

# Holley®

Replacement Parts Division

## CARBURETOR SERVICE INSTRUCTIONS

**WARNING:** To insure ease of repair, instructions must be read thoroughly before, during, and after repair.

**GENERAL INFORMATION:** This instruction sheet for the model 4360 uses a typical view which may show more parts than are required for any one list number. This kit may also contain universal parts assortment resulting in an excess of the number of parts that are actually required for servicing any one carburetor. In the case of similar gaskets or parts, compare and use those matching original items.

**DISCONNECT BATTERY FOR SAFETY:** Marking all hoses and tubes as they are disconnected will facilitate re-installation.

### DISASSEMBLY:

To properly disassemble the carburetor, remove all screws connecting air horn to main body and throttle body to main body then separate. All parts should be disassembled except choke shaft, choke plate, throttle shaft and throttle plates. Use the typical view as a guide when disassembling carburetor.

### CLEANING:

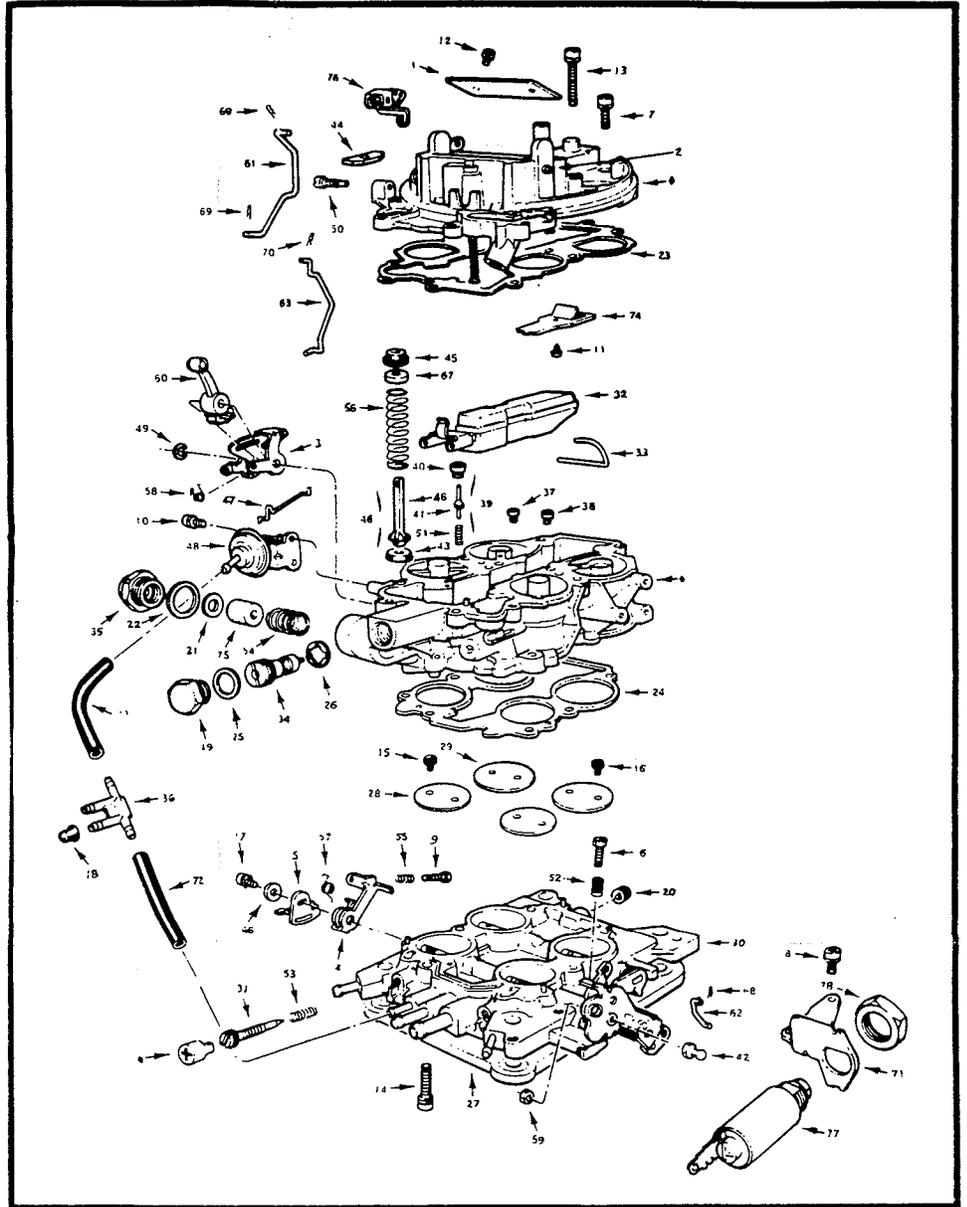
To effectively clean the carburetor it should be cleaned with a commercial carburetor cleaner or solvent. Gaskets, diaphragms, electrically operate devices and other nonmetallic parts, must not come in contact with the cleaning solution or deterioration could result. Soak parts long enough to soften and remove all foreign material. Use a small brush to aid in cleaning. Blow out all passages with compressed air, and check carefully to insure thorough cleaning.

