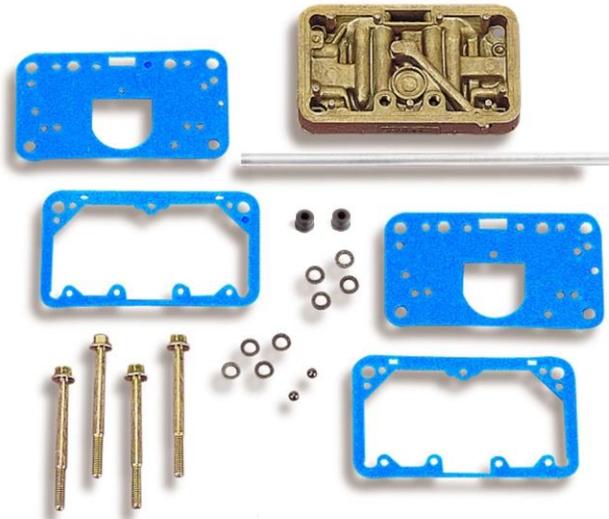




MODEL 4160 to MODEL 4150 CONVERSION KIT 34-6 & 34-6S (less metering jets)

Installation Instructions 199R8110

WARNING! These instructions must be read and fully understood before beginning installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury, or death. If these instructions are not fully understood, installation should not be attempted.



INTRODUCTION:

Holley Performance Products cannot and will not be responsible for any alleged or actual engine or other damage, or other conditions resulting from misapplication of the carburetor described herein. However, it is our intent to provide the best possible products for our customer; products that perform properly and satisfy your expectations. Should you need information or parts assistance, please contact our Technical Service Department at 1-270-781-9741, Monday through Friday, 7 a.m. to 5 p.m. CST; please have the part number of the product you purchased when you call.

APPLICATIONS:

For use in converting Holley Model 4160 to a Model 4150 - A set of two main metering jets must be purchased separately to complete the conversion.

GENERAL:

This kit is designed to fit a range of applications. Extra parts are provided to facilitate the general conversion. All parts may not be required for each conversion.

Due to emission requirements, the number of vacuum lines and tubes is increasing. It is advisable when disconnecting tubes and lines, to identify them in some manner so as to avoid confusion later. Trace the lines back from the carburetor to the individual components, and identify that line. In the event that any components are unfamiliar, use a numbering system which corresponds to each line and its original component.

MAINTENANCE:

WARNING! Fuel system components, including fuel lines and the carburetor, should be regularly inspected to assure that no fuel is leaking and that all hoses are sound. Today's controlled emissions engines create high under hood temperatures and can contribute to fast aging of the fuel line and vacuum hoses.

Any hoses which exhibit surface cracks when bent to a 180° position should be replaced.

Tightening of carburetor fuel bowl screws should provide 25-30 in./lbs. of torque in a clockwise direction. Periodically, recheck the torque of the fuel bowl screws at regular maintenance intervals.

INSTALLATION:

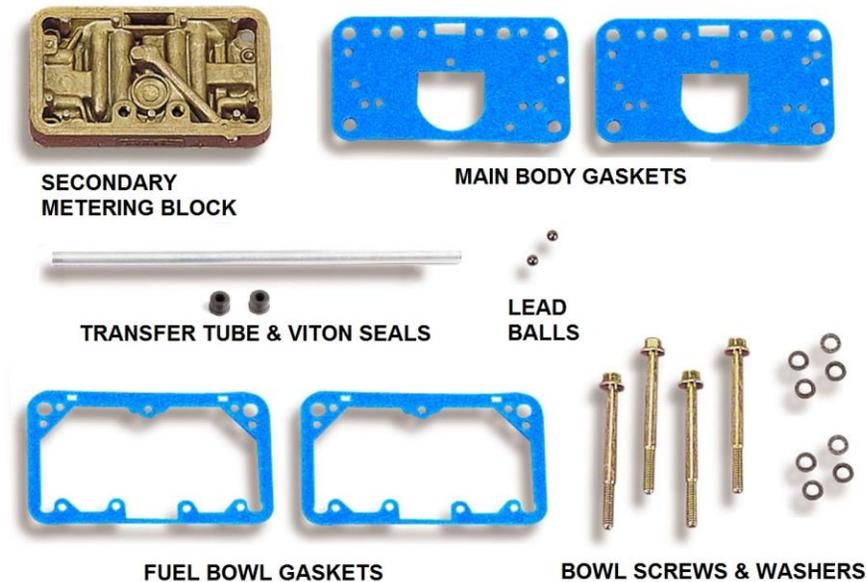


Figure 1

NOTE: It will be necessary to purchase a set of two main metering jets and install them into the secondary metering block before the carburetor is reassembled (Figure 2).



Install metering jets here (sold separately).

Figure 2

CONVERSION:

1. Remove the air cleaner, exercising care to detach any vacuum lines to the cleaner and marking them so they can be reassembled to the cleaner in the same manner.
2. Remove the carburetor by following the procedure outlined below:
 - A. Carefully disconnect the fuel line. Do not allow any dirt to enter the fuel line or the carburetor inlet.
 - B. Disconnect and mark all vacuum lines to the carburetor.
 - C. Disconnect the PCV hose.
 - D. Disconnect and remove the throttle linkage and transmission kickdown linkage. Save all retaining clips.
 - E. Unbolt and remove the carburetor from the manifold.
 - F. Empty the gasoline from the carburetor into a suitable container.
3. Remove the secondary fuel bowl by removing the four (4) short retaining screws. See Fig. 3.

