1975-79 FUEL SYSTEMS
Holley 1945 & 1946 Single Barrel

CARBURETOR APPLICATION

CHRYSLER CORP. CARBURETOR NO.

Application	Man. Trans.	Part No. Auto. Trans.
1975		
Federal	R-7017A, R-7379A	R-7018A
Calif.	R-7019A	R-7020A
1976		
Federal	R-7356A, R-7562A R-7823A	R-7357A, R-7559A R-7824A
Calif.	R-7360A	R-7361A
1977		
Federal	R-7632A, R-7764A	R-7633A, R-7746A R-7765A
Calif.	R-7745A	R-7744A
1978		
Federal	R-7988A	R-7989A
Calif.		R-8010A
Hi. Alt.		R-8008A
Canada	R-7988A	R-8394A
1979		
Federal	R-8523A	R-8452A
Calif.		R-8680A

FORD MOTOR CO. CARBURETOR NO.

Application	Part No.
1978	
Federal	
Man. Trans.	D8BE-VA
Auto. Trans.	
C4 Trans.	D8BE-AAA
C3 Trans.	D8BE-RA
Calif.	D8BE-UC
Hi. Alt.	D8BE-AB
1979	
Federal	D9BE-AEA, D9BE-LA
Calif.	
Without A/C	D9BE-AHA
With A/C	D9BE-AJA

DESCRIPTION

The Holley model 1945 and 1946 carburetors are of a single-barrel downdraft design. The carburetor consists of 3 main sub-assemblies: air horn, main body and throttle body. Air horn houses choke valve, accelerator pump system, vacuum controlled power enrichment valve piston assembly, choke bimetal assembly and fuel bowl and vent assembly.

Main body houses fuel inlet system (float assembly and needle valve), main metering jet, power enrichment valve assembly, accelerator pump check ball and weight. Throttle body houses throttle valve, linkage and tamper-proof idle mixture adjusting needle.

ADJUSTMENTS

NOTE: For all on-vehicle adjustments not covered in this article, see appropriate TUNE-UP PROCEDURES article.

FLOAT LEVEL

1) With air horn removed, invert main body. Catch accelerator pump check ball and weight if not previously removed. Hold float hinge pin retainer in place with finger. *See Fig. 1.*

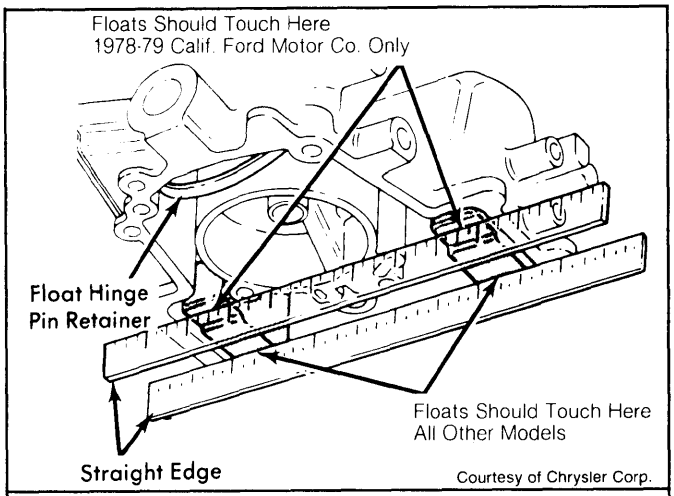

Fig. 1: Float Level Adjustment

2) Place a straightedge across air horn gasket surface and toes of both floats. On 1978-79 Calif. Ford Motor Co. models, straight edge should just contact stepped heel of float. On all other models, ends of float should just contact straight edge.

3) To adjust, bend float tang. Make sure floats are correctly aligned with walls of float bowl and that they move freely through full travel.

NOTE: Make sure accelerator pump check ball and weight are reinstalled if removed.

ACCELERATOR PUMP

1) Make sure accelerator pump rod is in correct slot Chrysler Corp. (correct hole on Ford Motor Co.). *See Fig. 2.*

NOTE: Inner slot is designated number 1 and outer slot is designated number 2.

