



## MARINE THROTTLE CABLE BRACKET 717-5 (square flange) & 717-6 (spreadbore flange) INSTALLATION INSTRUCTIONS 199R9801

**NOTICE:** For the safety and protection of persons and property, all United States Coast Guard (U.S.C.G.) and other marine safety requirements and recommendations as well as the following instructions must be carefully studied and applied. Failure to follow the above will void your warranty, which is also voided by certain conditions stated in the second paragraph thereof.

**WARNING!** For the safety and protection of yourself and others, installation, adjustment, and repair must be performed **ONLY** by a trained mechanic having adequate marine fuel systems experience. It is particularly important to remember one of the very basic principles of marine safety: fuel vapors are heavier than air and tend to collect in lower places. This means that ANY fuel spilled during the replacement of your marine carburetor will vaporize and remain in the lowest extremes of the engine compartment of your vessel where an explosive fuel/air mixture can be ignited by any spark or flame. Great care must be exercised to prevent spillage and thus eliminate the formation of such fuel vapors. In all cases, it is necessary to have and properly operate the bilge blower for a sufficient time to remove all vapors before trying to start your vessel's engine.

**NOTE:** Due to the remote distance between the helm and the engine in most boats, it is **STRONGLY** recommended that the mechanic have an assistant to operate the appropriate helm controls during this installation.

**IMPORTANT NOTE:** A United States Coast Guard (U.S.C.G.) approved fire extinguisher in proper operating condition should be nearby at all times during removal, installation, and starting procedures.

### REMOVAL (WARNING):

The following steps must be carefully studied and applied.

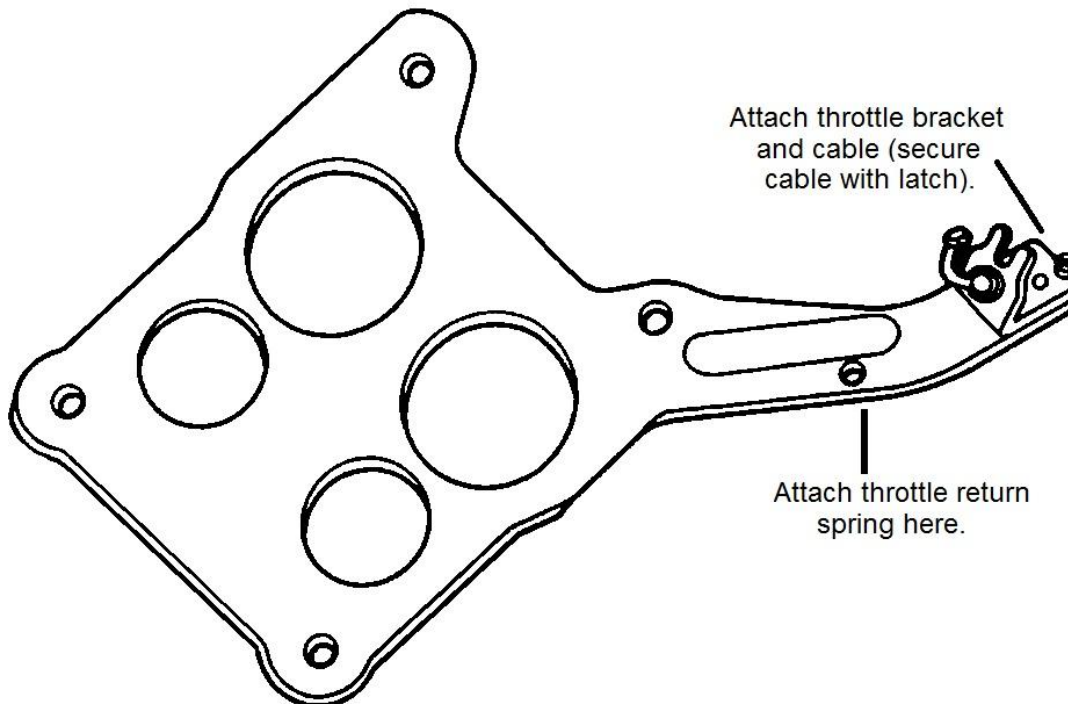
1. Disconnect the battery (to prevent accidental arcing) and extinguish any flame.
2. Label and remove all hoses going to the flame arrestor.
3. Remove flame arrestor.
4. Remove existing carburetor following the procedure outlined below.
  - A. Carefully disconnect the fuel line. Catch all fuel left in the fuel line in a suitable container and REMOVE container from vessel before continuing further. Absorb any fuel spilled immediately with a shop towel or rag and remove them from vessel.
  - B. Label and disconnect all vacuum lines to the carburetor, distributor, etc.
  - C. Disconnect any choke rods, heat tubes, and any electrical wires from the carburetor.
  - D. Disconnect and remove throttle linkage. Save all retaining clips.
  - E. Unbolt carburetor and remove.

**WARNING!** Be **EXTREMELY** careful not to tilt carburetor, which may cause fuel to spill. REMOVE the carburetor from the vessel. If a fuel spill occurs, see instructions 4A from above.

- F. Stuff shop rags or paper towels into the manifold opening and remove original flange gasket. Clean manifold face being careful to prevent particles from falling into the manifold.

## INSTALLATION OF THROTTLE BRACKET:

1. Remove shop rags or towels from the manifold opening and place a new gasket on the manifold.
2. Install the throttle cable bracket on the new gasket.
3. Install another new gasket on top of the bracket and set the carburetor in place. Do not tighten down.
4. The throttle cable holder is adjustable and should be set to the correct position for your application at this time.
5. Reposition the gaskets, bracket, and carburetor and torque to the proper specs. Holley carb (5 -7 ft/lbs) – Rochester (refer to service manual).
6. Reconnect the throttle cable and throttle return spring. Secure cable with the latch on the throttle bracket.



**WARNING!** Check the assembled throttle linkage for sticking and/or binding to be sure that there is no interference when the throttle lever is operated between the idle and full wide open throttle positions. Sticking or binding throttle linkage can result in personal injury or property or engine damage due to uncontrolled engine speed.

**WARNING!** Check for sticking by having the assistant go to the helm and opening and closing the throttle controls while the experienced mechanic watches the operation of the carburetor to detect any malfunction.

**WARNING!** Connect the fuel line and all hoses leading to the carburetor. Reconnect the battery.

**WARNING!** Open all the hatches and let the bilge ventilate naturally until no fuel vapors are present. Operate the bilge blower for a minimum of 10 minutes or longer (if necessary), until all fumes have been expelled from the bilge area. Without operating the throttle, crank the engine for 15 – 30 seconds to allow the fuel bowls to fill. If the engine does not start, stop cranking, open and close the throttle twice and crank again until engine starts.

**WARNING!** Start the engine and check fuel line and inlet fittings for possible leaks. If any fuel leakage or weeping is detected, shut the engine off immediately and correct cause. Wipe any leakage and remove rag, towel, etc. from the vessel and operate the bilge blower again as instructed before proceeding.

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