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Holley 4160 marine manual

If you plan to disassemble the carburetor, it should be done with a carburetor removed from the intake manifold and on a clean desk. To make the carbohydrate more stable, place it on a rack that supports carbohydrates under its base plate until the manifold mounting holes. It also facilitates disassembly work. This Tech Tip from the whole book, HOLLEY CARBURETORS: HOW TO REBUILD. For a detailed guide on this subject you can visit this link: LEARN MORE ABOUT THIS BOOK HERE SHARE THIS ARTICLE: Do not hesitate to share this article on Facebook, in the forums or with any clubs you participate in. You can copy and paste this link to share: www.musclecardiy.com/tech-tips/holley-carburetor-disassembly-guide-rebuild-step-by-step/ There are various rigid designs, including individual plastic stanchions that cling to the base holes, cast aluminum one-piece stands with four pins that include base holes, or vise mounted stands that include the mounting holes of the base plate and allow the carbohydrate to rotate during service for easy access. Before removing the carbohydrates from the intake manifold, let it cool completely. Before removing the fuel inlet hose or line, place a small drainage cup(s) under the connecting equipment(s) to catch any fuel that spills by removing the fuel supply. The AED adjustable carbohydrate unit adapts to any carbohydrates and allows protection from the bench. Carbohydrates can be rotated to make it easy to reach all carbohydrates. When the carbohydrate is removed from the engine, but before servicing, drain as much fuel as possible by slowly turning the carbohydrates (sideways and upside down) over the fuel-safe drainage pan. Some fuel is likely to survive, but this removes most of the fuel in bowls and chains. Removal of the fuel inlet On the 4150 or 4500 carburetor, the thread of the pluglet of the primary and secondary fuel bowl inlet directly into the bowl; they use a male hexadecimal disc. Depending on the specific carburetor, 1 or 3/4 inch wrench is required. Models that require a 1-inch wrench have little access between the hexadecimal and pelvic. It is customary to use a 1-inch open-class wrench, attractive and facing in small steps due to cramped space. Carbohydrates with a smaller 3/4 inch hexadecimal have more space on the open end, box or socket wrench. This 4150 double pump carburetor is completely disassembled, except for shafts and throttle plates from the base plate. If you do not regularly perform carburetor service, you can see why it is important that everything is organized during dismantling. It's not a bad idea to take a few photos during your dismantling, and bag and tag parts (primarily float assembly, etc.) to avoid confusion cleaning and restarting. Before disassembly, attach the carburetor to the working stand. This provides a stable platform on the work desk and provides clearance for connections. Multi-type carburetor carburetor are available. Inexpensive plastic stanchions, such as this, simply attach to the base plate mounting holes. The fuel inlet fittings have a right thread; when removing the fittings, turn counterclockwise. Depending on the specific carburetor, there may be an internal in-line display or a sintered bronze fuel filter. Be careful when removing fittings to avoid losing or losing a filter. 4160 carbohydrates with a single fuel supply in the primary fuel bowl, the banjo type equipment may be on the fuel bowl driver's side. Using an 11/16-inch wrench, turn the banjo screw counterclockwise to loosen and then remove it. Each side of the mounting of the banjo has a thin sealing wasp. Be careful not to throw or lose these two seal washes. Banjo screw hexadecimal flats are very shallow. Use maintenance when you add a wrench; make sure that the apartments are fully engaged, so as not to damage the hexadecimal head. Fuel inlet removal step 1: Remove fuel inlet fittings Remove fuel inlet parts before removing fuel bowls. This allows you to keep the carbohydrates steady while cracking fittings loose. Some fuel inlet fittings for the 4150 and 4500 series have a 1-inch hexadecimal. The gap between the sixteenth and the fuel pelvis is tight, so you need an open end wrench instead of a common 1-inch socket or box wrench. When removing the fuel inlet, note that there is a thin metal shredding wasp. This wasp may remain with the equipment when it is removed, or it may stick to the mounting port of the fuel bowl inlet. If you do not see the wasp on the mounting, be sure to scan it from the fuel bowl. Step 2: Removing the fuel inlet fittings (CONTINUED) 4160 car with one fuel inlet