### RE-ASSEMBLY:

Using the typical view as a guide, reassemble the carburetor in the reverse order of disassembly. Be sure Spring Perch Washer is installed as shown in Fig. 1.

**NOTE:** Float must be adjusted before installation of air horn.

## TYPICAL VIEW - SERVICE INSTRUCTIONS - MODEL 4360



### ADJUSTMENTS AND SPECIAL INSTRUCTIONS

(SEE SPECIFICATIONS SECTION FOR RECOMMENDED SETTINGS)

#### FLOAT LEVEL FIG. 2

Use light pressure to hold float tab to closed position, measure from surface of main body to heel of float. (**CAUTION:** Excessive pressure will cause damage to the needles and or a false float setting).

If adjustment is required bend tang Fig. 2 Arrow A.

#### PUMP TRAVEL FIG. 3

If adjustment is required, bend upper end of accelerating pump rod as shown Fig. #4 Arrow F.

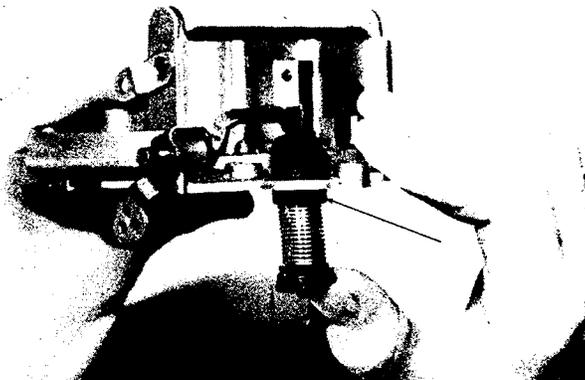


Fig. 1

#### CHOKE QUALIFYING FIG. 4

1. Close choke.
2. Apply vacuum to Choke Diaphragm (Arrow A) while applying a slight closing force to the choke control lever (Arrow C).
3. Open throttle to allow fast idle cam to drop. Cam should now be on second step if screw does not contact second step, re-index cam by bending lever (Arrow B).
4. While applying a slight closing force to the choke control lever (Arrow C) measure the clearance at the lower edge of the choke plate (Arrow D).
5. Adjust by bending the link (Arrow E). A de-choke adjustment is unnecessary.

