HOLLEY MODELS 2210 & 2245 2-BARREL

HOLLEY MODEL 2210

DODGE

Application	Holley Part No. Man. Trans.	Auto. Trans.
1972		
350"		
Federal	R-6163A,R-6275A	R-6164A,R-6276A
California	R-6161AAS	R-6162AAS
400"		
With A/C		R-6368A
Without A/C	R-6373A	R-6374A,R-6370A
1973		
360" Light Duty		
Federal		R-6452A
California	R-6484A	R-6475A
360" Heavy Duty	R-6458A	R-6486A
400" Light Duty		
Federal		R-6454A
California		R-6472A
1974		
360"	R-6764A	R-6765A
400"	R-6886A	R-7052A

INTERNATIONAL HARVESTER

Application	I.H. Part No.
1974	
304" & 345"	
Light Duty	6828
Heavy Duty	6620
400"	6674

HOLLEY MODEL 2245

DODGE

Application	Holley Part No. Man. Trans.	Auto. Trans.
1974		
360"	R-6762-1A	R-6860A
400"		R-6990A

DESCRIPTION

Holley 2210 and 2245 are similiar in design. Both are dual throat carburetors, utilizing four basic metering systems; idle and low speed, accelerator pump, main metering and power enrichment. In addition to these four basic systems, there is a fuel inlet system and automatic choke.

ADJUSTMENTS

FAST IDLE CAM POSITION

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

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP Section.

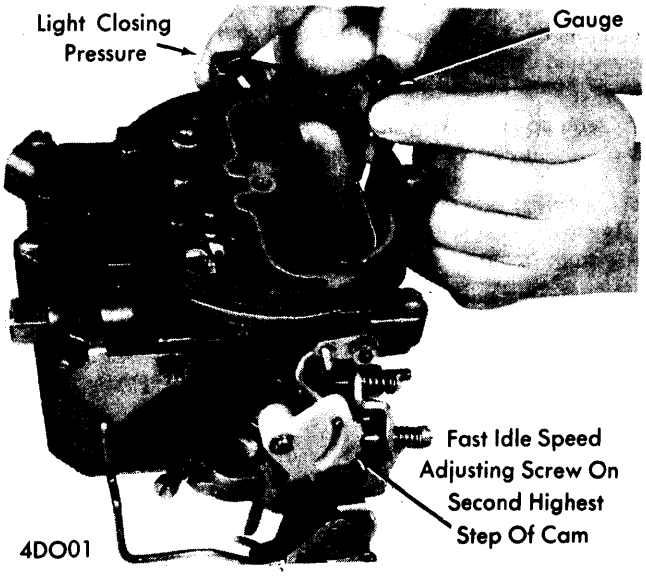
COLD (FAST) IDLE RPM

See appropriate article in TUNE-UP Section.

ACCELERATOR LINKAGE

See appropriate article in TUNE-UP Section.

With fast idle speed adjusting screw contacting second highest step of fast idle cam, move choke toward closed position with light pressure on choke shaft lever. Insert specified gauge between top of choke valve and air horn wall. Adjustment will be necessary if slight drag is not felt as gauge is withdrawn. Adjust by bending fast idle connector rod at angle.