on the original pelvis has a banjo-style mounting assembly. Remove the banjo screw to release the assembly from the fuel bowl. The banjo screw requires an 11/16 inch wrench. A socket, box or open wrench is enough. Step 3: Fully engage the wrench banjo screw hexadecimal head surfaces are quite thin. Make sure that the wrench is fully engaged to avoid the brass head. Step 4: Separate fuel installation from the housing After not reading the banjo screw from the fuel bowl, remove the assembly containing the banjo screw, banjo installation and filter. On each side of the banjo mounting there is a thin shredding wasp, one between the head of the banjo screw and the mounting and one between the banjo mounting and the fuel bowl. Step 5: Remove fuel inlet installation Some 4150 carbohydrates have fuel inlet details with a smaller 3/4 inch 3/4 inch wrench required. This smaller hexadecimal provides easier access than the 1-inch hexadecimal installation used in other carbohydrates. The smaller hexagon protrudes a little further to make it easier to wrench. Remove the fuel bowl With carbohydrates mounted on a stand, place the store towel under the original fuel bowl to catch any remaining fuel. Remove each of the four fuel bowl screws together with the seal washers for each screw 5/16 inch slot with 1/4 inch drive racket. This combination ensures maximum space between the socket wrench and the fuel bowl. Washes may remain on the screws or they may remain stuck to the fuel bowl. If the waswer sticks to the fuel bowl, use a small flat blade screwdriver to gently tear off the wasp free part, then place the wasting(s) on the corresponding fuel bowl screws. This helps to keep everything neat and prevent loss of any washes. If you perform disassembly for cleaning or restoration purposes, you plan to use new gaskets (a bowl of fuel in the measuring unit and block to the main body). Nevertheless, it is best to try not to damage the original gaskets. You may be forced to reuse one pinch, and they are perfect for identifying and aligning with new gaskets. Gently curious each gasket is lost. Usually, with enough patience and care, you can remove them without tearing. Set the gaskets by organizing them near the fuel bowl and the measuring unit. Step 1: Remove the Float Bowl Screws years ago when holley fuel bowl screws were diagonal heads that required using a flat blade screwdriver. The general screws used today have a hexadecimal head that requires a 5/16-inch wrench. Break each screw, then further remove all four. Each fuel bowl screw seals the fuel bowl with a sealing wasted. If the waswere does not remain with the screw, it is most likely stuck on the fuel bowl. Be sure to get all washes and keep them with screws. Step 2: Separate the Fuel Bowl from the main body (Professional Mechanic Tip) Gasket can cause the fuel bowl to stick. Do not get stuck with a flat blade screwdriver or chisel between the fuel bowl and the measuring unit or between the measuring unit and the main body. This can lead to gouges at the mating edges, which potentially create raised cracks that prevent proper sealing of the reassembly. A light tap with a plastic hammer turns out to be loose. Avoid digging between the fuel bowl and the measuring unit with a screwdriver or chisel, as this may close the mating edges. Step 3: Remove the fuel bowl gasket If you want to save the original gasket, carefully peel it off the measuring unit. A few pins of small pins find the gasket. Peeling the gasket in a hurry can easily cause a gaping gap in the pins. Step 4: Check the measuring unit (critical inspection) When you have a measuring unit (the primary side on the back of all carbohydrates and 4150 and 4500 carbohydrates), no additional screws. After removing the fuel bowl, the measuring unit is held only by the gasket between the measuring unit and the main body. Set aside the pre-fuel bowl. Step 5: Remove the measuring unit Multiple taps with a plastic hammer should easily eject the measuring unit from the main body. Often, to remove the block, it is enough to simply switch and pull with your fingers. Step 6: Remove the measuring unit spacer Use maintenance to remove removal sealed the measuring unit to the body. If you are careful, you should be able to remove the intact gasket. Step 7: Check the main casing casting of the primary fuel bowl, gaskets, and measuring unit has been removed, so at this stage, check the main body casting for any damage or unusual wear. Step 8: Remove the Fuel Bowl Sight Plugs (Professional Mechanic Tip) Remove the brass fuel bowl sight plugs by turning each plug counterclockwise. Make sure that the screwdriver sits completely and squarely