. If a hacksaw must be used, then the metal chips must be removed. In any case, if chips or dirt are suspected, disconnect the fuel line near the fuel pump and blow out the particles.

RECOMMENDATION: We recommend the use of a Holley in-line or fuel inlet filter to be installed. This filter will provide a safeguard against possible flooding, which could result from unfiltered contaminant particles impairing proper operation of the carburetor inlet valve. The filter element should be cleaned every 6,000 miles (blown clean with compressed air) and replaced every 12,000 miles to ensure maximum protection.

9. Start the engine and check the fuel line and inlet fittings for possible leaks. Set the idle to manufacturer's specifications.

10. Install the air cleaner stud supplied in the package and install the air cleaner. With some air cleaner configurations, it may be necessary to use an air cleaner spacer to provide adequate clearance between the carburetor and air cleaner. Holley provides such a spacer under Holley P/N 17-13.

WARNING! Inadequate clearance between the air cleaner and throttle lever could result in uncontrolled engine speed. Check the clearance between the throttle lever and air cleaner.

11. Check the clearance between the air cleaner and the hood before closing the hood completely.

IDLE SPEED SETTINGS:

1. Do not remove the idle limiter caps. The idle mixture has been pre-set at the factory for proper emission values. Differences in engines may necessitate slight adjustments to obtain a smooth idle.

NOTE: It is easier to make the idle setting with the air cleaner removed, but to ensure that the final readings are correct, they should be taken with the air cleaner installed. (See Fig. 2)

2. Refer to the decal in the engine compartment for specific idle speed settings for your vehicle. Usually, on automatic transmission-equipped cars, the speed is set with the parking brake on and the transmission in "drive." On manual transmissions, put it in "neutral", with the parking brake on.

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

3. Hoses, which 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 re-torquing of fuel system-component flange nuts (where applicable).

Holley Technical Support
1801 Russellville Road
Bowling Green, KY 42101

Phone: 1-270-781-9741
Fax: 1-270-781-9772
For online help, please refer to the Tech Service section of our website: www.holley.com

199R8407-2
Date: 8-4-03