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PRINTED IN U.S.A.

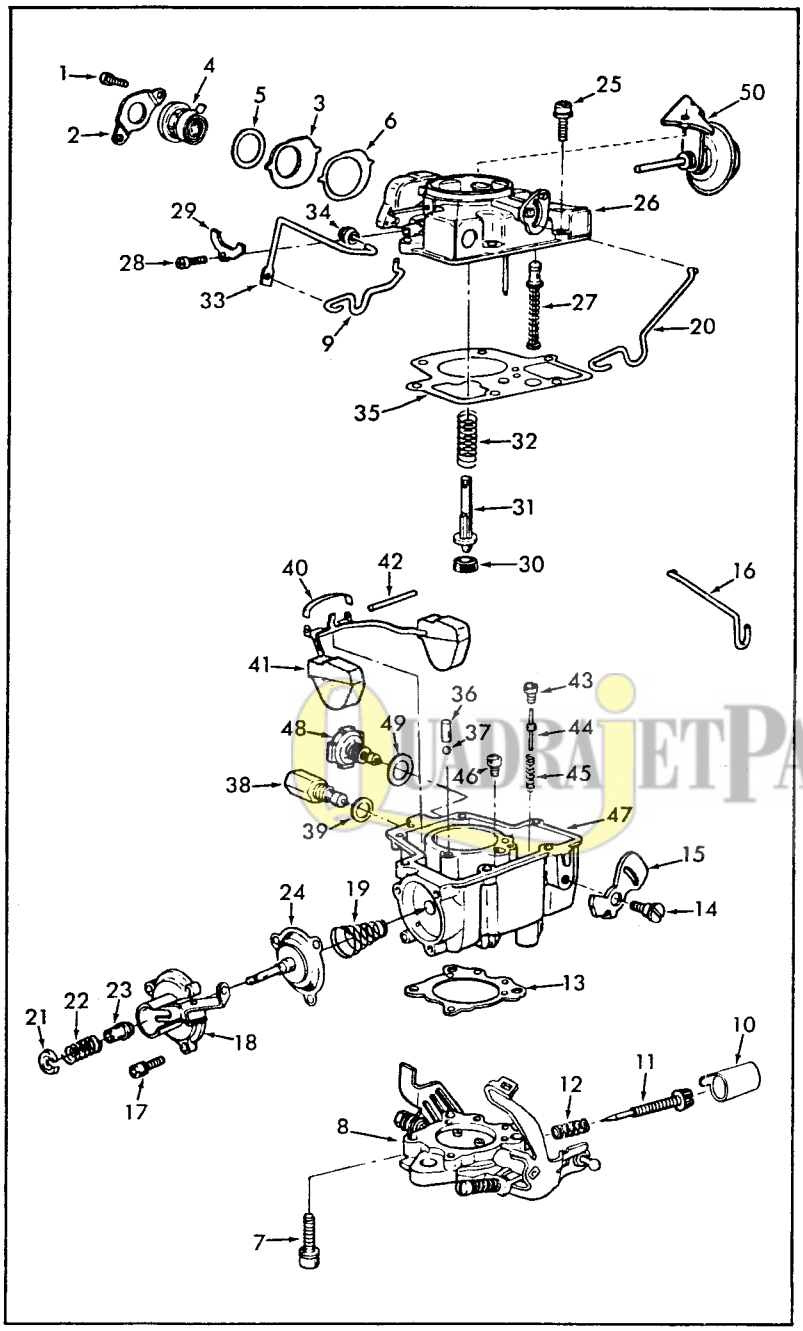
INSTRUCTION SHEET

50-420-1

HOLLEY CARBURETOR—MODEL 1940

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. CAUTION: MAIN WELL TUBE IS NOT REMOVABLE. TAKE EXTREME CARE SO AS NOT TO BEND OR DAMAGE TUBE. NOTE: REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (27). TO REMOVE PLASTIC LIMITER CAP (10) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.		REF. NO.	
1.	SCREW (2) - CHOKE COVER CLAMP	26.	COVER - BOWL
2.	CLAMP - CHOKE COVER	27.	PISTON ASSEMBLY - POWER VALVE
3.	PLATE - CHOKE COVER	28.	SCREW - PUMP ROD CLAMP
4.	CHOKE COVER & SPRING ASSY.	29.	CLAMP - PUMP ROD
5.	GASKET - CHOKE COVER	30.	CUP - PUMP PISTON
6.	GASKET - CHOKE COVER PLATE	31.	STEM - PUMP PISTON
7.	SCREW & LOCKWASHER (3) - THROTTLE BODY	32.	SPRING - PUMP
8.	THROTTLE BODY ASSEMBLY	33.	ROD - PUMP
9.	LINK - PUMP OPERATING	34.	SEAL - PUMP ROD
10.	CAP - IDLE LIMITER	35.	GASKET - BOWL COVER
11.	NEEDLE - IDLE ADJUSTING	36.	WEIGHT - PUMP DISC. BALL
12.	SPRING-IDLE ADJUSTING NEEDLE	37.	BALL - PUMP DISC.
13.	GASKET - THROTTLE BODY	38.	NEEDLE & SEAT ASSEMBLY
14.	SCREW - FAST IDLE CAM	39.	GASKET - NEEDLE & SEAT
15.	CAM - FAST IDLE	40.	RETAINER - FLOAT PIN
16.	ROD - FAST IDLE	41.	FLOAT ASSEMBLY
17.	SCREW & LOCKWASHER (3) - DIAPHRAGM COVER	42.	PIN - FLOAT HINGE
18.	COVER - DIAPHRAGM	43.	JET - POWER VALVE
19.	SPRING - DIAPHRAGM	44.	STEM - POWER VALVE
20.	LINK - CHOKE DIAPHRAGM	45.	SPRING - POWER VALVE
21.	RETAINER-MODULATOR SPRING	46.	JET - MAIN
22.	SPRING - CHOKE MODULATOR	47.	BOWL ASSEMBLY - FLOAT
