

INSTRUCTION SHEET

HOLLEY CARBURETOR—MODEL 2300,-C HIGH PERFORMANCE THREE 2 BARREL

USE THIS INSTRUCTION SHEET WITH SHEET NO. 50-301

SECONDARY CARBURETORS (FRONT & REAR) ARE SIMILAR IN DESIGN TO PRIMARY CARBURETOR (CENTER), EXCEPT THAT NO CHOKE VALVE, POWER ENRICHMENT SYSTEM, OR ACCELERATING PUMP IS USED.

SECONDARY DIAPHRAGM HOUSING ASSEMBLY - REMOVE FROM CARBURETOR BODY AS AN ASSEMBLY. CHECK FOR LEAKS BY PRESSING IN ON ROD AND HOLDING FINGER OVER VACUUM HOLE, THEN RELEASE ROD. ROD SHOULD REMAIN IN; IF ROD MOVES OUT, REPLACE DIAPHRAGM. DO NOT SOAK DIAPHRAGM IN SOLVENT OR CARBURETOR CLEANER.

FLOAT LEVEL ADJUSTMENT

STEP 1 - WITH FUEL BOWL IN AN INVERTED POSITION, MEASURE DISTANCE FROM TOP OF FLOAT AT ENDS TO THE INNER SURFACE OF FUEL BOWL. TO ADJUST TURN ADJUSTING SCREW, THEN TIGHTEN LOCKNUT SNUGLY. (SEE DATA TABLE FOR MEASUREMENT.) *1970 AND LATER CENTER FLOAT IN INVERTED BOWL.

STEP 2 - WITH CAR ON A LEVEL FLOOR, BRING ENGINE TO NORMAL OPERATING TEMPERATURE. REMOVE PLUG FROM SIDE OF BOWL AND ADJUST RUNNING FUEL LEVEL TO BE AT LOWER EDGE OF INSPECTION HOLE. NOTE: WHEN CHECKING FUEL LEVEL ON SECONDARY CARBURETORS, PRIMARY THROTTLE VALVES SHOULD BE OPENED SLIGHTLY AND SECONDARY CARBURETOR THROTTLE HAND OPERATED TO ASSURE STABILIZED FUEL LEVEL IN SECONDARY FLOAT BOWL.

UNLOADER ADJUSTMENT

PRIMARY CARBURETOR - HOLD THROTTLE LEVER IN WIDE OPEN POSITION, MOVE CHOKE VALVE TOWARD CLOSED POSITION. MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. ADJUST BY BENDING CHOKE ROD AT OFFSET BEND. (SEE DATA TABLE FOR MEASUREMENT.)

VACUUM BREAK ADJUSTMENT

PRIMARY CARBURETOR - HOLD VACUUM BREAK STEM IN AGAINST STOP. CLOSE CHOKE VALVE BY PRESSING ON INTERMEDIATE CHOKE LEVER SO VACUUM BREAK CONNECTOR ROD IS AT END OF SLOT IN LEVER. MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. ADJUST BY BENDING VACUUM BREAK CONNECTOR ROD. (SEE DATA TABLE FOR MEASUREMENT.)

DATA TABLE

| MAKE | DRY FLOAT LEVEL | PUMP ADJ. | BOWL VENT ADJ. | UNLOADER ADJ. | VACUUM BREAK ADJ. | SLOW IDLE | | FAST IDLE | |
|-----------------------------|-----------------------|--------------|----------------------|------------------|-------------------------|---------------|-----------------|---------------|-----------------|
| | | | | | | R.P.M. S/T | ADJ. A/T-DR. | R.P.M. S/T | ADJ. A/T-DR. |
| CORVETTE 1967-68 1969 | 3/8" | .015 | -- | 1/4" | 1/4" | 750 | 600 | 2200 | H/S |
| | 3/8" | .015 | 3/32" | 1/4" | 1/4" | 400 | H.P.ENG. 600 | 2200 | H/S |
| | | | | | | 800 | 600 | 2200 | H/S |
| | | | | | | 435 | H.P.ENG. 750 | 2200 | H/S |
| CHRYSLER CORP. 1969 | S/T 9/16" | .015 | 3/32" | 5/32" | 9/64" | 1000 | | 2200 | 2/S |
| | A/T | | | | | | 900N. | 1800 | 2/S |
| FRONT & REAR 1970 | ALL/T 3/4" | -- | -- | -- | -- | -- | -- | -- | -- |
| | A/T * | .015 | 3/32" | 5/32" | 1/16" | | 900N. | 1800 | 2/S |
| 1971 340"ENG. | S/T * | .015 | 3/32" | 5/32" | 9/64" | 900 | | 2200 | 2/S |
| | A/T * | .015 | 3/32" | 5/32" | 9/64" | 950 | | 2600 | H/S |
| 440"ENG. | S/T * | .015 | 3/32" | 5/32" | 3/64" | | 1000N. | 2800 | H/S |
| | A/T * | .015 | 3/32" | 5/32" | 9/64" | 900 | | 1800 | H/S |
| | A/T * | .015 | 3/32" | 5/32" | 1/16" | | 900N. | 1800 | H/S |