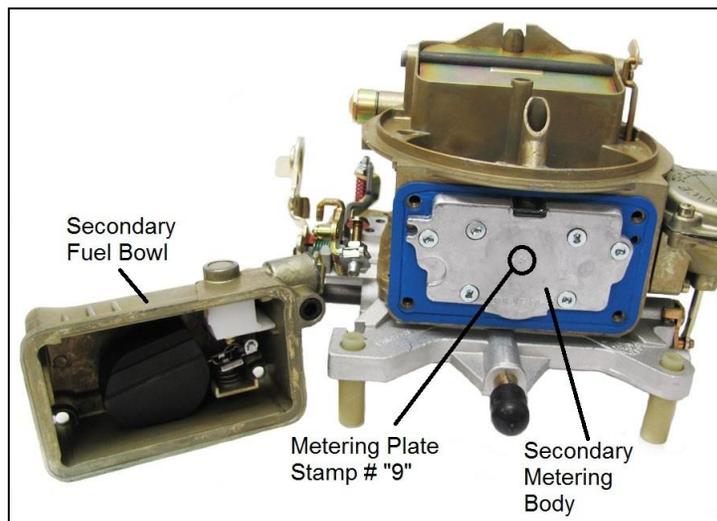


Figure 3

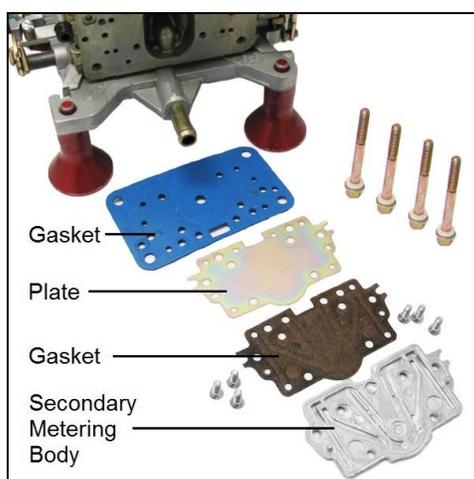


Figure 4 (0-8007 shown)

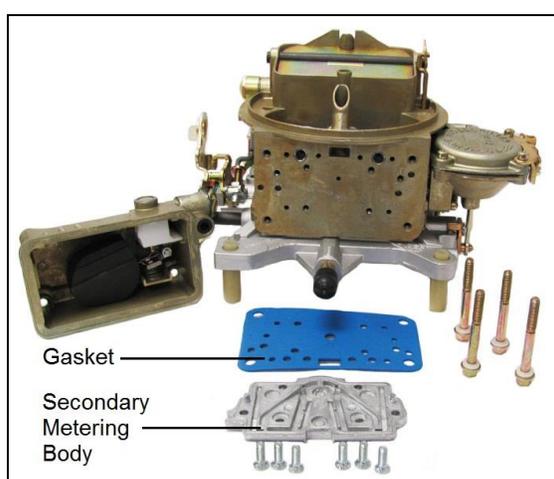


Figure 5 (0-1850C shown)

4. Remove the short fuel transfer tube and seals. Make sure the seals do not remain in the fuel bowl openings.
 5. Remove the secondary metering body, plate, and gaskets from the main body. See Fig. 4 or 5. **NOTE:** A clutch-head screwdriver must be used. Do not attempt to use a regular screwdriver.
- NOTE:** Some older Holley Model 4160 carburetors use a balance tube. If your carburetor is so equipped, please contact Holley Technical Service. The kit comes with lead balls and extra gaskets should you have this model.
6. Install the new Viton seals on the extreme ends of the fuel transfer tube. Apply a small amount of petroleum jelly on the Viton seals and install the transfer tube into the opening in the primary fuel bowl. The seal will push into proper position as the tube is installed.
 7. Install the secondary metering jets, of your choice, using an appropriate screwdriver or jet wrench.
 8. You may use the following table to determine the approximate size of the secondary metering jets required by your particular model 4160.
 9. First, determine the stamp number in the metering body located as shown in Fig. 3. For the secondary metering body shown, the stamp number is 9.
 10. Next, find your stamp number in the left hand column of the table and read the correct jet size in the right hand column. For our #9 secondary metering body, two 122-67 main jets would be required to complete the conversion.

METERING PLATE STAMP NUMBER	EQUIV. MAIN METERING JETS LEFT/RIGHT
3	122-56
4, 32, 40	122-59
5, 13, 18, 30, 33	122-63
6, 19, 20, 35, 41, 48	122-69
7, 34	122-53
8, 9, 16, 23, 36	122-67
10, 12, 22, 28, 43	122-71
11, 24, 38	122-73
14	122-85
15	122-83
17, 37, 39	122-70
21, 29, 31, 44, 46	122-75
25	122-77
26, 27, 47	122-79
42	122-95
45	122-84

11. Install the secondary metering body gasket. Press gasket firmly on the metering body. Install the fuel bowl gasket on the face of the metering body. Install the fuel bowl gasket on the face of the metering body.
12. Place the metering block and gasket assembly on the carburetor main body.
13. Carefully slide the secondary fuel bowl on the fuel transfer tube and seat the bowl on the gasket. Install four (4) long bowl screws and new gaskets supplied in the kit. Torque the screws evenly, in stages, 25 to 30 in./lbs.
14. Reinstall the carburetor on the engine as described in the original carburetor instruction sheet. This is basically the reverse of the steps outlined in Step #2. Check to make sure that the throttle linkage does not bind or stick.
15. Start the engine and check for leaks. If a leak is found, reassemble the carburetor as previously described exercising care not to pinch o-rings and to properly install all gaskets.

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

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