23.	SLEEVE - CHOKE MODULATOR	48.	VALVE - SPARK (SOME MODELS)
24.	DIAPHRAGM ASSEMBLY - CHOKE	49.	GASKET - SPARK VALVE
25.	SCREW & LOCKWASHER (6) - BOWL COVER	50.	DASHPOT ASSEMBLY - (SOME MODELS)

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSURE AREAS.

CAUTION: DO NOT SOAK CHOKE BI-METALLIC PARTS (4), CHOKE DIAPHRAGM (24), DASHPOT (50), OR SPARK VALVE (48) IN CARBURETOR CLEANER OR SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

SPECIAL INSTRUCTIONS

BOWL COVER AND THROTTLE BODY SCREWS - TORQUE TO 30" LBS.

POWER PISTON INSTALLATION (27), LIGHTLY STAKE CASTING AROUND WASHER.

IDLE ADJUSTING NEEDLE (11) - TURN IN UNTIL SEATED, THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

PUMP LINK INSTALLATION (9)- INSTALL IN CENTER SLOT OF OPERATING LEVER.

CHOKE COVER SETTING (4) - SET TO INDEX MARK.

CURB IDLE SPEED R.P.M.

PASS CAR.	TRUCK.
A/T 500-550 R.P.M.	A/T 500-550 R.P.M.
A/T W/AC 600 R.P.M.	S/T 500-700 R.P.M.
S/T 500-700 R.P.M.	
S/T W/AC 650 R.P.M.	

DATA TABLE
HOLLEY REPLACEMENT CARBURETORS

APPLICATION	PUMP SLOT	CHOKE PULLDOWN	UNLOADER	CHOKE SETTING
AMERICAN MOTORS 6 CYL. Carb. No.'s R7677, R7678, R7679	No. 2	.060"	.125"	1-RICH
FORD 6 CYL. Carb. No.'s R7563, R7564, R7565, R7566, R7567, R7568	No. 2	.130"	.150"	1-RICH
Carb. No. R8061	No. 2	.090"	.150"	1-RICH

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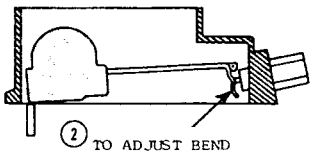
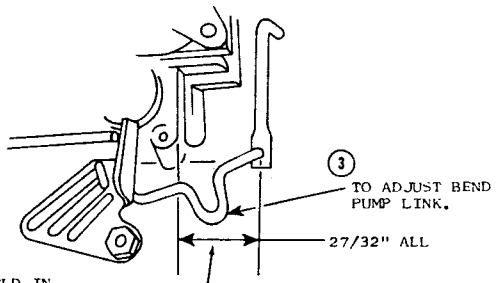
ADJUSTMENTS

(1) FLOAT BOWL INVERTED AND FLOAT PIN HELD IN PLACE BY FLOAT PIN RETAINER. TOE OF EACH FLOAT SHOULD JUST TOUCH STRAIGHT EDGE HELD ACROSS SURFACE OF FLOAT BOWL.