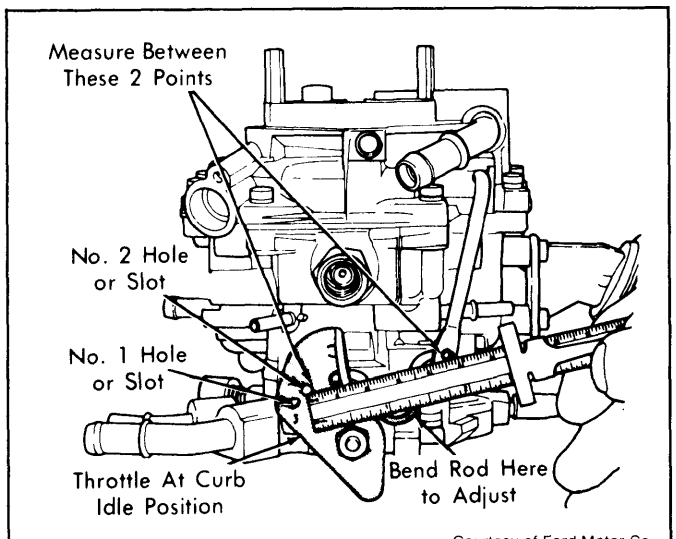

Fig. 2: Accelerator Pump Adjustment

2) Place throttle lever in curb idle position. Measure accelerator pump distance between center of rod in throttle lever to center of rod in accelerator pump arm. *See Fig. 2.* To adjust, bend existing loop in accelerator pump operating link.

NOTE: If accelerator pump adjustment is made on Chrysler Corp. models, bowl vent adjustment must be performed.

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FAST IDLE CAM POSITION

1) Position fast idle speed screw on second step of fast idle cam against shoulder of highest step. Hold choke valve toward closed position with light finger pressure.
2) Measure fast idle cam specified clearance between upper edge of choke valve and air horn wall. Measurement can be checked using a specified drill or pin gauge.
3) To adjust, bend fast idle cam rod (located between automatic choke housing) at "U" shaped bend.

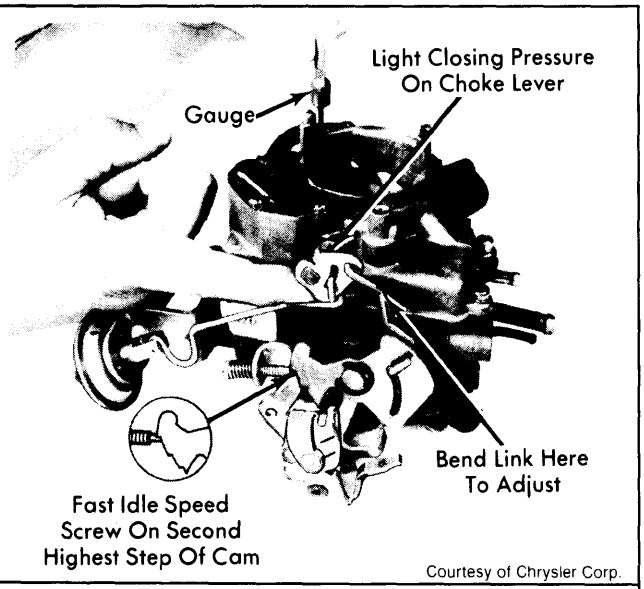

Fig. 3: Adjusting Fast Idle Cam Position

CHOKE UNLOADER

1) Hold throttle valves in wide open position. Hold choke valve toward closed choke position by applying light closing pressure to choke lever. *See Fig. 4.*