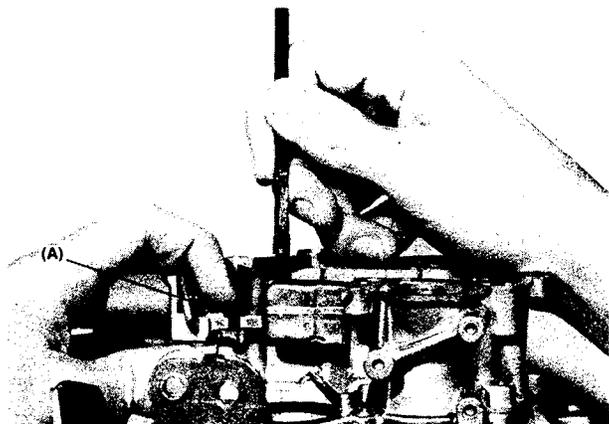


Fig. 2

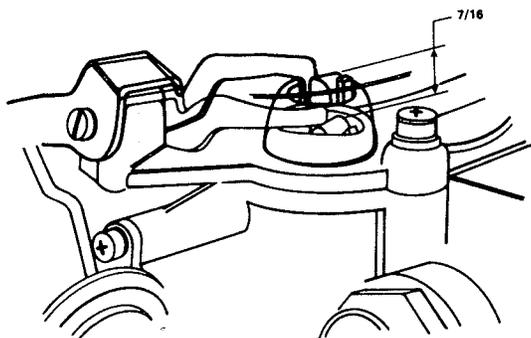


Fig. 3

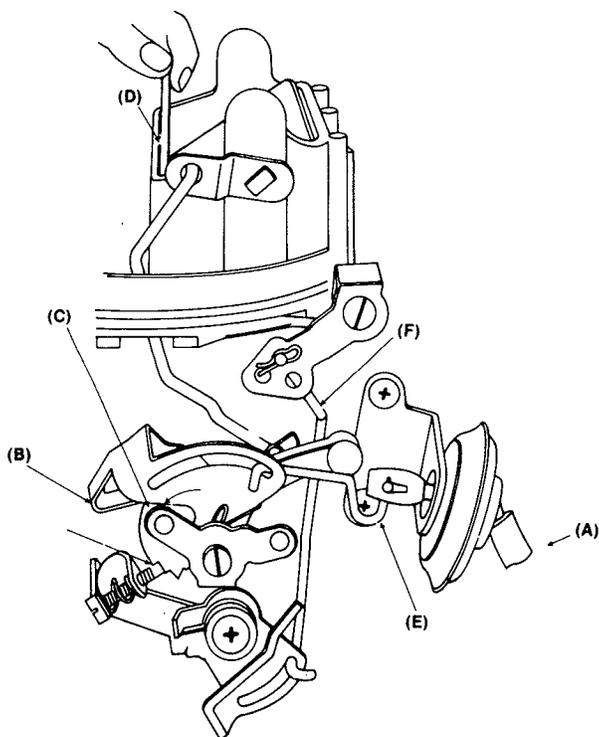


Fig. 4

**Idle Mixture Needles**

Lightly seat mixture needles and open approximately 2 turns.

**INSTALLATION INSTRUCTIONS:**

1. Install carburetor on manifold using flange gasket supplied with kit. On applications where a thin metal gasket is used, reinstall the metal gasket over the thin gasket supplied with the kit.
2. Re-install choke rod using original choke rod clip.  
**CAUTION:** Be sure choke rod is installed in previously used hole of choke lever. To verify, open the throttle to the wide open position and observe the action of the choke plate. The choke plate should close if engine is cold and open when engine warms up.
3. Manually operate throttle for full open and close position to check for a binding or sticking condition of the throttle linkage.
4. Reconnect appropriate vacuum hoses to the carburetor.
5. Reconnect battery.

**WARNING:** In all cases where the fuel line has been cut, it is essential that it be clean to insure that no metal particles enter the fuel bowl after new carburetor installation. This is performed by disconnecting the fuel line at the pump and blowing the line clean with compressed air. Holley DOES NOT recommend the procedure where the coil wire is disconnected, the engine is cranked for a few revolutions, and the fuel is collected in a container. This procedure is unsafe because sparking can occur either at the coil, or at the distributor end of coil wire, and then ignite any fuel spilled in the engine compartment. It is recommended that a quality inline fuel filter such as Holley #162-1 be installed between the fuel pump and the carburetor. This filter will provide a safeguard against possible flooding which could result from unfiltered contaminant particles reaching and impairing operation of the carburetor fuel inlet valve.

**IDLE ADJUSTMENT PROCEDURE:**

1. After the vehicle has reached operating temperature, set the idle speed to vehicle manufacturers recommended setting.
2. Turn the idle mixture needles to lean out the mixture until the idle speed just begins to drop. Then open the needles approximately 1/8 turn from that point. For example, if the idle speed is 600 RPM; turn the idle needles equally clockwise in very small increments until the speed drops to about 580 RPM. Then turn both needles counterclockwise 1/8 turn, which will then be the proper setting.

