HOLLEY MODEL 1945 SINGLE BARREL

CHRYSLER CORP.

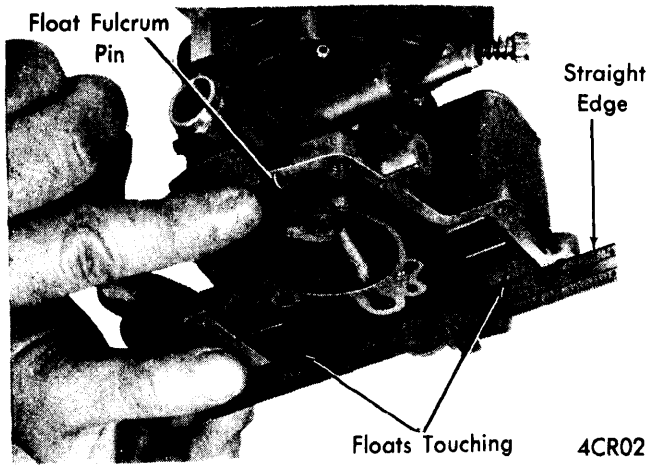
Application	Holley Carburetor No. Man. Trans.	Auto. Trans.
198" (Federal)	R-6721A	R-6722A
225" (Federal)	R-6723A	R-6724A
(Calif.)	R-6725A	R-6726A

CARBURETORS IDENTIFICATION

Holley Part number is stamped on fuel bowl.

DESCRIPTION

Holley 1945 is a single venturi concentric downdraft design. Internally, fuel bowl completely surrounds venturi. Carburetor consists of three main parts; bowl cover, main body, and throttle body. Carburetor includes four basic fuel metering systems; idle and transfer, main metering system, accelerating system, and power enrichment system. Other systems include; fuel inlet, choke with electric assist, and exhaust gas recirculation (EGR).