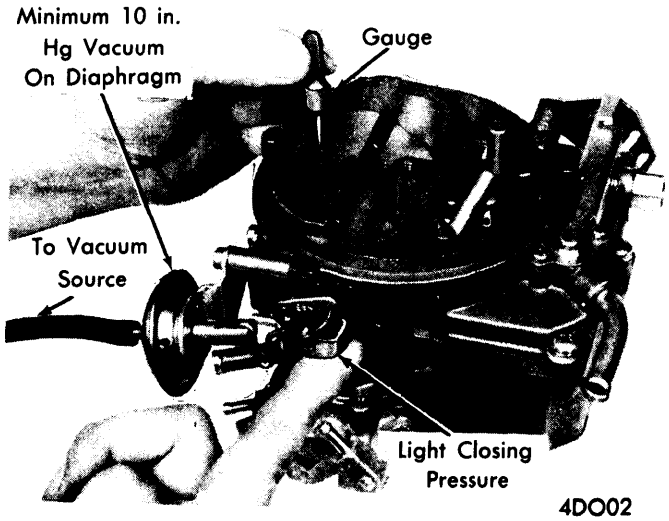


FAST IDLE CAM POSITION ADJUSTMENT

VACUUM KICK

NOTE — This adjustment can be made on or off vehicle. If made off vehicle, an auxiliary vacuum source of at least 10 in. Hg must be used.

With engine at curb idle position and at least 10 in. Hg vacuum connected to choke vacuum diaphragm, disconnect fast idle linkage to allow choke valve to close to kick position. Insert specified gauge between choke valve and air horn wall. Apply light closing pressure to choke control lever. *NOTE — Cylindrical stem of choke diaphragm will extend as internal spring is compressed. This spring must be fully compressed for proper measurement.* If slight drag is not felt as gauge is withdrawn, adjustment will be necessary. Adjust by bending "U" bend in choke-to-diaphragm connector link.



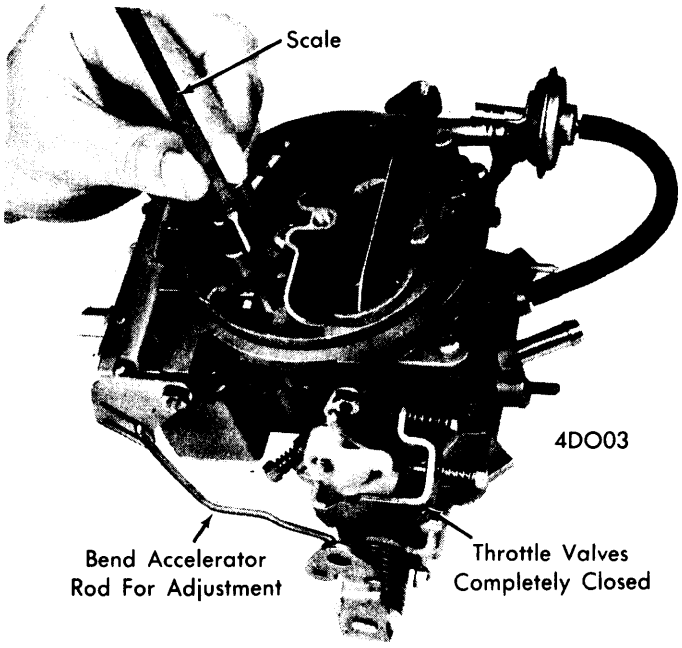
VACUUM KICK ADJUSTMENT

HOLLEY MODELS 2210 & 2245 2-BARREL (Cont.)

ACCELERATOR PUMP

NOTE — Pump connector rod must be installed in proper slot of accelerator pump arm. Slot closest to retainer nut is for manual transmissions and second slot from retainer nut is for automatic transmissions.

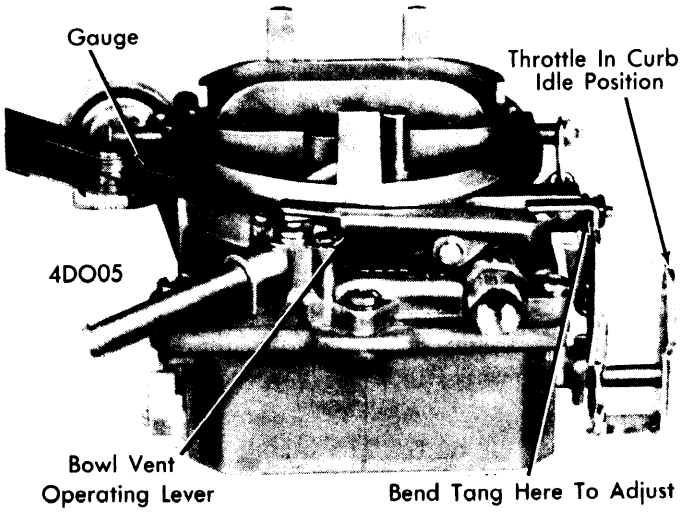
Back off curb idle screw and open choke valve until fast idle cam allows throttles to close completely. Measure distance from top of air horn to end of plunger shaft. If necessary to adjust, bend pump operating rod until correct plunger shaft height is obtained.



