HOLLEY MODEL 1945 SINGLE BARREL

DODGE

Application	Man. Trans.	Holley No. Auto. Trans.
225"		
Federal	R-6725A	R-6875A
California	R-6921A	R-6875A

DESCRIPTION

Holley 1945 is single venturi of 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 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).

ADJUSTMENTS

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP Section.

COLD (FAST) IDLE RPM

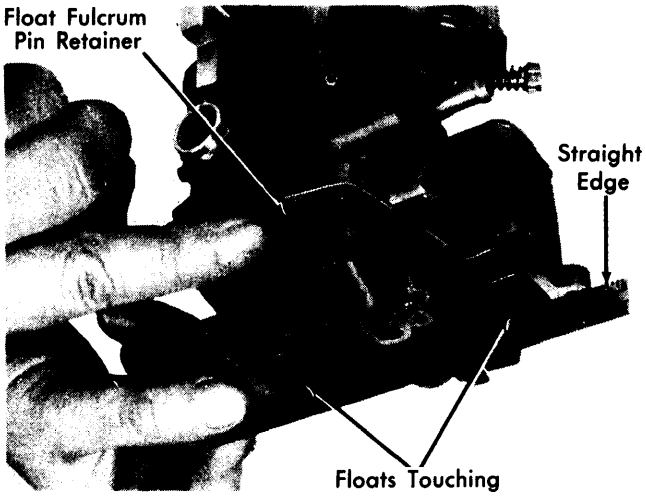
See appropriate article in TUNE-UP Section.

ACCELERATOR LINKAGE

See appropriate article in TUNE-UP Section.

FLOAT SETTING

With air horn removed, invert main body and place straight edge across surface of bowl. In this position, straight edge should just touch toe of floats. When straight edge is removed, floats should not drop more than 1/32" out of bowl. If necessary to adjust, bend float tang.



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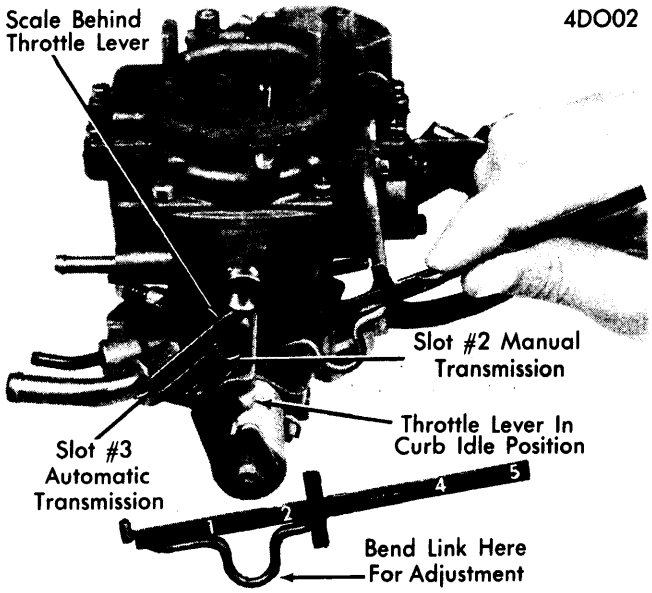
CHECKING FLOAT SETTING

ACCELERATOR PUMP STROKE

With throttle in curb idle position and accelerator pump operating link in proper slot of throttle lever, measure length of pump operating link. If not to specifications, bend link (at bend) to adjust.