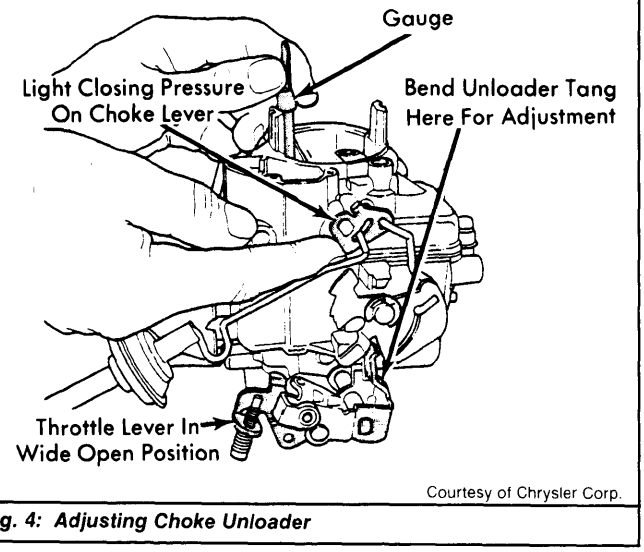

Fig. 4: Adjusting Choke Unloader

2) Measure choke unloader specified clearance between upper edge of choke valve and air horn wall. Measurement can be checked using a specified drill or pin gauge. To adjust, bend choke unloader tang.

CHOKE VACUUM KICK (CHOKE PULL-DOWN)

1) On Chrysler Corp. models, open throttle then close throttle. Release throttle to trap fast idle cam at closed throttle position. *See Fig. 5.*.
2) On Ford Motor Co. models, remove choke cover retaining rivets. Rotate choke cover in rich direction to close choke valve, then turn cover an additional 90 degrees. Tighten one retaining screw.
3) Remove tamper-proof steel plug. Apply outside vacuum source to activate pull-down motor and measure choke vacuum kick specified clearance between upper edge of choke valve and air horn wall.
4) To adjust, turn adjusting screw in or out as required. On Ford Motor Co. models, readjust automatic choke cover to specified alignment mark.

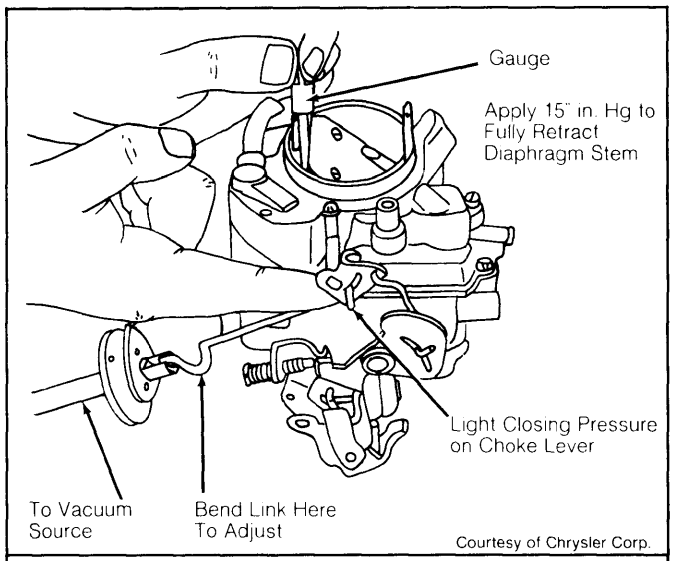

Fig. 5: Adjusting Choke Vacuum Kick

DASHPOT (1975-77 ONLY)

On models with man. trans., connect a tachometer to engine. Adjust idle speed and mixture. Connect a source of intake manifold vacuum to dashpot. Adjust dashpot until engine speed is 2300-2500 RPM. Tighten lock nut. Recheck curb idle speed.

BOWL VENT (1978-79 ONLY)

NOTE: On Chrysler Corp. models, adjustment must be performed if accelerator pump adjustment was changed.

Chrysler Corp. - Position throttle at curb idle position. Remove bowl vent cover, spring and gasket. Turn bowl vent screw until specified distance from bowl vent cover surface on air horn to flat on plastic bowl vent lever. *See Fig. 6.*
Ford Motor Co. - 1) Remove bowl vent cover, gasket and spring. Turn adjusting screw on nylon vent arm clockwise until no more than 1/8" of adjustment screw threads are showing above vent arm.
2) Apply vacuum to vent tube while at the same time turning adjustment screw counterclockwise. Continue turning screw until vacuum is obtained at hand pump. This indicates valve is closed.
3) Release vacuum and turn adjustment screw 1/2" turn clockwise. Remove vacuum source. Install spring, gasket and cover. Reconnect canister vent hose. *See Fig. 7.*

OVERHAUL

CARBURETOR

Refer to *Fig. 8.* for disassembly and reassembly. Ensure all carburetor passages air clean. Use new gaskets on reassembly.

