

HOLLEY HIGH PERFORMANCE INTAKE SYSTEM FOR BRIDGE PORTED ENGINES - 600 and 650CFM

Part No. 18040, 18041, 18042

Installation Instructions

1. Using (2) of the bolts supplied, attach the large throttle cable housing bracket to the intake manifold from the underside of the portion of the carburetor mounting flange which extends toward the engine. Do not use washers. Install the other (2) bolts along with (2) flat washers in the remaining (2) holes in the carburetor mounting flange.
2. Install the gasket and carburetor on the manifold using the flat washers, lock washers and nuts supplied. Torque nuts to 11 ft. lbs. (Caution: do not over-torque nuts). Before proceeding, check primary and secondary throttle shafts for freedom of operation and full throttle. Also, install the air cleaner stud and air cleaner.
3. Remove both plastic metering oil pump oil tubes and the rubber connecting hoses from the metering oil pump assemblies. Remove both rubber connecting hoses from the longer plastic tube. Using the parts removed from the longer plastic tube, all of the short tube assembly and the plastic "T" supplied, re-connect the metering oil tubes.
4. Using the screw provided in the kit, and the jam nut from the original metering oil pump adjustment stud, replace that stud with the new screw. Thread it into the limit of the threads. (This will pre-set the pump in the full throttle position). Adjust the pump to specs once the engine is running.
5. Remove all traces of the original intake gasket from the engine. Put a small amount of gasket sealer (preferably non-hardening Permatex) around the water ports in the new intake gasket. Also install the water passage "O" rings supplied in the rotor housing recess. Install the intake manifold/carburetor assembly.
6. Connect the metering oil pump tube to the fitting on the carburetor primary float bowl.
7. Insert the throttle cable housing into its bracket. Then insert the round portion of the cable end into the holes in the links attached to the carburetor throttle arm, so that the cable wire is situated between the links. Tighten the bolt that holds the links to the throttle lever so that the links are just able to rotate on the lever. Hook the end of the throttle return spring with the longer straight section onto the upper portion of the primary throttle lever. Hook the other end in the small hole on throttle cable housing bracket. Adjust the linkage so that full throttle occurs when the throttle pedal touches the floor.
8. Remove the fuel high-temp bypass hose from the tube leading back to the tank (the carburetor end of this hose was connected to the top of the fuel inlet fitting). Install a plastic cap on this tube and secure it

with one of the smallest hose clamps.

9. Connect the fuel pressure hose to both float bowls of the carburetor.

10. Use one of the original rubber hoses to connect the tube on the air/oil separator to the carburetor air cleaner. Slip the hose end into the grommet in the lower portion of the air cleaner, then push the short copper tube provided into the end of the hose to retain it.

11. Before starting the engine, check the float level. Be sure the car is on level ground. When fuel level is correct, fuel will just begin to drip from the inspection port. Also re-check throttle for smooth operation and full opening, and for fuel leaks.

CAUTION:

Installation of this kit requires the use of a high performance fuel pump delivering 6 PSI at all speeds.

RECOMMENDATIONS

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|---------------------------------------|--------------|--------------|-----------------|------------|
| Maximum Advance Setting @ 6000 RPM | 71-73 12A | 74-75 12A | 79-later 12A | All 13B |
| Leading Dist. | 35° | 20° | 24° | 20° |
| Trailing Dist. | 15° | 15 | 5° | 13° |

Spark Plugs: NGK R-4118-11.0 Endurance
NGK R-4118-11-5 Maximum effort

Metering oil pump flow : Full throttle position - 5cc/5 min @ 2000 RPM