CHECKING DRY FLOAT SETTING

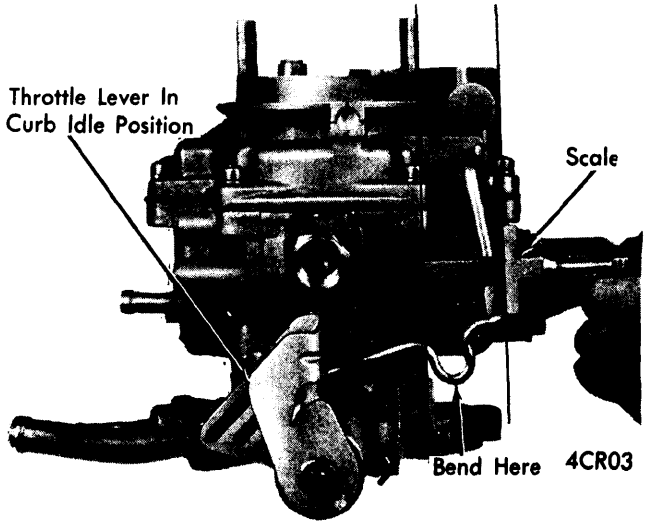
ADJUSTMENTS

FLOAT SETTING

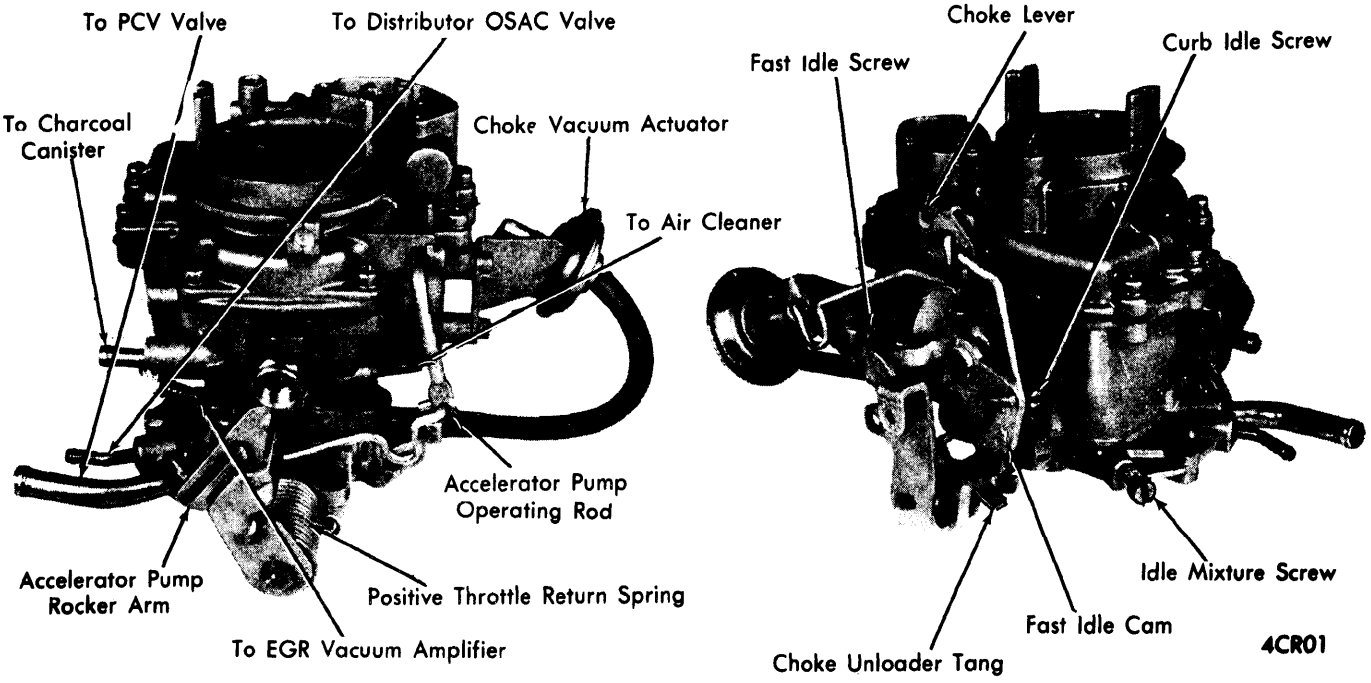
Invert main body and place a straightedge across surface of bowl. In this position, straightedge should just touch toes of floats. When straightedge is removed, floats should not drop more than 1/32" out of float bowl. To adjust, bend float tang.

ACCELERATOR PUMP STROKE

With throttle in curb idle position, pump stroke should be to specifications. Measure distance from vacuum passage casting to outer edge of hole in pump operating rod. If necessary to adjust, open or close "U" bend in rod.



ACCELERATOR PUMP STROKE ADJUSTMENT



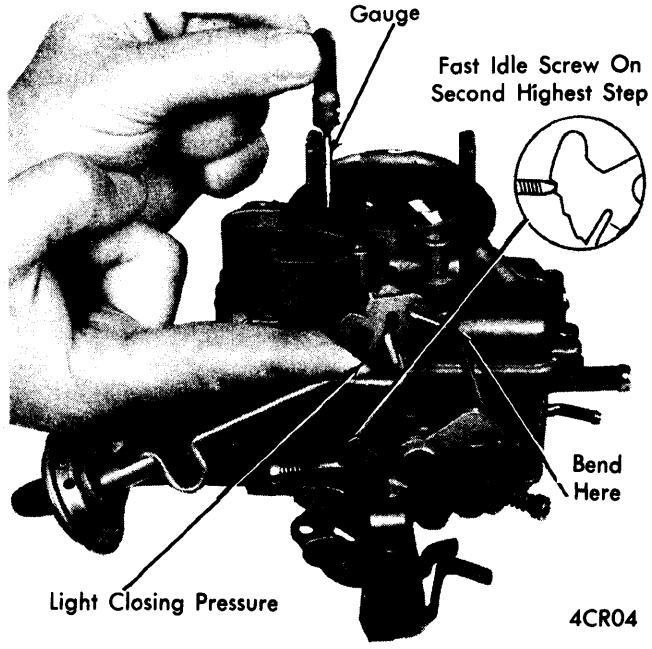
HOLLEY MODEL 1945 CARBURETOR

HOLLEY MODEL 1945 SINGLE BARREL (Cont.)

FAST IDLE CAM POSITION

NOTE — This adjustment is important to assure that speed of each cam step occurs at the proper time, during engine warm-up. This adjustment can be made on or off car.