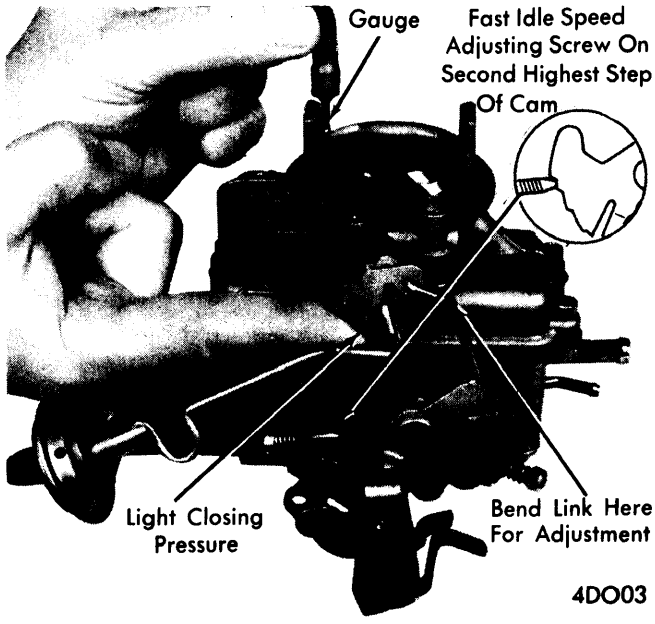


ACCELERATOR PUMP STROKE ADJUSTMENT

FAST IDLE CAM POSITION

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



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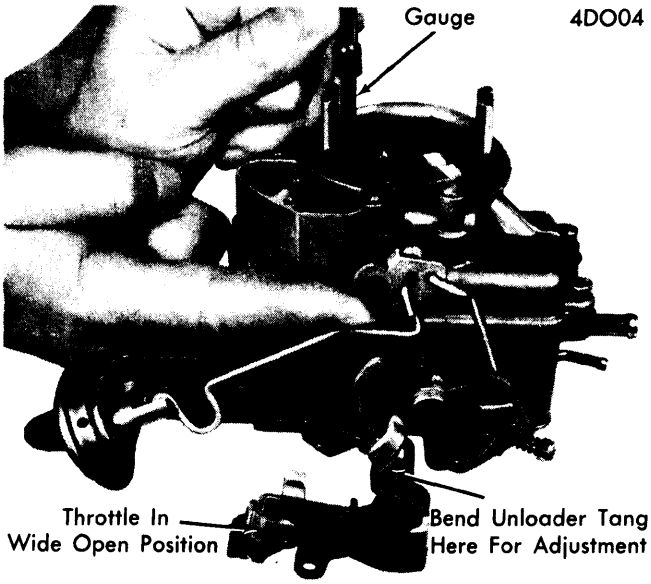
FAST IDLE CAM POSITION ADJUSTMENT

HOLLEY MODEL 1945 SINGLE BARREL (Cont.)

CHOKE UNLOADER

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



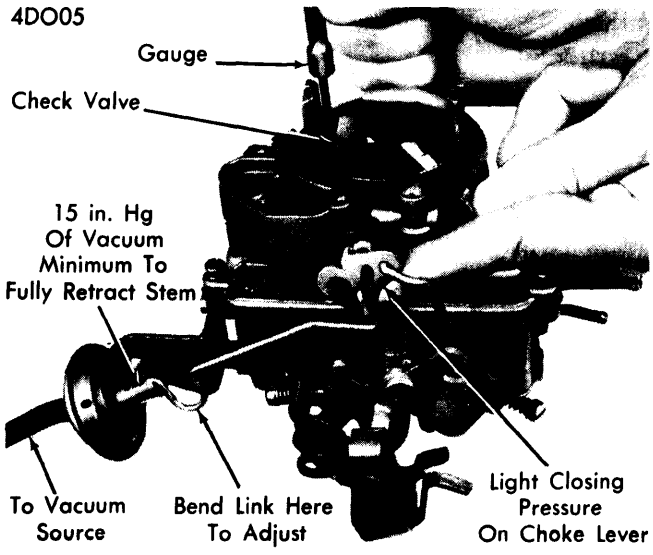
CHOKE UNLOADER ADJUSTMENT

CHOKE VACUUM KICK

1) With engine running, back out fast idle speed screw until choke can be closed to kick position. Note number of turns required, so that fast idle 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 to trap fast idle speed screw on top step of fast idle cam. 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.



CHOKE VACUUM KICK ADJUSTMENT

3) Insert specified gauge between top of choke valve and air horn wall. Apply sufficient closing force 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) Make following check, with no vacuum applied to diaphragm choke valve should move freely. If not, examine for misalignment and readjust if necessary.

OVERHAUL

DISASSEMBLY

1) Place carburetor on repair stand to prevent damage to throttle valves and provide suitable working place. Remove choke vacuum diaphragm, fast idle retainer screw, fast idle cam, link, and dashpot, if equipped.

2) Remove top of carburetor fuel bowl by lifting straight up until piston stem, accelerator pump and main well tube are clear of main body. Then turn bowl cover counterclockwise to disengage accelerator pump link.

NOTE — Be sure to release spring tension before removing nut and lock washer on throttle return spring.

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 (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.

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 suitable tool (C-3748) or ⅜" screwdriver, remove main jet. Depress power valve needle with ⅜" wide screwdriver, until screwdriver is squarely seated, and remove valve.

Throttle Body — 1) Remove three main body-to-throttle body screws. Remove curb idle speed screw. Turn idle limiter cap to its leanest position and remove cap. Note position of screw for 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 following:

Throttle Body — Install idle mixture screw and spring, making sure that it is reset to its original position.

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, 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. If pump is operating properly, resistance will be felt when you press down on pump piston. If no resistance, stake discharge check ball using suitable drift punch. **Then** recheck for pump resistance.

HOLLEY MODEL 1945 SINGLE BARREL (Cont.)

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-6725A	800	1600	2 7/32"	.....	.080"	.140"	.250"
R-6921A	800	1600	2 7/32"	.....	.080"	.140"	.250"
R-6875A	750	1800	2 11/32"	.....	.080"	.090"	.250"