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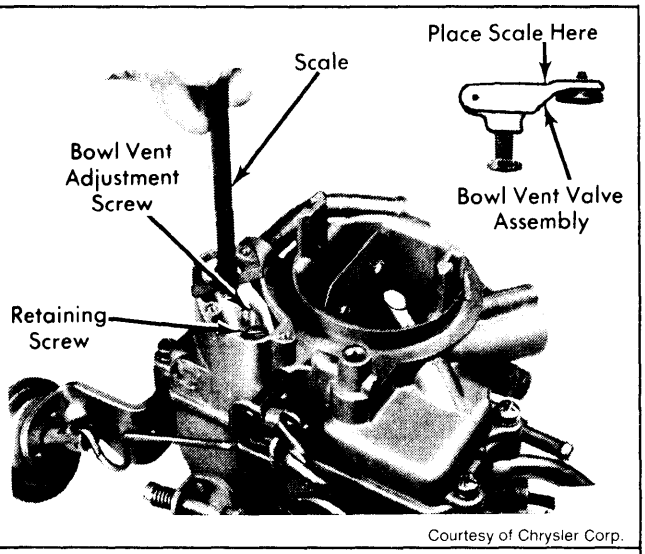

Fig. 6: Adjusting Chrysler Corp. Bowl Vent

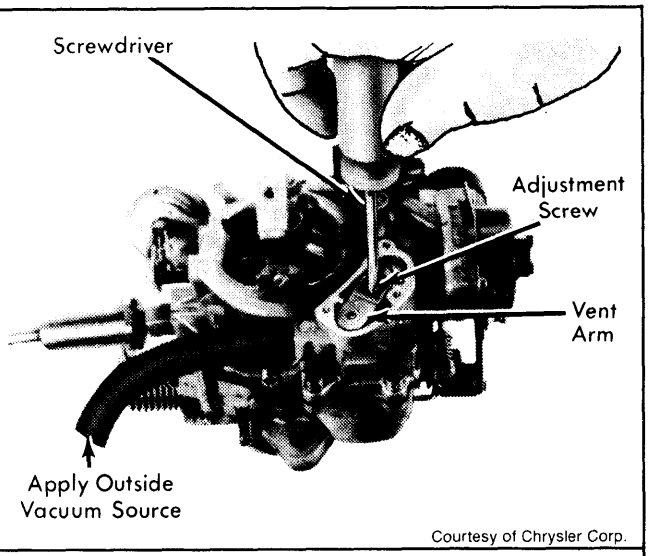

Fig. 7: Adjusting Ford Motor Co. Bowl Vent

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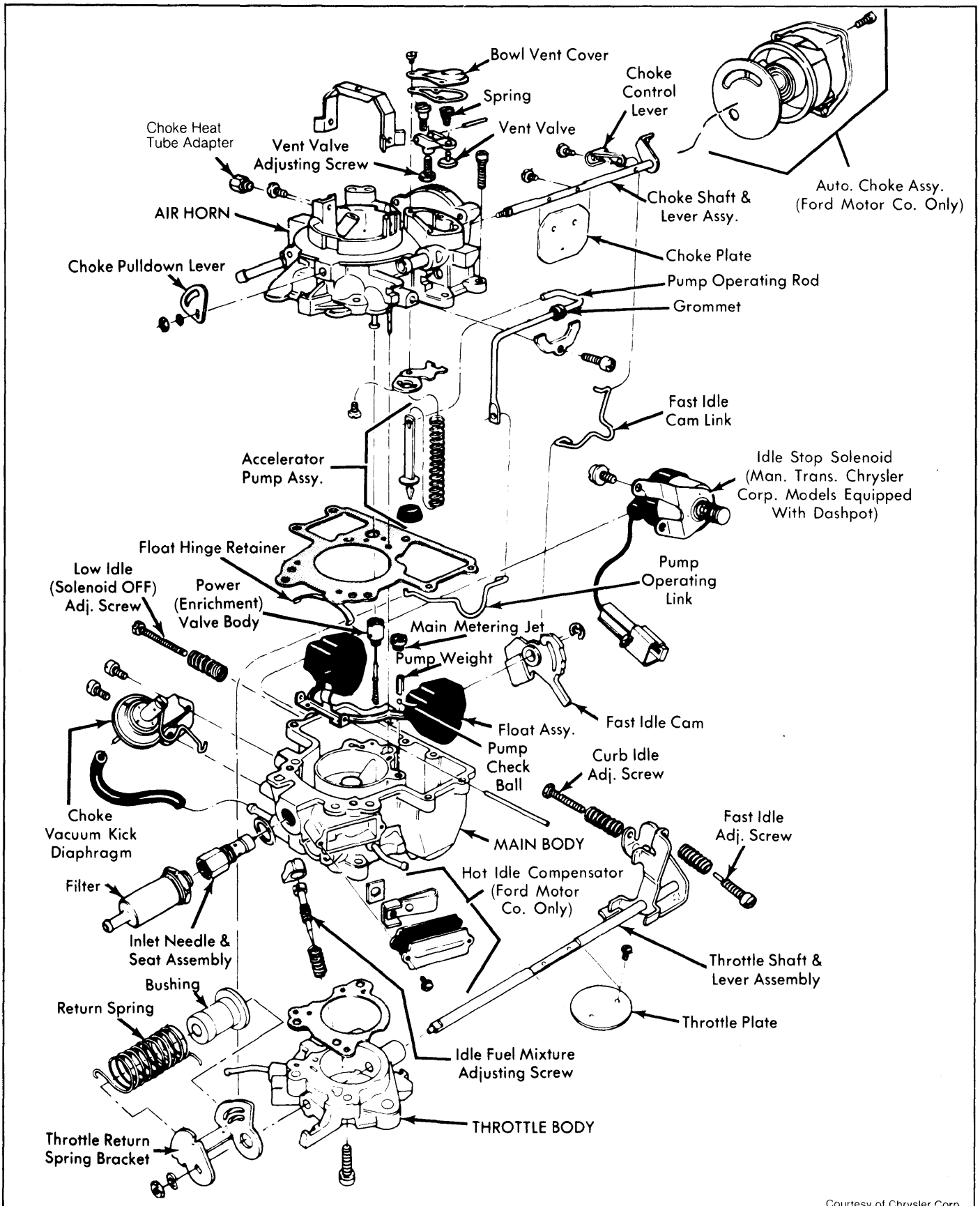

Courtesy of Chrysler Corp.

Fig. 8: Exploded View of Holley 1945 & 1946 Carburetors

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1975-79 FUEL SYSTEMS
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1975 CARBURETOR ADJUSTMENT SPECIFICATIONS

Holley Carb. No.	Idle Speed (Engine RPM)		Accel. Pump Setting	Float Setting ①	Fast Idle Cam Setting	Vacuum Kick Setting	Choke Unloader Setting
	Hot	Fast					
R-7329A	800	1700	2 7/32"	3/64"	.08"	.13"	.25"
R-7017A	800	1600	2 7/32"	3/64"	.08"	.13"	.25"