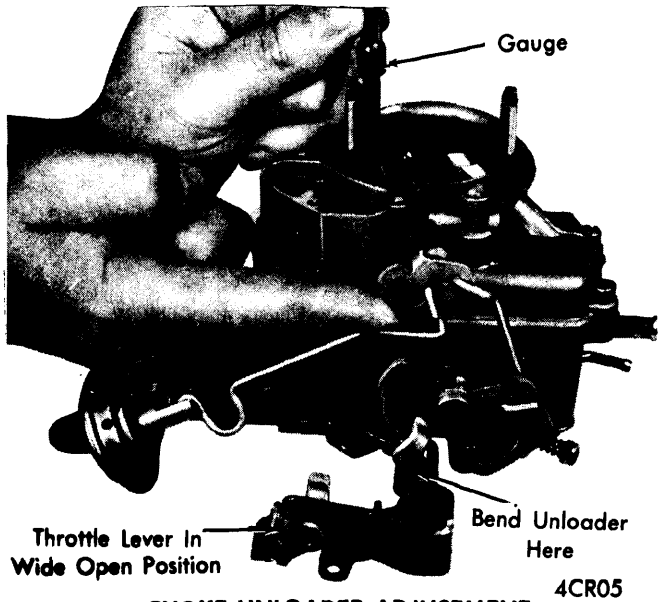
With fast idle speed adjusting screw contacting second highest step of fast idle cam, move choke valve toward closed position with light pressure on choke shaft lever. Insert specified gauge between top of choke valve and air horn wall. If adjustment is necessary, bend fast idle link at lower level until correct opening is obtained.



FAST IDLE CAM POSITION ADJUSTMENT

CHOKE UNLOADER (WIDE OPEN KICK)

Hold throttle in wide open position and insert specified gauge between upper edge of choke valve and air horn wall. With slight pressure against choke shaft lever, drag should be felt as gauge is withdrawn. If necessary to adjust, bend unloader tang on throttle lever.



CHOKE UNLOADER ADJUSTMENT

CHOKE VACUUM KICK

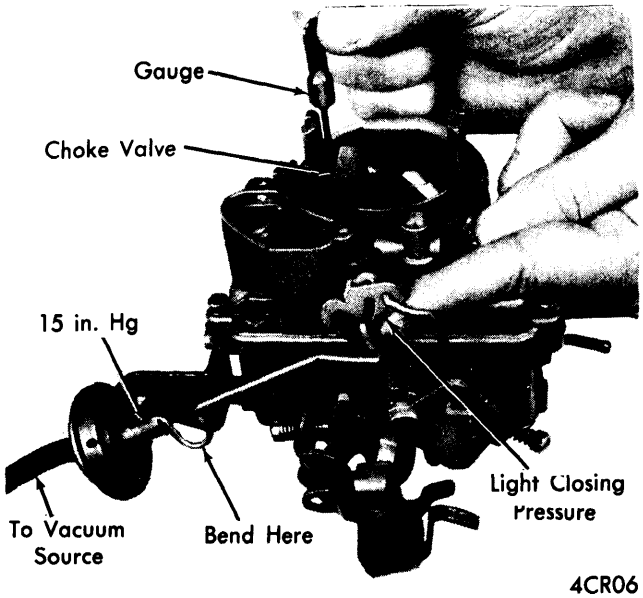
1) With engine running, back out fast idle speed screw until choke can be closed to kick position (engine at curb idle). Note number of turns required, so that fast idle screw can be returned to its original position.

2) If auxiliary vacuum source is to be used, open throttle valve (engine not running) and move choke to closed position. Release throttle first, then release choke. Connect auxiliary vacuum source of at least 15 in. Hg to diaphragm.

NOTE — Do not apply twisting or bending motion to diaphragm, when removing or replacing vacuum hose.

3) Insert specified gauge between top of choke valve and air horn wall. Apply sufficient closing pressure to choke shaft lever; but not enough to distort diaphragm. Adjustment will be necessary if slight drag is not felt as gauge is withdrawn. Adjust by opening or closing "U" bend of link.

4) With no vacuum applied to diaphragm, choke valve should move freely. If not, examine for misalignment and readjust if necessary.