ACCELERATOR PUMP ADJUSTMENT

BOWL VENT VALVE

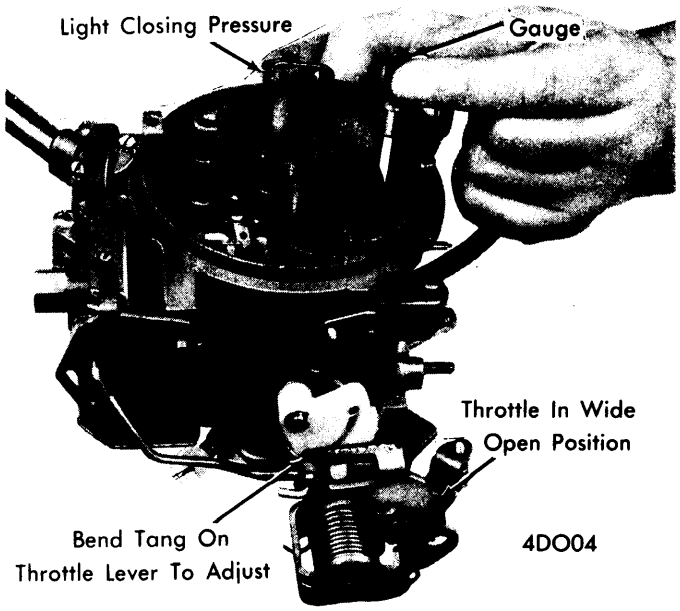
With throttles at curb idle position, it should be possible to insert .015" gauge between bowl vent valve plunger stem and its operating rod. If adjustment is necessary, bend tang of pump lever to change arc of contact with throttle lever.



BOWL VENT VALVE ADJUSTMENT

CHOKE UNLOADER

With throttles held in wide open position, insert specified gauge between edge of choke valve and air horn wall. If slight drag is not felt as gauge is withdrawn, adjustment will be necessary. Adjust be bending unloader tang on throttle lever.

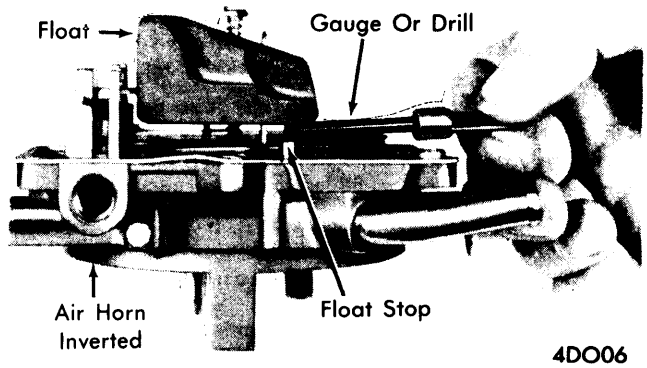


CHOKE UNLOADER ADJUSTMENT

FLOAT SETTING

NOTE — Carburetors are equipped with Viton tipped fuel inlet needle. Care should be taken to prevent damaging this tip. Excessive pressure applied to float arm, during any bending operation, will cause damage to the needle and give a false measurement.

With air horn removed and inverted, insert specified gauge between float and float stop. If adjustment is necessary, bend float tab.