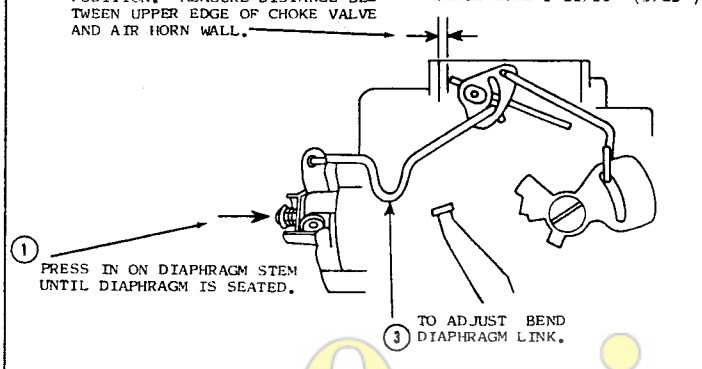


CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

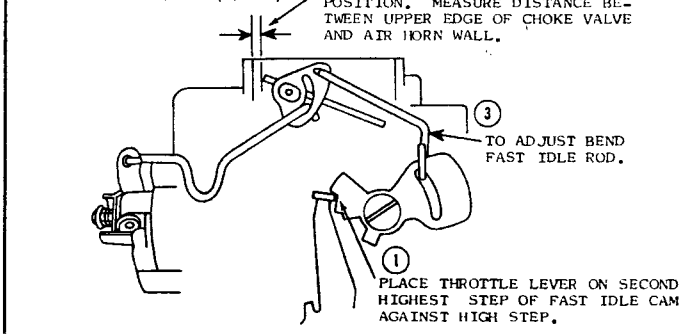
DRY FLOAT LEVEL ADJUSTMENT Fig. 1



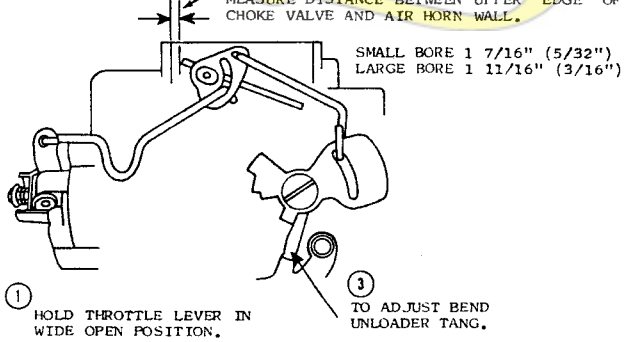
PUMP STROKE ADJUSTMENT. Fig. 2



VACUUM PULLDOWN ADJUSTMENT. Fig. 3

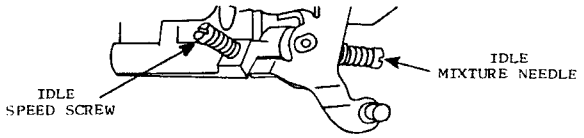


FAST IDLE CAM POSITION ADJUSTMENT. Fig. 4

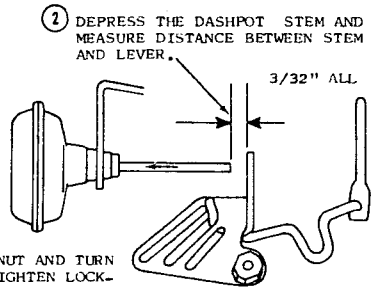


UNLOADER ADJUSTMENT. Fig. 5

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
   A. AUTOMATIC TRANSMISSION IN DRIVE
   C. HEADLIGHTS ON HIGH BEAM.
3. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE SPEED R.P.M. USING A TACHOMETER.
4. AIR CLEANER INSTALLED.
5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING. READJUST IDLE SPEED IF NECESSARY.
6. AFTER COMPLETING THE ABOVE, INSTALL THE LIMITER CAP ON THE IDLE MIXTURE NEEDLE. NOTE: TO AID INSTALLATION, IT MAY BE NECESSARY TO SOAK CAPS IN BOILING HOT WATER FOR A FEW MINUTES.
   A. PLACE THE CAP ON THE MIXTURE NEEDLE HEAD WITH THE TAB IN THE EXTREME COUNTERCLOCKWISE POSITION AGAINST THE LIMITER STOP. PRESS FIRMLY ON CAP TO SEAT.

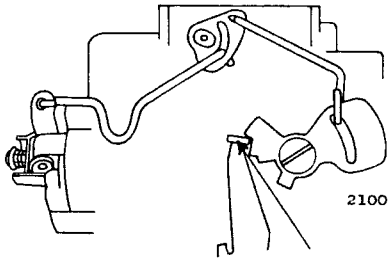


SLOW IDLE SPEED ADJUSTMENT Fig. 6



DASHPOT ADJUSTMENT
(ON CAR SOME MODELS) Fig. 7

(2) TO ADJUST INSERT SCREWDRIVER BLADE IN THE SLOT OF TANG AND TWIST CLOCKWISE TO DECREASE OR COUNTERCLOCKWISE TO INCREASE ENGINE SPEED.



(1) TRANSMISSION IN NEUTRAL OR PARK. PLACE THROTTLE LEVER ON SECOND HIGHEST STEP OF FAST IDLE CAM AND CHECK R.P.M.

FAST IDLE SPEED ADJUSTMENT
(ON CAR AUTOMATIC CHOKE MODELS) Fig. 8

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