so that the screw drive socket is not buried. Thin shredding wasp seals the plug. Save the waswer if you decide to reuse it. Hold the screw in the bowl of vision and the waswer bag together to avoid losing. If the bowl has a glass spectacle window (e.g. ultra and HP models), clip C protects the glass. Squeeze the clip using C-clip pliers and remove the glass and seal. Disassembly of the measuring bowl If your carburetor is 4150 or 4500, the removal of the fuel bowl and measuring unit is identical to the steps you used during the primary side of the service. If your carbohydrates are 4160, you can have an external fuel transmission tube on the driver's side. After removing the primary fuel bowl, you can simply pull the pipe out of the secondary fuel bowl. Sealing gaskets remain in fuel bowls at each end of the tube. Using a small flat blade screwdriver, gently curious these rubber seals from the front and rear bowls and set aside. The 4160 carbohydrate primary fuel bowl is attached to the main casing with four 12-24 x 21 -2-inch screws, as are the primary and secondary bowl screws found in 4150 and 4500 carbohydrates. However, since the secondary side of 4160 carbohydrates has a thin measuring plate instead of a measuring unit, four 12-24 secondary bowl screws are shorter (17 ⅜ inches) than the primary fuel bowl. Just need to know about it. Longer 21 ≈2 inch bowl screws required for bowls with measuring blocks may not be used on the secondary side of 4160 carbohydrates with a measuring plate. The 4160 carburetors have a measuring plate on the secondary side, which is attached separately to the main body with six flat-screen clutch head machine screws of 8-32 x 1/2 inch. While a small flat blade screwdriver can be used to serve these screws, the right choice is the 5/32-inch clutch head driver, which ensures positive engagement with the screw and prevents slipping and gouging. It is likely that the measuring plate will be slightly stuck to the gasket. Gently curious on the plate to remove it. Do not attempt to jam a flat blade screwdriver between the plate and the main body as it may cause scratches, gouges or cracks that may the correct sealing time. Again, try to keep all parts organized and that compared to the primary and secondary sides. Step 1: Inspect Metering Plate A 4160 carbohydrates have a measuring plate on the secondary side instead of measuring unit. Step 2: Remove the measuring plate screws The measuring plate is attached to the main body with six clutch head screws. Although a small screwdriver can be used to remove the clutch head screws, the correct tool is the driver of the 5/32-inch clutch head. This positively incorporates the hourglass-shaped screw drive, avoiding the potential for screw damage. Step 3: Check the fuel transfer pipe (critical check) This 4160 has one fuel feed main bowl and an external fuel transfer pipe that directs the fuel to the secondary bowl from the original pelvis. Each end of this pipe sits in a rubber grommet seal. When removing one of the fuel bowls, the tube sticks to one bowl and leaves the opposite bowl. Step 4: Remove the fuel transfer tube gently to rotate and pull each tube without your bowl. The tube easily exits. Step 5: Remove the sealing grommet from the Fuel Bowl Use to pick up or a small screwdriver to pull the sealing grommet out of each fuel bowl. You can keep the seals as a link, but you should always install new seals during assembly. The removal of the float 4150 and 4500 carbohydrates have center suspended floats; 4160 carbohydrates have side-mounted floats. To remove the float hanging in the center, remove two 6-32 x 1/2 inch screws, which attach the float hinge to the pelvis. This requires a small flat blade screwdriver. The float on the side rotates on a horizontal pin. A light spring floating at the bottom of the hand provides support. To remove the float, carefully remove the small C clip, which protects the floats hand to the horizontal pin. Use a very small flat blade screwdriver or select to pull the C clip out of your groove on the stationary pin (a magnetic end screwdriver is a good idea to avoid dropping the clip). It's a good idea to keep floats, spring and C-clip in a Ziploc bag. The needle and seat assembly are located in a white nylon block, with a small wire clip that falls into the upper hand of the float. After removing the float, the needle and seat easily fall out of the drill. Step 1: Remove the Fuel Bowl Float Center to hang a fuel bowl, like the 4150 and 4500 series of carbohydrates, secures the inside of the top center of the fuel bowl with two screws. Use a small flat blade screwdriver to remove two 6-32 x 1/2 inch