HOLLEY MODEL 2300 2-BARREL

JEEP

Application	Holley Part No. Man. Trans.	Auto. Trans.
1965 & 1966		
230" OHC 6 Cyl.	2640	2934

INTERNATIONAL HARVESTER

Application	Holley Part No. Man. Trans.	Auto. Trans.
1965 & 1966		
266" & 304" V8	1710	1710
1967 & 1968		
266" & 304" V8		
With Man. Choke	1710	1710
With Auto. Choke	2520	2520
304" V8	1706	1706
345" V8		
With Man. Choke	1707	1707
With Auto. Choke	3936	3936
1969		
304" & 345" V8		
With Man. Choke	2977,3991 4081,4574	2976,4079 4083,4308,4594
With Auto. Choke	3679,4078 4082	2520,4080 4084
With Governor	4310	4311
1970 & 1971		
304" & 345" V8		
With Man. Choke	3991,4081 4574	4079,4083 4308,4594
With Auto. Choke	4078,4082	4080,4084
With Governor	4310	4311
1972 & 1973		
304" & 345" V8		
With Man. Choke	6379,6391	
With Auto. Choke	6380,6393	6380,6394
With Governor	4310	4311
1974		
304" V8	6801	
345" V8	6802	

CARBURETOR IDENTIFICATION

Holley carburetor number is stamped on air horn flange.

DESCRIPTION

Two barrel downdraft type utilizing separate venturis, idle and main metering systems, and throttle plates. It is used with manual or automatic choke and with or without a governor.

ADJUSTMENTS

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP Section.

COLD (FAST) IDLE RPM

See appropriate article in TUNE-UP Section.

ACCELERATOR & DOWNSHIFT LINKAGE ADJUSTMENT

See appropriate article in TUNE-UP Section.

DASHPOT ADJUSTMENT

See appropriate article in TUNE-UP Section.

GOVERNOR ADJUSTMENT

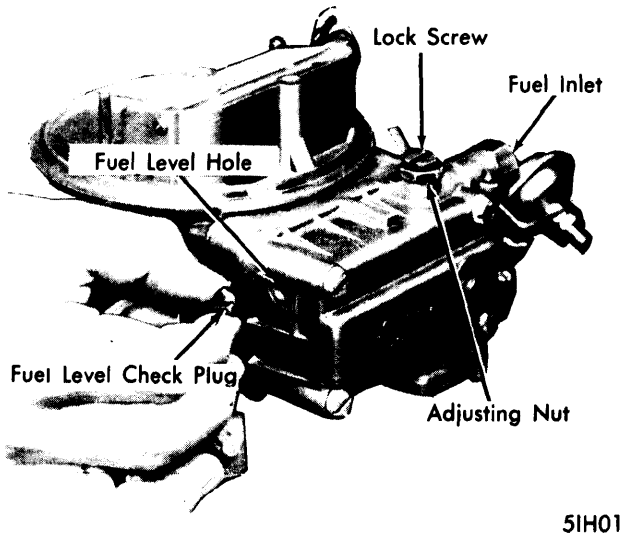
See appropriate article in TUNE-UP Section.

FUEL LEVEL ADJUSTMENT (JEEP)

With engine running, remove fuel level check plug; fuel level should be within ±1/16" of bottom line of check plug port. To adjust, loosen lock screw slightly and turn adjusting nut with 5/8" wrench, clockwise to lower fuel level and counterclockwise to raise fuel level. Adjustment of 1/6 turn equals approximately 1/16". After adjustment, tighten lock screw and operate engine until fuel level stabilizes. Recheck fuel level and readjust if necessary.

FUEL LEVEL ADJUSTMENT (IHC)

Check fuel pressure for 5.5 psi at carburetor inlet height. With ignition off and air cleaner removed, remove fuel bowl lower mounting screw (screw farthest from fuel inlet). Drain gasoline into pan to purge bowl of possible contamination. *CAUTION — Avoid gasoline spillage and guard against fire hazard at all times.* Reinstall bowl screw and run engine to refill bowl. Remove fuel level check plug; fuel level should be on line with threads at bottom of check plug port. To adjust, loosen lock screw slightly and turn adjusting nut with 5/8" wrench, clockwise to lower fuel level and counterclockwise to raise fuel level. Adjustment of 1/6 turn equals approximately 1/16" in fuel height. After adjustment, tighten lock screw and operate engine until fuel level stabilizes. Recheck fuel level and readjust if necessary.



