

I'm human





1. To adjust the idle speed on a Holley carburetor, first set the curb idle speed using the curb idle speed screw. Then, adjust each idle mixture screw in small increments (1/8 turn at a time), alternating between screws until you achieve the highest possible vacuum reading without adjusting the curb idle speed screw. Turning the screws in will lean the mixture, while turning them out will richen it. 2. Once the idle mixture is set, check if the engine still idles roughly after starting and adjusting the mixture screws. If so, check for manifold vacuum leaks, which could be caused by unplugged vacuum fittings or a torn carburetor flange gasket during installation. 3. When installing a new manifold, ensure proper attachment of all vacuum lines and inspect them for cracks. Additionally, check the cylinder head/manifold surface for damaged gaskets or improper torquing. 4. To adjust the float level, start by removing the float level sight plug and observing the fuel level. If none is visible, the level is too low, while excessive fuel flow indicates a too-high setting. A properly set float level should have the fuel level at the bottom edge of the sight plug hole. 5. To make adjustments, shut down the engine, loosen the lock screw on top of the fuel bowl, and turn the adjusting nut in small increments (1/4 of a rotation). Retighten the lock screw after each adjustment and restart the vehicle to observe the sight plug hole. 6. Repeat the process as necessary until the desired float level is achieved. The flow characteristics of stamped numbers are not indicative of drill size. Spark plugs provide the best indication of proper jetting, and it's recommended to consult the reading plug link for more information. Holley carbs are calibrated for sea level operation with an inlet air temperature of 70 degrees Fahrenheit. To determine the correct stock jetting for your particular Holley carb, consider whether you live or race at an altitude above sea level. For every 2000 foot increase in altitude, reduce the jet size by one size. If a stock jet size is used at high altitudes, adjusting the jet size may be necessary due to changes in temperature. Many racers use a combination of factors, including temperature, barometric pressure, dewpoint, and humidity, along with altitude, to determine the "density altitude." This allows them to adjust their jetting for optimal performance. Drag racers prioritize finding the jet size that maximizes MPH over elapsed time. Holley offers accelerator pump cams in various sizes, color-coded and numbered, which can be adjusted by changing the cam shape. These modifications can impact a vehicle's acceleration on the starting line. Experimenting with different cams and positions can help optimize performance. Additionally, pump shooters can be adjusted to enhance performance. If experiencing a bog or hesitation off idle, increasing the shooter size may resolve the issue. However, playing with shooter sizes requires careful consideration, as it can also require adjusting "hollow" screws to secure the shooters in the carb. Using the PN-26-12 hollow screw lets more fuel flow to the shooters. Power valves are crucial for high-performance applications. A power valve's number, like 65, indicates its operational vacuum level - in this case, below 6.5" Hg. Generally, a 65 power valve is sufficient for most applications with a manifold vacuum of 12" Hg or higher. However, some problems can arise with automatically-transmitted machines that idle at 2000 rpm (approx. 6.0" Hg), causing the main nozzles to start feeding and richening the mixture. To correct this, install a 45 or 35 power valve. For lower manifold vacuums, divide the idle vacuum by two to determine the appropriate power valve size. This provides proper fuel flow at all throttle conditions. There's confusion regarding Holley carbs' power valves. Many come with specific power valves based on their list# and application, sometimes featuring dual or single power valves numbered according to the engine vacuum in inches. One misconception is that power valves can't be trusted due to engine backfires potentially "blowing them out." However, many newer models have built-in protection, and an inexpensive kit (PN - 125-500) or the Power Valve Shield from CENTEK can provide this safety feature for older models. Some tuners remove power valves and use a plug, but this often requires increasing the main jet size by 6-10 sizes to compensate, leading to worsened fuel economy at part throttle. When upgrading performance parts on a vacuum-powered carburetor, ensure that the power valve is correctly chosen to avoid an overly rich air/fuel mixture. A vacuum gauge is necessary for this purpose. For manual transmission vehicles, attach the gauge and take a reading at idle, then select a power valve rated 1-2 inches below that amount. For example, if your engine shows 7" of vacuum at idle, use a 6.5 or 5.5 rated power valve. Automatic transmissions require similar procedure, but with the gauge connected to "Drive" mode and wheels blocked. For more accurate readings, drive the car while hooked up to the gauge and note the various vacuum levels. Choose the appropriate power valve rating accordingly. Holley offers standard flow and high-flow power valves as well as single-stage options in 1-inch increments from 2.5" to 10.5". Economy-minded users may prefer two-stage power valves, whereas performance enthusiasts might opt for higher-performance variants. Vacuum secondaries can be tuned on a Holley four-barrel carb by adjusting the diaphragm and color-coded spring. Holley offers different springs with varying tensions, allowing users to change the opening moment of the secondaries. Users experiencing bog or hesitation upon secondary opening may need to switch to a heavier spring. Holley provides a kit containing one each of the available springs, making it easier to find the correct tension. Additionally, the company offers a special cover that simplifies spring changes and an adjustable thumbscrew-operated diaphragm cover for bracket racers and those seeking fine-tuned adjustments. 1. start by removing the 4 bolts holding on fuel bowels and metering blocks - be careful not to lose the plastic washer/gasket 2. expose the metering block and remove 2 circular brass jets from bottom 3. reverse steps for reassembly - ensure smooth fit

How to change jets on a holley carburetor. How to adjust jets on holley carb. Adjusting jets on carb.