floating hinge screws. After you do not read the screws, if you find it difficult to scan them when you reach with your fingers, use needle nose pliers, pencil magnet or hemostat. An easy spring hinge is attached to the float. Remove the float and hinge set as a unit. Hold the float and install the screws in the Ziploc bag so that you do not lose screws. Step 2: Check out the Float Side-hung float as you find 4,160 carbohydrates rotating on located to one side, next to the needle and seat. It is a secondary bowl of 4,160 carbohydrates. Step 3: Remove the C clip on the floating reinforcement The sliding hinge rotation pin has a small C clip. This clip must be removed to the a float hung sideways. Step 4: Remove the C-Clip on the float reinforcement (CONTINUATION) Use a small flat blade screwdriver or select to push out the small C clip. Be careful not to do too much force to avoid popping the clip off suddenly. It's small and easy to lose. Step 5: Remove the C-Clip on the floating reinforcement (CONTINUATION) Use a small pencil magnet or magnetic flip screwdriver to scan the clip without throwing it away. It's a good idea to put a float and C-clip in a small plastic bag to avoid losing the clip. Step 6: Remove the Side-Hung Float from the Fuel Bowl On the side to hang the float, the light to help spring is attached to the floating hinge arm. Removing needles and seats (4150) The assembly of 4150 or 4500 carbohydrate needles and seats (4150) The assembly of 4150 or 4500 carbohydrates is 3/8 inch; 4500 carbohydrates tend to use a thicker body that requires a 9/16 inch screw length. The plastic chamber is located near the throttle shaft, where the accelerator pump control lever casts contact. The shape of the camera dictates how fast and for how long the accelerator pump works. It shall be stored in place with a single screw, which is removed by a flat blade screwdriver. Step 1: Remove the accelerator pump Use a Phillips-style drive to remove the four screws, protecting the accelerator pump fuel bowl at the bottom. Now you can see the pump aperture. Step 2: Remove the throttle pump diaphragm (professional mechanical tip) If you plan to reuse the original diaphragm, carefully peel the rubber from the fuel bowl. Step 3: Lift

diaphragm spring casting With pump diaphragm removed, you see light help spring. Just remove the spring with your fingers. Step 4: Remove the check valve from casting Orange Dot is a check valve. When the accelerator pump arm presses the diaphragm, this silicone/rubber check valve is pushed upwards, applying pressure to the bowl of fuel, sending an extra shot of fuel up and through the pump drain squirter nozzle. If it is leaking and if you do not plan to immerse the pelvis in a carbohydrate cleaner, no reason to disturb this. This valve is attached to the pelvis with a formed pin, which passes through the pelvic floor. If you pry it, the probability is high high you will damage it, so plan to change it if you decide to remove it. Step 5: Check the check valve (critical check) Silicone/rubber check valve has a small nipple, which engages the valve fuel bowl. Pay attention to the small orange head. Step 6: Remove the accelerator pump check valve Just curious face with fingernail and pull/wiggle to lose it. If you tear the valve nipple during the process, replace it with a new valve from the Holley recovery kit. The nipple of the non-return valve has a radial coniferous end, which protects the valve in the pelvis. Step 7: Inspect Accelerator Pump Cam (Critical Inspection) Accelerator Pump plastic chamber is located on the throttle shaft. This usually remains in good condition, but check for damage that would inhibit operation. Step 8: Check the throttle lever the accelerator pump throttle lever rides on the chamber, influencing the pump's response as well as the pump duration. You need to check if it works as designed. Step 9: Remove the accelerator pump stopper The accelerator pump chamber is attached to the main throttle lever with one flat screw. Step 10: Select accelerator pump cam accelerator pump chambers there are different profiles for accelerator pump adjustment purposes. There are also several screw mounting holes to further adjust the position of the camera (similar to the progress or lag of the motor shaft). Step 11: Check the accelerator pump throttle C-Clip Accelerator pump throttle lever held on to the rotation pin with steel C clip. The PivotTable pin contains a groove that accepts the clip. Step 12: Remove the accelerator pump throttle C-Clip Pry C-clip from the rotation pin with a small flatblade screwdriver. Be careful not to pop it off too quickly because it's easy to lose. Push