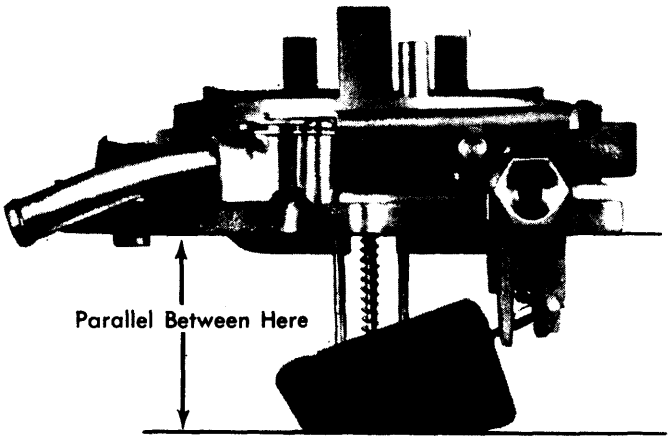


FLOAT SETTING ADJUSTMENT

HOLLEY MODELS 2210 & 2245 2-BARREL (Cont.)

FLOAT DROP

With float setting properly adjusted, hold air horn in an upright position. Bottom edge of float should be parallel to underside surface of air horn. If adjustment is necessary, bend tang on float arm until surfaces are parallel.



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FLOAT DROP ADJUSTMENT

OVERHAUL

DISASSEMBLY

With carburetor mounted on elevating legs (so as not to damage throttle valves and provide a suitable working base), remove pump rocker arm from flats on pump shaft, disengage accelerator pump rod from center slot in arm and from hole in throttle lever and proceed as follows:

1) Remove nut and washer that attaches choke lever to choke shaft. Disengage fast idle connector rod from lever and fast idle cam. Remove vacuum diaphragm hose from throttle body fitting. Remove choke diaphragm and mounting bracket screws from air horn.

2) Remove choke diaphragm, and at the same time, disengage choke operating link from the choke operating lever. Set choke unit aside for separate cleaning. *CAUTION — A liquid cleaner may damage the diaphragm material.* Remove retaining clip that retains bowl vent valve lever on stub shaft on air horn. Slide lever off shaft, being careful not to lose lever spring (note position of spring).

3) Remove air horn attaching screws and lift air horn straight up from main body. *CAUTION — Use extreme care in handling air horn so as not to bend or damage main well tubes.*

4) Disengage accelerator pump plunger from pump shaft by pushing up on bottom of plunger, tilt slightly toward center, then slide off pump shaft. Slide plunger stem from air horn and remove compression spring. Slide pump shaft out of air horn.

5) Remove fuel inlet fitting and gasket. Invert air horn and remove screw that attaches fuel baffle to air horn. Remove float and fuel inlet needle, then remove needle valve seat.

6) Using a suitable tool (C-4141), remove vacuum power piston. The assembly is staked in position and the staking must be removed. *CAUTION — Do not attempt to remove main well tubes from air horn since they are a press fit.*

7) Remove bowl vent valve cover, vent valve, spring and seal. Remove seal from bottom of valve. Remove main metering jets and power valve assembly. Invert main body and drop out accelerator pump discharge check needle from discharge passage.

8) Remove fast idle cam from stub shaft. Remove throttle body from main body. Turn idle limiter caps to stops and remove caps. Count number of turns to seat the screws. Same number of turns (from the seat) must be maintained when carburetor is reassembled. Remove idle mixture screws.

CLEANING & INSPECTION

1) Clean carburetor parts either in denatured alcohol or suitable carburetor cleaning solvent. Avoid placing the plastic parts or diaphragm in any liquid. Clean the external surfaces of plastic components and the vacuum diaphragm with a clean cloth or soft brush. Depressing the stem of the diaphragm will afford an additional hole for the removal of dirt. *NOTE — Compressed air can be used to remove loose dirt but should not be connected to the vacuum diaphragm fitting.*

2) If a commercial cleaner or solvent recommends the use of water as a rinse, it should be hot. After rinsing, all traces of water must be blown from the passages with air pressure. It is recommended to further rinse all parts in clean kerosene or gasoline.