R-7018A	750	1700	2 7/32"	3/64"	.08"	.09"	.25"
R-7019A	800	1600	2 7/32"	3/64"	.08"	.13"	.25"
R-7020A	750	1700	2 7/32"	3/64"	.08"	.09"	.25"

① — Plus or minus 1/32".

1976 CARBURETOR ADJUSTMENT SPECIFICATIONS

Holley Carb. No.	Idle Speed (Engine RPM)		Accel. Pump Setting	Float Setting ①	Fast Idle Cam Setting	Vacuum Kick Setting	Choke Unloader Setting	Bowl Vent Clearance
	Hot	Fast						
R-7356A	750	1600	2 7/32"	②	.080"	.110"	.250"	1/16"
R-7357A	750	1700	2 21/64"	②	.080"	.100"	.250"	1/16"
R-7360A	800	1600	2 7/32"	②	.080"	.110"	.250"	.....
R-7361A	750	1700	2 21/64"	②	.080"	.100"	.250"	.....
R-7559A	600	1700	2 21/64"	②	.080"	.100"	.250"	1/16"
R-7562A	600	1600	2 7/32"	②	.080"	.110"	.250"	1/16"
R-7823A	600	1600	2 7/32"	②	.080"	.110"	.250"	1/16"
R-7824A	600	1700	2 21/64"	②	.080"	.100"	.250"	1/16"

① — Plus or minus 1/32".
② — Flush with top of bowl cover gasket.