it about halfway, and then pull it with needles with nasal pliers or hemostat to avoid lowering it. Step 13: Remove the accelerator pump lever After removing the C clip, slide the lever from the swing pin. Step 14: Check the accelerator pump throttle lever pivot accelerator pump throttle lever arm rotates on this pin. If the pin is worn out and needs to be replaced, use a 5/16 inch wrench and turn counterclockwise to remove it. Removal of the accelerator pump outlet nozzle Discharge nozzle, both on the primary and secondary side, is fastened with a single 12-28 Phillips head screw at the top of the main housing between the front two structures (and between the rear two structures in the double pump). Keep the discharge squirter constant and remove the screw. One small, thin metal sealing wasp is under the screw head and one is at the bottom of the device. It is very easy not to notice the lower washers, as it can be left or dropped when the squirter is removed. After the discharge nozzle, inside the fuel extract, there is a small valve for the pump discharge needle. Turn the main body upside down to the needle valve falls out. If you do not know about the presence of this small needle valve, it can fall out later when you turn the main body upside down; you will either not notice it, or wonder where it came from. It's a good idea to put a squirter, screw, both washers, and a needle valve in a small Ziploc bag to keep them together and prevent losing anything. Step 1: Remove the accelerator pump outlet nozzle Use a Phillips screwdriver to remove one machine screw, which protects the accelerator pump squirter release nozzle into the main body. This nozzle is removed from the secondary side of 4150 carbohydrates. Step 2: Remove the accelerator nozzle gasket (professional mechanical tip) The outlet nozzle has two small, thin metal gaskets, one at the top between the screw head and the nozzle and one at the base between the nozzle and the main body. It is easy to skip the lower gasket, which often remains on the main body. You can easily scan it using a small pencil magnet. If you drop it into the vein, just open the throttle plate and let it fall on the work table. Step 3: Find the release nozzle access to the release nozzle on the parent side of the carbohydrate with the throttle being slightly limited on the throttle plate. Be patient and use a screwdriver to keep the cing-off bolt unread. Step 4: Remove the discharge nozzle and screw Use the needle nose pliers or hemostat to get the nozzle and screw in as setup. Use a pencil magnet to pull the base gasket of the nozzle. Step 5: Remove the discharge nozzle needle valve Remove the small needle valve in the nozzle screw hole extract. The easiest way is to carefully turn the carp upside down on a clean cloth on the work table. If you do not remove it now, the next time the carbohydrate is turned upside down, you can lose it. Step 6: Arrange the parts of the landing nozzle to keep things organized, bag landing nozzle, screw, gores, and needle valve together. Jet Removal Main measuring nozzles have a straight driver's slot. A flat blade screwdriver can be used, but a much better choice of tool is a special jet driver, such as Holley. This tool has a male tangle that adds a socket and centering nozzle, which supports a tool centering on the nozzle, which eliminates the possibility of the tool slipping from the socket during removal or installation. Turn the tool on and turn it counterclockwise to remove the nozzles. Step 1: Select The Main Jet Wrench While a flat knife screwdriver can be used to remove or install key nozzles, a much better option is for the jet driver, such as offers by Holley and several other tool makers. Step 2: Remove Jet This tool has a central round pin, which automatically centers the tool into the face opening of the jet; flat driver's seats in the jet slot. The tool prevents slipping, which can occur with a common flat blade screwdriver. Screwdriver. the centre pin keeps the driver securely positioned. Power valve removal The power valve is threaded into the measuring unit from the rear. The power valve housing has a four-way flat actuator instead of hexadecimal. For removal or installation, 1 inch wrenches are required. The catering valve flats are quite shallow. While the usual open end, box or socket wrench can be used, a better option is a special power valve wrench. It is a bust aluminum tool specially designed to perfectly engage in the power valve without the risk of slipping or blowing up apartments or nearby surfaces. Turn the power valve counterclockwise to remove it. The power valve has a sealing gasket. If you plan to reuse the