**FAST IDLE SPEED SETTING:**

The original fast idle speed setting for these carburetors may require readjustment on some applications. Should the particular application require readjustment the following procedure should be as follows:

1. With engine off, open throttle wide open position. While holding throttle in this position, raise the fast idle cam such that fast idle speed screw contacts the second step of cam when throttle is released. Start the engine without operating the throttle. The fast idle speed should be 1,500 RPM. Should the speed be more or less than this, adjust the fast idle speed screw accordingly. Before starting engine visually check for any fuel leaks. Start the engine and check the fuel inlet fitting for possible leaks. At this time, recheck to assure all existing vacuum hoses are attached properly. Carburetor fittings not used should be capped with rubber plugs.

	DRY FLOAT SETTING	FUEL LEVEL	CHOKE SETTING	PUMP LINK POSITION	CHOKE QUALIFY	PUMP TRAVEL	FUEL RS.I.	AIR VENT VALVE	CAM INDEX
R7454AAA, R7455AAA, R7456AAA, R7555AAA, R7556AAA	1/8"	NA	NA	#1	.150"	7/16"	6	NA	NA
R7955AAA	1/8"	5/8"	INDEX	#1	.150"	7/16"	6	NA	NA
R7956AAA	1/8"	5/8"	1NL	#1	.150"	7/16"	6	NA	NA
R7957AAA, R7958AAA, R8001AAA, R8003AAA	1/8"	5/8"	NA	#1	.150"	7/16"	6	NA	NA
R8002AAA	1/8"	5/8"	INDEX	#1	.170"	7/16"	6	NA	NA
R8149AAA	1/8"	5/8"	INDEX	#1	.160"	7/16"	6	NA	NA
R8149-1AAA, R8158AAA, R8203AAA, R8479AAA, R8516AAA, R8517AAA, R8771AAA, R8874AAA, R8914AAA, R9105AAA, R9112AAA, R9162AAA, R9185AAA	1/8"	5/8"	INDEX	#1	.180"	7/16"	6	NA	NA
R8204AAA	1/8"	5/8"	INDEX	#1	.180"	3/16"	6	.120"	NA
R8206AAA	1/8"	5/8"	NA	#1	.180"	7/16"	6	.120"	NA
R8642AAA	1/8"	5/8"	NA	#1	.110"	7/16"	6	NA	NA
R8958AAA	1/8"	5/8"	NA	#1	.150"	7/16"	6	.120"	NA
R9918AAA	NA	NA	INDEX	#1	.120"	NA	6	NA	.110"
R9192AAA	1/8"	5/8"	INDEX	#1	.080"	NA	6	.120"	.110"
R9193AAA	1/8"	5/8"	INDEX	#1	.140"	NA	6	.120"	.110"
R9694AAA	1/8"	5/8"	INDEX	#1	.120"	NA	6	NA	.110"
R8875AAA, R8876AAA, R9865AAA R9935AAA	NA	NA	INDEX	#1	.180"	NA	6	NA	.110"
R8677AAA	1/8"	5/8"	INDEX	#1	.180"	7/16"	4	NA	NA
R8877AAA	1/8"	5/8"	1NL	#1	.180"	7/16"	6	NA	NA
R9088AAA, R80086AAA	NA	NA	INDEX	#1	.170"	NA	6	NA	.110"
R9678AAA	NA	NA	2NR	#1	.180"	NA	6	NA	.110"
R9777AAA	NA	NA	NA	#1	NA	NA	6	NA	NA
R9875AAA	NA	NA	2NR	#1	.082"	NA	6	.120"	.110"
R9931AAA	NA	NA	INDEX	#1	.130"	NA	6	NA	.110"
R9973AAA	NA	NA	2NL	#1	.147"	NA	6	NA	.110"
R80153AAA	NA	NA	INDEX	#2	.180"	NA	6	NA	.110"