



HOLLEY HP MAIN BODY UPGRADE for 0-4777 and 0-4779 P/N 134-300C (di-chromate) & 134-300S (shiny)



CONGRATULATIONS on your purchase of a HP MAIN BODY UPGRADE! We feel that you have purchased the finest performance product manufactured today. Should you need information or parts assistance, please contact our Technical Service Department at 1-270-781-9741 or 1-866-GOHOLLEY, Monday through Friday, 7 a.m. to 5 p.m. CST. Please have the part number of the product you purchased on hand when you call.

NOTE: The side of the HP Carburetor Main Body Assembly with the flat identification pads should be positioned to the **Throttle Lever side** of the carburetor.

DISASSEMBLY AND CLEANING:

1. Remove the carburetor from the engine and cover the manifold intake for protection.
2. In an adequately ventilated workspace, drain the fuel from the carburetor into an approved container. Don't forget to cycle the throttle lever until the accelerator pump cavities are emptied.
3. Remove all fuel bowl screws & gaskets (8 each). Discard the gaskets.
4. Separate the fuel bowls and metering blocks from your old main body. If these parts cannot be easily separated by hand, your carburetor was probably originally assembled with adhesive coated gaskets. Using a soft-faced hammer, "tap" the fuel bowls moderately, near the float adjustment screws, in an effort to break the gasket seals. If this method fails, then it becomes necessary to carefully "pry" the components apart. Wedge a large flat tip screwdriver under the air cleaner gasket ring lip and the center of the metering block and carefully "pry" away from the main body to remove (both ends of the carburetor). See Figure 1.

NOTE: Do not confuse the Primary (front) and Secondary (rear) metering blocks or fuel bowl components, as they must be later reinstalled in their proper locations.

5. Now, separate the metering block from the fuel bowl. Turn the assembly over (with it's bottom side up) and using the accelerator pump housing as leverage, carefully "pry" outward on the bottom of the metering block (where the aluminum plug is located) until separated. See Figure 2.



Figure 1

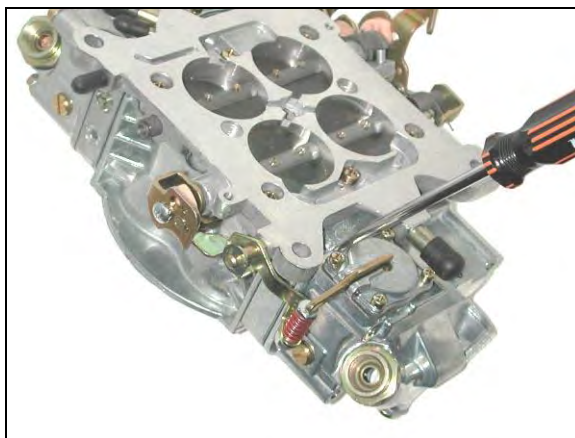


Figure 2

6. All old gasket material must be removed from the gasket surfaces of the metering blocks and fuel bowls. Removing adhesive gasket material may be a time-consuming effort, but best performance requires clean sealing surfaces.

NOTE: Carburetor cleaner can be a good way to assist in removing adhesive gaskets.

7. Using a #3 Phillips screwdriver, remove the six (6) throttle body screws (note their locations for re-assembling) that attach the throttle body to the main body and separate. Discard the gasket.
8. Cleanliness is imperative to function. Clean all the parts' interior passages along with the exteriors prior to reassembly. Blow dry with compressed air.

TUNING:

1. For optimum performance, re-jetting is very likely. Holley has provided two (2) -72 jets for use on your primary (front) metering block and two (2) -84 jets for use on your secondary (rear) metering block as a baseline calibration. This recommendation is based on using a power valve in the primary (front) metering block and a power valve block-off plug in the secondary (rear) metering block.

NOTE: Holley cannot be responsible for engine damage, due to unknown modifications of carburetor or engine. A/F ratio of 13:1 should be monitored. Additional help may be found by consulting various tuning manuals and/or tuning professionals that go step by step through the tuning process for maximum performance.

REASSEMBLY:

1. Begin by installing the throttle body with the new gasket (supplied) to the HP main body. If you have roll pin locators on your throttle body, gasket positioning is obtained by utilizing these pins. If your throttle body does not have these pins, place the HP main body upside down, locate the gasket using the throttle body screw holes on the HP main body to position the gasket correctly.
2. Insert the six (6) throttle body screws and hand start to make sure the gasket is aligned. Finish tightening these screws in a criss-cross pattern to a target torque of 30 in./lbs.

NOTE: Now is a good time to verify that the HP main body flat identification pads are on the same side as the throttle body operating lever.

3. Next, install the new metering block and fuel bowl gaskets to the metering block. There are cast pins on the metering block to align these gaskets to the correct position. Also, install the new nylon gaskets to the eight (8) fuel bowl screws.
4. Install the supplied main jets (if you haven't already) into the metering blocks.
5. Beginning with the primary (front) side, install the metering block to the HP main body, fitting the alignment pins to a flush fit. Install the fuel bowl, making sure the accelerator pump lever is correctly positioned to the throttle body's pump operating arm. Insert the four (4) fuel screws (with the new nylon gaskets) through the four (4) holes and hand start the threads. Finish tightening these screws in a criss-cross pattern to a target torque of 30 in./lbs.
6. Secondary (rear) installation is a repeat of the primary (front) side. This completes the reassembly of your carburetor.

NOTE: The air cleaner stud boss of a HP main body is threaded 5/16-18. Air cleaner studs can be made to your specific length by purchasing 5/16-18 "all thread" from a hardware store and cutting to the needed length.

7. Install the upgraded HP main body carburetor back on your engine after uncovering the manifold intake.

NOTE: It is recommended to replace your intake gasket, utilizing a new carburetor base gasket (Holley PN 108-10). In a criss-cross pattern, tighten the stud bolt nuts to 60-80 in./lbs. to snug the carburetor down. **DO NOT OVERTIGHTEN**, as you may break off the carburetor's mounting flange.

8. Cycle the carburetor's operating lever to make sure there is no binding and verify no fuel leaks before operating the vehicle.
9. Start the vehicle and tune per standard practices.

HOLLEY TECHNICAL SUPPORT
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For online help, please refer to the Tech Service section of our website: www.holley.com