1977 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	Bowl Vent Clearance
	Hot	Fast						
R-7632A	700	1400	2 7/32"	①	.080"	.110"	.250"	1/16"
R-7633A	700	1700	2 21/64"	①	.080"	.110"	.250"	1/16"
R-7744A	750	1700	2 21/64"	①	.080"	.110"	.250"	1/16"
R-7745A	750	1600	2 7/32"	①	.080"	.150"	.250"	1/16"
R-7746A	750	1700	2 21/64"	①	.080"	.110"	.250"	1/16"
R-7764A	700	1700	2 7/32"	①	.080"	.110"	.250"	1/16"
R-7765A	700	1700	2 21/64"	①	.080"	.110"	.250"	1/16"

① — Flush with top of bowl cover gasket.

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1978 CARBURETOR ADJUSTMENT SPECIFICATIONS

Holley Carb. No.	Idle Speed (Engine RPM)		Accel. Pump Setting	Float Level Setting	Fast Idle Cam Setting	Vacuum Kick Setting	Unloader (Dechoke) Setting	Bowl Vent Clearance	Auto. Choke Setting
	Hot	Fast							
Chrysler Corp. Model 1945									
R-7988A	①	1400	2 7/32" ②	③	.080"	.110"	.250"	1/16"	.....
R-7989A	①	1600	2 21/64" ④	③	.080"	.110"	.250"	1/16"	.....
R-8008A	①	1700	2 21/64" ④	③	.080"	.110"	.250"	1/16"	.....
R-8010A	①	1500	2 21/64" ④	③	.080"	.130"	.250"	1/16"	.....
R-8394A	①	1700	2 21/64" ④	③	.080"	.110"	.250"	1/16"	.....
Ford Motor Co. Model 1946									
D8BE-AAA	①	①	2.15" ②	③	.090"	.110"	.150"	⑥	INDEX
D8BE-RA	①	①	2.15" ②	③	.090"	.110"	.150"	⑥	INDEX
D8BE-UC	①	①	2.15" ②	③	.130"	.150"	.150"	⑥	INDEX
D8BE-VA	①	①	⑤	⑤	⑤	⑤	⑤	⑤	⑤
D8BE-AB	①	①	⑤	⑤	⑤	⑤	⑤	⑤	⑤

① — See Emission Control/Tune-Up Decal.
② — Slot #2 in throttle lever.
③ — Flush with top of bowl cover gasket ±1/32".
④ — Slot #3 in throttle lever.
⑤ — Information not available.
⑥ — ½ turn CLOCKWISE. See procedure.

1979 CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Float Level Setting	Accelerator Pump		Fast Idle Cam Setting	Choke Unloader Setting	Choke Vacuum Kick Setting	Auto. Choke Setting	Bowl Vent Setting
		Hole Setting	Stroke Setting					
Chrysler Corp. (Model 1945)								
R-8452A	Flush①	No. 2	1.615"	.080"	.250"	.110"	.....	1/16"
R-8523A	Flush①	No. 1	1.700"	.080"	.250"	.110"	.....	1/16"
R-8680A	Flush①	No. 2	1.615"	.080"	.250"	.130"	.....	1/16"
Ford Motor Co. (Model 1946)								
D9BE-AEA	Flush①	No. 2	2.250"	.055"	.150"	.080"	Index	①
D9BE-AHA	Flush①	No. 2	2.310"	.130"	.150"	.150"	Index	①
D9BE-AJA	Flush①	No. 2	2.310"	.130"	.150"	.150"	Index	①
D9BE-LA	Flush①	No. 2	2.210"	.055"	.150"	.080"	Index	①

① — See adjustment procedure.

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