

Installation Instructions for Holley Service Throttle Body and Shaft Assemblies

NOTE: To preserve the warranty, these instructions **MUST** be read and **FOLLOWED** thoroughly and completely, before and during installation. These instructions are basic and simplified. It is assumed that the person performing this replacement operation has basic automotive skills and experience.

For more detailed information on throttle body replacement and carburetor rebuilding, consult the Holley Service Guide No. 2 (P/N 36-71) and Holley Model 4150 & 4160 Carburetor Handbook (P/N 36-133).

This kit includes (1) Throttle Body Assembly and (1) Throttle Body Gasket.

1. Remove and retain the 6 screws (some models have 8 screws) located on the bottom of the assembled carburetor. An impact driver may be helpful in this procedure.
2. Carefully detach any remaining linkage and vacuum hoses connected between the throttle body and main body. Retain all clips for reassembly.
3. Note the exact position of the original throttle body gasket as it was installed. The new replacement gasket must be installed in exactly the same way. Remove the original throttle body assembly and the gasket existing between the main body and the throttle body.
4. Insert the provided new gasket between the main body and the replacement throttle body assembly. Secure the assembly with the original screws (from Step 1). Tighten evenly. After this installation is accomplished, work the linkage to ensure proper operation. Check for any signs of binding or “hanging up” of the linkage and correct, as necessary.
5. Reattach the linkage and hoses detached in Step 2.
6. Adjust the secondary idle adjusting screw. The screw should be turned to the point where it just contacts the secondary throttle plate lever. From this point, turn the secondary idle adjusting screw clockwise 1/4 to 1/2 turn to slightly open the throttle plates.
7. Accelerator pump adjustment (adjusting the contact between the pump lever, under the fuel bowl, and the throttle lever) must meet both the following conditions:
 - A. The accelerator pump lever should contact the adjusting screw (after the engine’s specified curb idle speed has been set).
 - B. When the carburetor throttle lever is at the wide-open throttle position, the accelerator pump diaphragm lever (attached to the underside of the fuel bowl) must be capable of moving from .015 to .020 inch additional travel. This condition is specified in order to avoid premature pump diaphragm wear.
8. Reset the “curb” and choke “fast” idle speeds as per the vehicle’s manufacturer specifications.

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