3) Under no circumstances should jets or orifices be cleaned with a wire or drill. Such a procedure may enlarge the jets or orifices and destroy the factory calibration.

REASSEMBLY

Reverse disassembly procedure, using all new gaskets. Note the following:

1) If the tapered portion of the idle mixture screws is grooved or ridged, install a new screw. Turn screws lightly against their seat with fingers. Back off the number of turns (from the seat) counted at disassembly. Install new limiter caps with tab against stop (screws should be equal number of turns on both sides).

2) Test freeness of choke mechanism in air horn. Choke shaft must float free in bearing bores.

3) When installing vacuum power piston in its cylinder, lock in position by prick punching rim of cylinder in at least three places. Compress piston to be sure no binding exists.

4) Before installing air horn, adjust float setting. Invert air horn so that weight of float only is forcing needle against seat. Measure the clearance between top of float and float stop. Clearance should be .200". Hold air horn in upright position and check float drop. Bottom edge of float should be parallel to underside surface of air horn. Bend tang of float arm to adjust.

5) Test the vacuum diaphragm before installing on the air horn. Depress the diaphragm stem, then place finger over the fitting to seal the opening. Release the stem. If the stem moves more than 1/16" in 10 seconds, replace the diaphragm.

HOLLEY MODELS 2210 & 2245 2 BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS							
Holley Carb. No.	Idle Speed (Engine RPM) ①		Accel. Pump Setting	Float Setting	Fast Idle Cam Setting	Vacuum Kick Setting	Choke Unloader Setting
	Hot	Fast					
Dodge							
R-6161A	700	2000	.285″	.180″	.110″	.130″	.170″
R-6162A	...	....	.250″	.180″	.110″	.130″	.170″
R-6163A	700	1900	.250″	.180″	.110	.130″	.170″
R-6164A	...	....	.250″	.180″	.110″	.130″	.170″
R-6275A	...	....	.250″	.180″	.110″	.130″	.170″
R-6276A	...	....	.285″	.180″	.110″	.130″	.170″
R-6368A	700	1900	.285″	.180″	.110″	.110″	.170″
R-6370A	700	2000	.285″	.180″	.110″	.110″	.170″
R-6373A	...	....	.250″	.180″	.110″	.130″	.170″
R-6374A	...	....	.250″	.180″	.110″	.130″	.170″
R-6452A	750	1900	.250″	.180″	.110″	.150″	.170″
R-6454A	700	1800	.250″	.180″	.110″	.150″	.170″
R-6454A	...	....	.250″	.180″	.110″	.150″	.170″
R-6472A	700	1800	.250″	.180″	.110″	.150″	.170″
R-6475A	750	1900	.250″	.180″	.110″	.150″	.170″
R-6484A	...	....	.250″	.180″	.110″	.150″	.170″
R-6486A	...	....	.250″	.180″	.110″	.150″	.170″
R-6764A	...	....	.250″	.180″	.110″	.130″	.170″
R-6765A	...	....	.250″	.180″	.110″	.130″	.170″
R-6886A	...	....	.250″	.180″	.110″	.110″	.170″
R-7052A	...	....	.250″	.180″	.110″	.130″	.170″
R-6762A	...	....	.250″	.180″	.110″	.130″	.170″
R-6860A	...	....	.250″	.180″	.110″	.110″	.170″
R-6990A	...	....	.250″	.180″	.110″	.130″	.170″
I.H.C.							
6828	575	2200	25/32″	.200″	....	.140″	.215″
6620	650	1350	25/32″	.200″	....	.110″	.230″
6674	575	2000	25/32″	.200″	....	.170″	.215″

① — See appropriate article in TUNE-UP Section.