CHOKE VACUUM KICK ADJUSTMENT

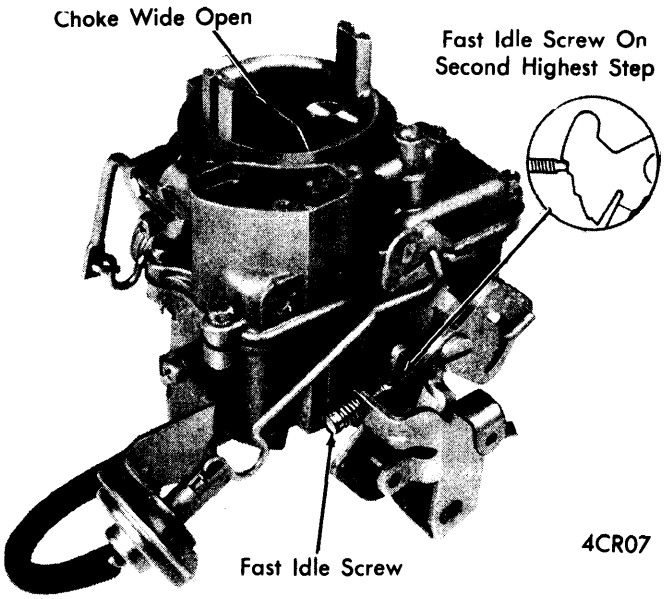
FAST IDLE SPEED

NOTE — This adjustment should only be made after curb idle speed and mixture are properly adjusted.

1) Connect tachometer, remove air cleaner, cap vacuum fittings to heated air control and OSAC valve. With engine off, transmission in Neutral and parking brake set, open throttle and close choke. Release throttle first, to trap fast idle screw on highest step of fast idle cam. Then move cam until fast idle screw drops on to second highest step of cam.

2) Start engine and determine stabilized speed. Turn fast idle screw to obtain specified RPM. Make sure during adjustment procedures that screw remains on second highest step of fast idle cam.

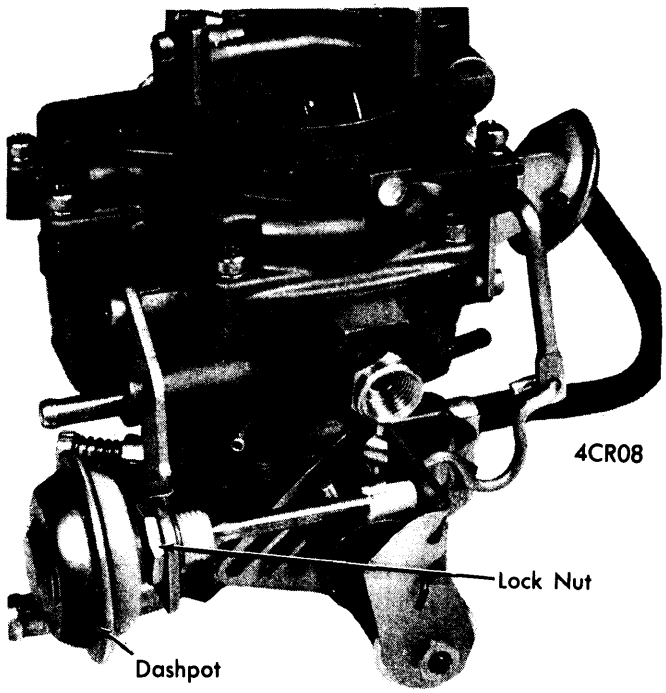
HOLLEY MODEL 1945 SINGLE BARREL (Cont.)



FAST IDLE SPEED ADJUSTMENT

DASHPOT SETTING (MANUAL TRANSMISSION ONLY)

With idle speed and mixture properly set, and tachometer installed, start engine and position throttle lever so that actuating tab on lever is contacting stem of dashpot but not depressing it. Allow about 30 seconds for engine speed to stabilize. Tachometer should read 2300 RPM, if not adjust by loosening lock nut and screwing dashpot in or out. Cycle throttle, and make sure idle returns consistently to specified speed.