existing power valve, pay attention to the gasket style (open center or center with three tangles), because you need to use the same gasket style for the power valve. Step 1: Remove the power valve power valves have four sides flat, need a 1 inch wrench. However, the drive flats are quite shallow, so it is necessary to take care that the wrenches remain fully seated. A special power valve actuator tool, such as this one from Willy's Carburetors, makes it easier to work. Billet Aluminum Power Valve Tool is specially designed for the service of power valves. Place the tool on the power valve by holding the tool down with the measuring unit and turning the tool counterclockwise. Twisted adhesion provides excellent finger thrust. Step 2: Remove the power valve (CONTINUATION) As shown in this photo, the power valve tool is not a normal 1 inch wrench and is specially designed to safely engage holley power supply valve. Since the tool is aluminum, it does not have a gouge measuring block. & If you plan to perform regular autobytes, this is a necessary tool. Removal of the overflow whistle The white plastic overflow whistle is located in the upper area of the measuring unit (if so installed) and is stored in its measuring block socket with one interference pin. Step 1:Remove the overflow whistle To remove the pin that protects the plastic overflow whistle, insert a flat blade screwdriver into the back of the cavity and curiously upwards to push the screw upwards. The self-tapping screw is small, so bag it to reference. Once the screw has been pushed up, you may be able to wiggle it free with your fingers. If not, use needle nose pliers or hemostat. Step 2: Remove the overflow whistle After the location pin has been removed, you can easily pull the overflow whistle from the measuring block. Mixture Removing the screw from the measuring unit The needle bolt is sealed with a small round gasket in the measuring unit. You can uninstall it by using these two simple steps. Step 1: Remove the blank screw Turn the idle mixture screw counterclockwise to remove it. If you plan to restore carbohydrates, or if you have had a leak screw, remove the gasket with Step 2: Remove the Idle-Mixture Screw gasket If you plan to clean the measuring unit with carbohydrate solvent, remove the small sealing gasket and replace it with a new gasket. Removing throttle assembly For carburetors equipped with an electric throttle, the black plastic electric throttle housing is fastened with three 8-32 x 3/8 – inch Phillips head screws. The voltage waswere to keep pressure on the housing so that the housing does not accidentally turn. The eye choking inside the choking housing of the flat wound spring is engaged in the throttle plate lever. Pull out the throttle body directly; Avoid the removal of cocks during the elimination to avoid possible spring violations. The throttle body cast metal base is attached to the main casing with three 8-32 x 11 x8 inch Phillips screws. Before removing these screws, remove the small hairpin, which attaches the vertical throttle rod to the assembly of the throttle lever. Use small needle nose pliers or hemostat to remove this pin. When removing the base, pay attention to the small opening with a small round gasket at the back of the base. This affects the collector's vacuum, which circulates air through the casing. In turn, the pulling piston turns on the inside of the base and helps to open the throttle plate after the engine warms up. Check this small spacer. If damaged, this may be the cause of the previously mysterious vacuum leak. Electric throttle disassembly electric throttle has a black plastic thermal spring casing, which is attached to the assembly of the throttle lever with three screws. A small hairpin attaches the throttle rod to the throttle assembly lever. Step 1: Remove the electric throttle to remove the three screws and the black spring housing together with spring steel three-hole wasted. The inverted tension wasting wasted under pressure to maintain the position of the throttle clock when it is adjusted. Step 2: Remove the Choke gasket The large flat gasket should be easily removed unless the heat and age caused it to stick. If so, use razor blades to crack the gasket for free. Step 3: Check out the Choke Spring Tang bound to the throttle spring mesh (top right inside the casting). This spring, there is a resting position inside the choking housing. He pushed the throttle plate and forced the throttle plate to close. When spring heats up, the lever pulls the throttle rod down and opens the throttle plate. Step 4: Remove the Cotter Pin from Choke Rod (Professional Mechanical Tip) Remove the electric