5IH01

FUEL LEVEL ADJUSTMENT (TYPICAL)

ACCELERATOR PUMP CLEARANCE ADJUSTMENT

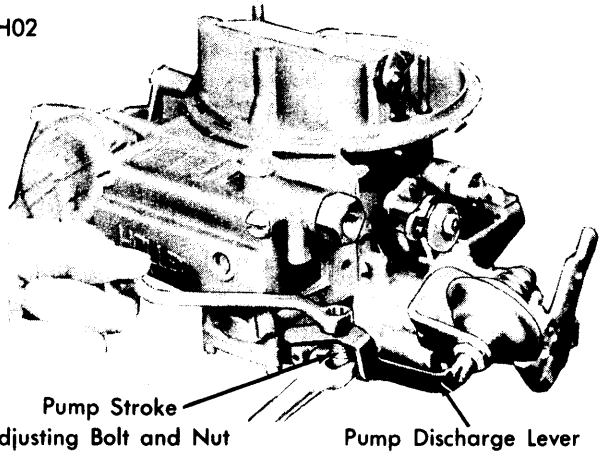
With throttle held in wide open position and pump operating lever and pin assembly held in a fully compressed position, check clearance between adjusting screw and arm of pump operating lever. Clearance should be .015".

HOLLEY MODEL 2300 2-BARREL (Cont.)

PUMP STROKE ADJUSTMENT (IHC)

With choke wide open and throttle set for hot (slow) idle, lengthen or shorten adjusting bolt until bolt touches diaphragm lever and takes up linkage slack. Then lengthen bolt ½ turn.

8IH02



ACCELERATOR PUMP ADJUSTMENTS

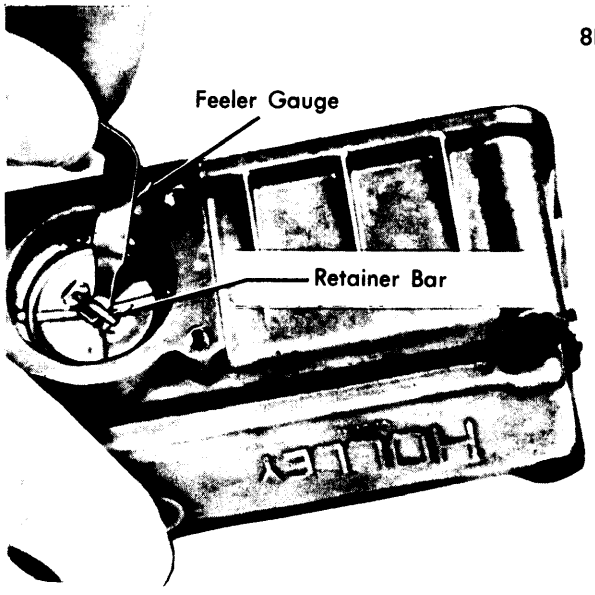
THROTTLE MODULATOR ADJUSTMENT (IHC)

With vacuum applied to throttle modulator, loosen locknut and adjust modulator until engine operates at 1100-1200 RPM for all models except 1974, 1974 models should operate at 1300-1400 RPM.

ACCELERATOR PUMP INLET CHECK BALL CLEARANCE ADJUSTMENT (IHC)

NOTE — This adjustment does not apply to 1965-68 vehicles using carburetor numbers 1706, 1707 and 1710. Invert fuel bowl and check clearance by inserting feeler gauge between inlet check ball and retainer bar. Clearance must be .011-.017", and should be .011-.014" for best throttle response. Adjust by bending retainer bar using caution to avoid damaging check ball or seat.

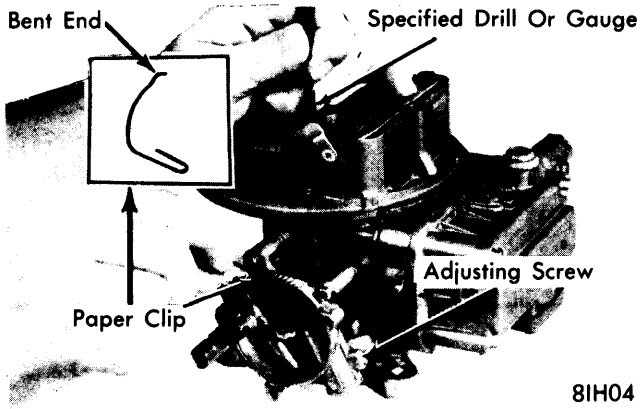
8IH03



CHECK BALL CLEARANCE (IHC)

CHOKE UNLOADER ADJUSTMENT

Bend a paper clip as shown in insert in illustration. Place bent end of clip on top of piston and depress piston until it bottoms on stop screw. Rotate choke lever tang counterclockwise until choke piston link touches top of piston. Check clearance between lower edge of choke plate and inner wall of air horn. Adjust to specifications by turning adjusting screw. After adjustment is made, seal off head of adjusting screw with sealing compound.