DASHPOT ADJUSTMENT (MANUAL TRANSMISSION ONLY)

IDLE SPEED & MIXTURE

NOTE — In order to comply with emission standards, specifications shown on engine compartment emission control tune-up decal must be used in all instances. Decal information should be considered the most valid information available. If performing only adjustment procedures, do not remove idle mixture limiter caps.

Preparations For Adjustment — Block wheels and apply parking brake. Start and warm engine to normal operating temperature. Turn off air conditioner and place transmission in Neutral (not "P"). If equipped with air pump, disconnect air outlet hose and plug hose to exhaust manifold. Set timing to specifications.

Idle Speed (RPM) & Mixture

Application	Idle RPM	Air/Fuel Ratio
All	750	14.2-1

ROUGH IDLE & LOW SPEED SURGE CORRECTION

NOTE — Following procedures should only be used when normal tune-up procedures fail to give satsifactory idle performance at specified CO level (air/fuel ratio) or after major overhaul or part replacement.

With preparations for adjustment complete, remove idle limiter caps. Turn mixture screws in until seated, then back out each screw 1½ turns. Reset idle and mixture to specifications using an exhaust gas analyzer. When correct CO level (air/fuel ratio) is reached at specified idle RPM, install new limiter caps.

OVERHAUL

DISASSEMBLY

1) Remove choke vacuum diaphragm, fast idle retainer screw, fast idle cam, link, and dashpot (if equipped).

2) Remove screws on cover and lift bowl straight up until piston stem, accelerator pump, and main well tube clear main body. Then turn bowl cover counterclockwise to disengage accelerator pump link.

For further disassembly of carburetor, proceed as follows:

Bowl Cover — 1) Remove accelerator pump operating rod retainer. Rotate pump operating rod and disconnect pump drive spring and pump assembly. Rotate pump operating rod and remove from float bowl cover.

2) Using suitable tool, remove staking from power enrichment piston retainer. With suitable puller tool (C-4232) remove vacuum piston and spring. If carburetor is equipped with mechanical modulator rod, rod must be removed from float bowl cover. Carefully blow out main tube, from inside and outside of cover.

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Main Body – 1) Remove inlet fuel fitting and gasket. Remove spring float shaft retainer, float shaft, and float assembly. Invert main body and remove pump discharge check ball and weight.

2) Using a suitable tool (C-3748) or a 3/8" wide screwdriver, remove main jet. Carefully depress power valve needle with 3/8" wide screwdriver until screwdriver is squarely seated in slot of valve and remove valve.

Throttle Body – Remove three main body-to-throttle body screws. Remove curb idle speed screw. Turn idle limiter caps to their leanest position and remove caps. Note position of screw for accurate reinstallation.

CLEANING & INSPECTION

Inspect all parts for wear or damage and replace as necessary. Clean all metal parts in suitable solvent but do not immerse plastic parts in solvent.

REASSEMBLY

Using all new gaskets, reverse disassembly procedures and note the following:

Throttle Body – Install idle mixture screws and springs making sure that they are reset to the same position noted during disassembly.

Main Body – Install power piston in bottom of fuel bowl and tighten securely. Be sure needle valve operates properly.

Bowl Cover – Before installing vacuum piston assembly in bowl cover, be sure to remove staking around washer cavity. Check accelerator pump discharge valve prior to assembly. This is accomplished by coating pump piston with oil and installing piston in its well. Hold down on pump discharge check ball and weight. If pump is operating properly, resistance will be felt when you press down on pump piston. If no resistance, stake discharge check ball using a suitable drift punch.

CARBURETOR ADJUSTMENT SPECIFICATIONS

Holley Carb. No.	Idle Speed (Engine RPM)		Accel. Pump Setting	Float Setting	Fast Idle Cam Setting	Vacuum Kick Setting	Choke Unloader Setting
	Hot	Fast					
R-6721A	800	1600	1 1/16"	①	.08"	.14"	.25"
R-6722A	750	1800	1 3/16"	①	.08"	.09"	.25"
R-6723A	800	1600	1 1/16"	①	.08"	.14"	.25"
R-6724A	750	1800	3/4"	①	.08"	.08"	.25"
R-6725A	800	1600	1 1/16"	①	.08"	.14"	.25"
R-6726A	750	1800	3/4"	①	.08"	.09"	.25"

① – See specific adjustment procedure.