throttle molding base from the main body before removing the electric throttle base from the main body, remove the small pin that protects the throttle rod to the throttle assembly lever. Needle nasal pliers or hemostat facilitate this. The haemostat can not only take the pin, but also because the locks, the pin is securely maintained during removal. Hemostat includes a tang of serrated fixation between the rings of the fingers. To release the spring clip from the handle, simply squeeze the tool and expand its locking serrations. Mechanical Mechanical Disassembly Mechanical throttle assembly is attached to the main body in the same way as an electric throttle. It is fastened with three screws, and the rod of the throttle plate assumes to the throttle assembly lever, which is fastened with a small hairpin. Remove the pin before removing the three mounting screws. Step 1: Separate throttle assembly from the main body Remove the three screws, holding the assembly of the mould throttle base to the main housing. Step 2: Check the Air Vent Pipes (Critical Check) Pay attention to the casting of the air ventilation pipes on the base (left). A larger pipe in the lower left is an air intake pipe that allows external air to enter the housing. The smaller pipe just inside the round base is a vacuum port that feeds from the manifold vacuum to help pull off the piston that helps open the throttle plate when the engine warms up. Step 3: Check the Air Vent Tube gasket The small gasket seals the vacuum port, which ensures a vacuum to the pull-out plunger inside the choking housing base. The damaged gasket can explain a vacuum leak that you could not previously find. Nevertheless, always install a new spacer in this location before reinstalling the base. Step 4: Remove the Choke Armature from the main body Find three screws that mount the throttle lever base on the 4150 series of carbohydrates in the main body. Step 5: Remove the Choke Rod Before removing the three throttle lever assembly screws, note that the choking plate activation rod is running on the screw assembly lever. The throttle rod is fastened with a small hairpin, which must first be removed. Step 6: Remove the Choke Lever assembly Use a Phillips screwdriver to remove the three throttle lever mounting screws from the main body. Step 7: Remove the Choke Lever Assembly (CONTINUED) Remove the throttle lever mechanism. The formed bracket at the rear (on the left side of the photo) shares two mounting screws. This holder has a cable pinch holder for the manual throttle cable. Step 8: Check the Choke Plate Rod Throttle Plate rod has a nylon plate that helps to guide the rod with reduced friction. Step 9: Inspect Choke Plate damage (Critical Check) Throttle plate rod may look loose now, but it's fixed at the top where the rod's 90-degree bend is engaged in the throttle plate lever. The rod must not be removed without bending the rod or upper lever, which should be avoided. Of course, the throttle plate can be removed, but this poses a problem, because the throttle plate is built on the shaft of the throttle plate. If you do not remove the throttle plate (damage, etc.), there is no reason to remove this rod. Vacuum secondary aperture removal the secondary auxiliary device attaches to the passenger's main body, fixed with three Phillips head screws. The base of the throttle assembly hides access to the front of the most screw, so first the assembly of the throttle must be removed. One Phillips head screw attaches the bottom of the vacuum secondary drive rod connected to the shaft of the secondary throttle plate. First remove this screw. Remove the three screws that attach the vacuum assembly to the main body, then connect the lower lever of the drive rod from the secondary throttle shaft. This lever is employed to the shaft through a two-way flat design and the fit can be quite tense. If necessary, use a small flat blade screwdriver as a curious tool between the base plate and the lever. Pry gently, little by little, on the opposite sides of the lever until he is free. The small gasket seals the vacuum feed at the end of the vacuum housing. The traditional Holley vacuum body cover is fastened with four 8-32 x 1 inch Phillips head screws. Remove these four screws and remove the lid and spring. The aperture now appears as an inverted umbrella. This is a good example of the updating to the latest assembling of holley vacuum cover; springs can be replaced without disturbing the diaphragm. This newer design is standard 4150 Avengers carbohydrates. If the diaphragm needs to be replaced, the drive rod is attached to the lower lever with a very small C-clip. Removing the C clip