8IH04

CHOKE UNLOADER ADJUSTMENT

OVERHAUL

DISASSEMBLY

1) Remove fuel bowl and separate metering body from main body. Invert carburetor and remove the five throttle body to main body screws. For carburetor with governor, also remove governor cover plate and governor-to-throttle body mounting screws. Separate throttle from main body. From fuel bowl, remove float, spring, baffle, lock nut and screw, and fuel inlet seat and valve (seat and valve need not be disassembled further). Remove pump diaphragm cover, diaphragm assembly and return spring. If necessary to remove accelerator pump synthetic valve, grasp it firmly and pull it out. If valve tip should break, be sure that it is removed from fuel bowl before reassembly.

2) Remove fuel inlet fitting and screen assembly, fuel level sight plug, and bowl vent baffle. Using suitable tool (SE-1772-6), remove main jets from metering body. Using suitable socket (SE-1969-1), remove power valve assembly.

3) Lightly scribe a mark along choke shaft on choke plate to insure proper positioning of choke shaft on choke plate during reassembly. File off staking from choke plate retaining screws to prevent damaging choke shaft threads during screw removal. Remove screws and slide choke plate out of choke shaft. Remove pump discharge nozzle screw and nozzle. Invert main body and shake out pump discharge needle (with governor only).

4) Remove cover plate from governor (not the safety-wired diaphragm cover). Remove governor spring, governor lever nut and lock washer, and lift off governor housing from throttle body and shaft. Remove throttle operating housing (IHC only).

5) Lightly scribe both throttle plates as an aid in reassembly. Remove throttle plate screws and throttle plates. Slide throttle shaft out of body, remove throttle stop screw and spring, pump cam lock screw and pump cam. Slide off pump

HOLLEY MODEL 2300 2-BARREL (Cont.)

operating lever and pin assembly. Remove adjusting nut, pump operating screw, and spring.

CLEANING & INSPECTION

Clean all carburetor castings and metal parts in a suitable carburetor cleaning solution. Do not immerse accelerator pump or any rubber or synthetic components in solution. These components should be cleaned in clean gasoline. Check all parts and casting passages for carbon deposits and blow out all passages with compressed air. Inspect all components for wear or damage.