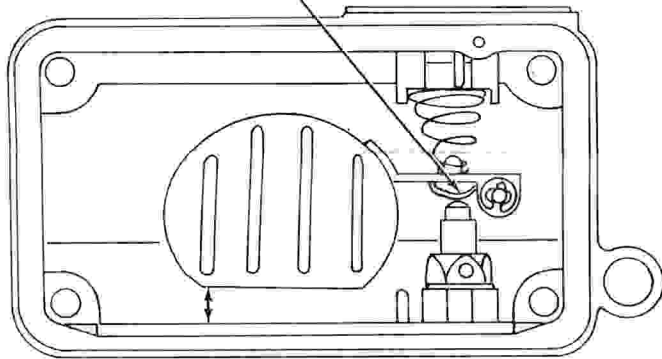
INSTRUCTION SHEET

HOLLEY CARBURETOR—MODEL 3160,4150,-C,4160

HIGH PERFORMANCE

USE THIS INSTRUCTION SHEET WITH SHEET NO. 50-312

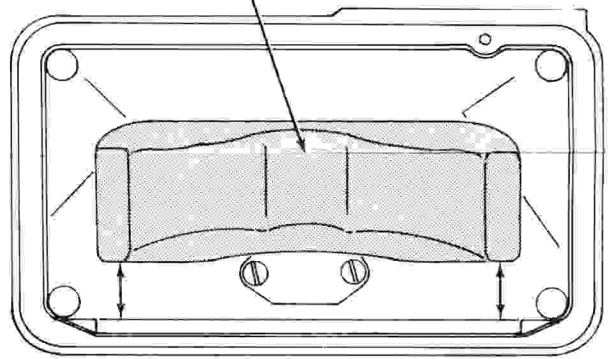
② TO ADJUST BEND TAB.



END HINGED FLOAT ADJUSTMENT

CAUTION
DO NOT EXERT PRESSURE
ON RESILIENT NEEDLE
VALVE.

② TO ADJUST: PUSH LIGHTLY IN ON CENTER OF FLOAT TO RAISE FLOAT. PULL OUT AT CENTER TO LOWER FLOAT.



SIDE HINGED FLOAT ADJUSTMENT

① FUEL BOWL INVERTED, WEIGHT OF FLOAT RESTING ON SEATED NEEDLE. MEASURE DISTANCE BETWEEN TOE OF FLOAT AND SURFACE OF BOWL DIRECTLY BELOW THE FLOAT.

① FUEL BOWL INVERTED, WEIGHT OF FLOAT RESTING ON SEATED NEEDLE. MEASURE DISTANCE BETWEEN TOP OF FLOAT AND SURFACE OF BOWL DIRECTLY BELOW THE FLOAT. CHECK AT BOTH ENDS.

DATA TABLE

NON-ADJUSTABLE NEEDLE AND SEAT DRY FLOAT SETTINGS

| MAKE | PRIMARY FLOAT SETTING | SECONDARY FLOAT SETTING |
|--|-----------------------------|-------------------------------|
| 1965-66 CHEVELLE 8 CYL. 425 H.P. 396" ENG. | 3/8" | 1/2" |
| 1966 CHEVELLE 8 CYL. 375 H.P. 396" ENG. | 11/32" | 15/32" |
| 1966-67 CHEVELLE 8 CYL. 325 & 350 H.P. 327" ENG. | 5/16" | 9/32" |
| 1967 CHEVELLE 8 CYL. 355 H.P. 396" ENG. | 11/32" | 11/32" |
| 1964 CHRYSLER 8 CYL. HEMI-CHARGER 426" ENG. | 7/16" | 9/16" |
| 1967-70 CHRYSLER 8 CYL. 383" & 440" ENG. | 1/4" | 9/32" |
| 1967 COMET 8 CYL. HI RISER RACE ENG. 427" ENG. | 3/8" | 1/2" |
| 1965 CORVETTE 8 CYL. 427" ENG. | 3/8" | 1/2" |
| 1966 CORVETTE 8 CYL. 390 & 450 H.P. 427" ENG. | 11/32" | 15/32" |
| 1967 CORVETTE 8 CYL. 300 & 350 H.P. 327" ENG. | 5/16" | 11/32" |
| 390 H.P. 427" ENG. | 5/16" | 11/32" |
| 1964 DODGE 8 CYL. HEMI-CHARGER 426" ENG. | 7/16" | 9/16" |
| 1967-69 DODGE 8 CYL. 383" & 440" ENG. | 1/4" | 9/32" |
| 1964-68 FORD 8 CYL. HI RISER RACE ENG. 427" ENG. | 3/8" | 1/2" |
| 1965-67 MUSTANG 8 CYL. COBRA, GT350 289" ENG. | 3/8" | 1/2" |
| 1964 PLYMOUTH 8 CYL. HEMI-CHARGER 426" ENG. | 7/16" | 9/16" |
| 1967-69 PLYMOUTH 8 CYL. 383" & 440" ENG. | 1/4" | 9/32" |