and separating the lower lever from the rod allows you to lift the diaphragm from the vacuum housing. Step 1: Find the vacuum secondary screws The vacuum secondary unit is attached to the main housing with three screws and to the secondary throttle shaft with one screw. Remove the throttle setup to get access to the front of most of the three screws, holding the device to the main body. Step 2: Remove the Rod Lever Screw Loosen the three mounting screws, but wait to remove the three housing mounting screws until you remove the lower screw, which has the rod lever in the throttle shaft. Step 3: Remove the vacuum drive Rod Screw Remove the lower screw that attaches the vacuum drive rod lever to the secondary throttle shaft. Step 4: Remove vacuum secondary (Important!) The lever is located on the throttle shaft with attractive apartments. The lever may be slightly tight, so be patient and unscrew the lever from the shaft. You may need a little curiosity, but be careful not to bend the lever. Remove the vacuum secondary device from the carbohydrate. Step 5: Check the vacuum port gasket Vacuum secondary node has an internal aperture which is an integral part of the drive bar. Pay attention to the small port with the gasket at the end of the vacuum unit. This is compatible with the vacuum port on the main body. Always plan to replace this spacer. The vacuum port on the main housing feeds on the vacuum unit. Step 6: Remove the vacuum assembly top cover The cover of the vacuum unit is fixed with four 8-32 x 1 inch screws. Removing the cover of the vacuum housing will reveal the spring and diaphragm. 7: Remove the diaphragm aperture and drive rod is a pre-assembled device. Remove the bottom rod lever from the rod to remove the diaphragm from the body. Step 8: Step one: Gear Rod C-Clip Vacuum secondary drive rod is attached to the throttle shaft lever with a very small C clip. Step 9: Replace the spring Avengers Series with modular vacuum secondary assembly, which allows you to replace the spring without the need to remove the entire vacuum device from the carbohydrate. In addition to serving as standard equipment for the Avengers series, this update is like a kit to convert any Holley vacuum secondary unit into this modular style. Remove the two screws that hold the spring cover and the spring. The diaphragm remains under a separate lid. If you just want to replace the springs, this design avoids coping with an alarming and re-sitting aperture. Main housing and separation of base plates The main housing is attached to the base plate/throttle housing with six 12-24 x 3/4 inch screws. These screws have a Phillips-style head. After removing all six screws, the main body should easily get away from the throttle body. As mentioned earlier, the accelerator pump lever and gears are easy to remove from the base. If the throttle shafts appear to be poorly adhered or worn, the throttle plates must be removed from the shafts to eject the shafts from the base plate. However, each throttle plate is attached to the shaft with a couple of small screws. The opposite side of the screw deforms in the factory to avoid accidental relaxation. To remove these screws, use a die grinder to carefully quench the protruding end of each screw so that it is washed off the surface of the shaft. Use special care to avoid damage to shafts. If the throttle shafts work as designed, leave them alone and do not interfere with the throttle plate screws. Step 1: Remove the base plate screws Use the Phillips-style driver to remove all six screws on the base plate. Be careful not to slip the driver to avoid scratching the mating surface of the tape manifold or base plate. Each screw on the base plate contains a shutter waster. Step 2: Check the Baseplate This is a snap-in image of the base plate (also called throttle casing) of 4150 double pump carbohydrates. Step 3: Check the main body This is the lower image of the 4150 carbohydrate body. Step 4: Remove the throttle plate screws Each throttle plate is attached to the throttle shaft with a pair of screws. Crush the opposite ends of the screws to remove them. Screw nozzles are mixed/deformed to release the screws. If you need to remove the throttle plates, use very carefully when grinding them down to avoid damaging the throttle shaft. In addition, if you remove the throttle plates, keep them organized venturi bore place. Written by Mike Mavrigian Posted with Permission of CarTechBooks GET A DEAL ON THIS BOOK! If you liked this article you will enjoy the whole book. Click the button below and we will send you an exclusive deal for this book. Book. Book.

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