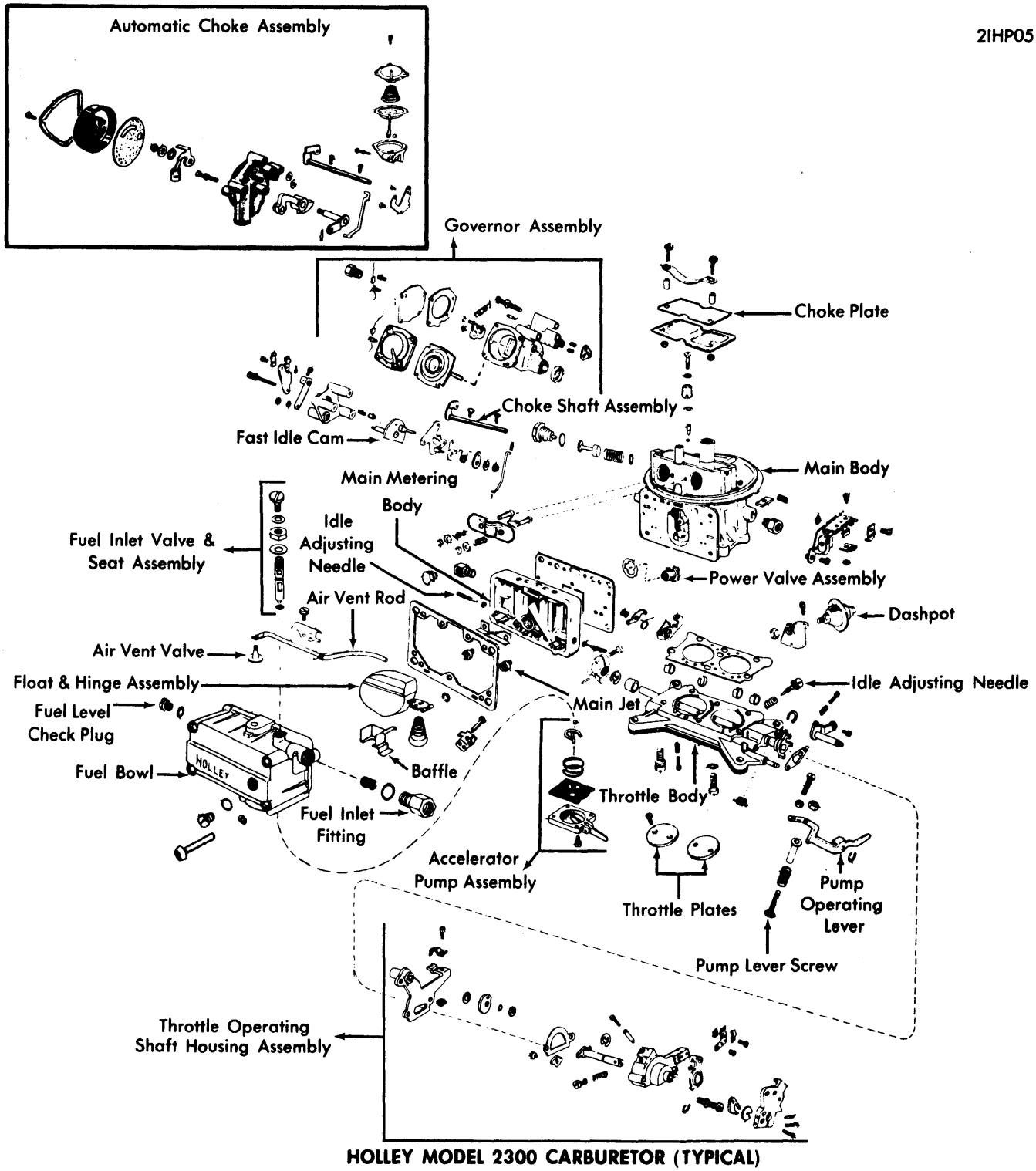
REASSEMBLY

To assemble carburetor, reverse disassembly procedure noting the following.

1) With the fuel bowl inverted, preliminary adjustment of float is made by turning adjusting nut until float lever arm is parallel to floor of bowl.

2) When positioning fuel bowl, acceleration pump lever must be slightly depressed to clear diaphragm pump lever.

2IHP05



HOLLEY MODEL 2300 CARBURETOR (TYPICAL)

HOLLEY MODEL 2300 2-BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Holley Carb. No.	Idle Speed (Engine RPM)		Fuel Level	Fast Idle Cam Position	Unloader Setting	Dashpot Clearance	Choke Setting
	Hot	Fast					
1706	500	.....	①	.....	.....	.....	.....
1707	500	.....	①	.....	.....	.....	.....
1710	500	.....	①	.....	.....	1/16"	.....
2520	450-500②	.000"③	①	.....	.240"	.090-.120	1 Lean
2640	550	.....	±1/16"④	.....	.....	.....	.....
2934	550	.....	±1/16"④	.....	.....	.....	.....
2976	450-500②	.000"③	①	.....	.....	.090-.120"	.....
2977	450-500②	.000"③	①	.....	.....	.090-.120"	.....
3679	450-500②	.000"③	①	.....	.240"	.090-.120"	1 Lean
3936	450-500②	.000"③	①	.....	.250"	.090-.120"	Index
3991	700	.000"③	①	.....	.....	.090-.120"	.....
4078	700	.000"③	①	.....	.220"	.090-.120"	1 Lean
4079	550⑤	.000"③	①	.....	.....	.090-.120"	.....
4080	550⑤	.000"③	①	.....	.220"	.090-.120"	1 Lean
4081	700	.000"③	①	.....	.....	.090-.120"	.....
4082	700	.000"③	①	.....	.185"	.090-.120"	1 Lean
4083	550⑤	.000"③	①	.....	.....	.090-.120"	.....
4084	550⑤	.000"③	①	.....	.185"	.090-.120"	1 Lean
4308	450-500②	.000"③	①	.....	.....	.090-.120"	.....
4310	450-500②	.019"③	①	.....	.....	.....	.....
4311	450-500②	.019"③	①	.....	.....	.....	.....
4574	600	.000"③	①	.....	.....	.....	.....
4594	550②	.000"③	①	.....	.....	.090-.120"	.....
6379	700	.110"③	①	.....	.....	.075-.105"	.....
6380	700⑥	2000	①	Top Step	.200"	.075-.105"	⑦
6391	700	.110"③	①	.....	.....	.....	.....
6393	700⑥	2000	①	Top Step	.200"	.....	1 Lean
6394	700⑥	2000	①	Top Step	.200"	.090-.120"	1 Lean
6801	650-700	.019"	①	.....	.....	.....	.....
6802	650-700	.019"	①	.....	.....	.....	.....

① — Fuel level on line with threads at bottom of check plug port.
② — Manual transmission in Neutral, automatic transmission in "D".
③ — Clearance: Stopscrew to fast idle cam with choke plate open and throttle plate at hot (slow) idle position.
④ — Tolerance of fuel level at bottom of check plug port.
⑤ — Automatic transmission in "D", with manual transmission in Neutral, 700 RPM.
⑥ — Transmission in Neutral, air conditioning "ON".
⑦ — Four notches lean in Summer, one notch lean in Winter.