1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel

CARBURETOR APPLICATION

AMERICAN MOTORS (5210) CARB.

Application	Man. Trans.	Auto. Trans.
1977 (121")		
Federal	7711	7712
Calif.		7846
High Alt.	7729	
1978 (121")		
Federal	8163	8164
Calif.	8165	
1979 (121")		
Federal	8459, [1] 8675	8548
Calif.		7846

[1] - Used for High Altitude applications.

1978 CHRYSLER CORP. (5220) CARB.

Application	Man. Trans.
1.7L	
Federal	
Without A/C	[1] R-8376A, [2] R-8384A, [2] R-8505A
With A/C	[1] R-8378A, [2] R-8386A, [2] R-8507A
Canada	
Without A/C	R-8439A
With A/C	R-8441A

[1] - Emission package N94 - Lean Burn with CAT.
[2] - Emission package N91 - Without Lean Burn, but with AIR and CAT.

1979 CHRYSLER CORP. (5220) CARB.

Application	Man. Trans.	Auto. Trans.
1.7L		
Federal		
Without A/C	R8525A	R8524A
With A/C	R8541A	R8526A
Calif.		
Without A/C	R8527A	R8528A
With A/C	R8529A	R8530A

FORD MOTOR CO. (5200) CARB.

Application	Man. Trans.	Auto. Trans.
1975		
Bobcat & Pinto		
Federal	D52E-DB	D52E-BA
Calif.	D52E-CA	D52E-AA
Mustang II		
Federal	D5ZE-HB	D5ZE-FA
Calif.	D5ZE-GA	D5ZE-EA
1976		
Bobcat & Pinto		
Federal	D6EE-AA, FA D6EE-JA, LA	D6EE-BA, EA D6ZE-FA
Calif.	D6EE-CA D6ZE-GA	D6EE-DA D6ZE-HA
Mustang II		
Federal	D6ZE-EA, LA, RA	
1977		
All		
Federal		
Without A/C	D7EE-DA, BDA	[1] D7EE-EA, [2] BMA
With A/C	D7EE-HA, BDA	[2] D7EE-BLA, JA
Calif.		
Without A/C	D6EE-AB, SA	D7EE-FA, UA
With A/C	D7EE-KB, TA	D7EE-LA, VA
High Alt.		
Without A/C	D7EE-BHA	D7EE-GA
With A/C	D7EE-BGA	D7EE-AAA
1978 (2.3L)		
Federal		
Without A/C	D8BE-FA, [3] DA [3] D8BE-AUA	[3] D8EE-CA
With A/C	D8BE-GA, HA [3] D8BE-AVA, [3] JA	[3] D8EE-KA
	D8EE-FA	[3] D8ZE-RA
With A/C	D8BE-AJA D8EE-ANA, GA	D8EE-HA [3] D8ZE-SA
High Alt.		
Without A/C	[3] D8EE-AA, BA	
With A/C		[3] D8EE-LA, MA
1979 2.3L		
Federal		
Without A/C	D9BE-AAA, EE-ACA	D9EE-ANA, ATA
With A/C	D9BE-ADA, AGA D9EE-AMA	D9EE-APA, AUA
Turbo.	D9ZE-ND, MD	
Calif.		
Without A/C	D9BE-ABA	D9ZE-BCA
With A/C	D9BE-ACA	D9ZE-BDA
High Alt.		
Without A/C	D9EE-AVA	D9EE-ARA
With A/C	D9EE-AYA	D9EE-ASA

[1] - Before 2/1/77.
[2] - After 2/1/77.
[3] - After 6/27/77.

Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

GENERAL MOTORS CORP. (5210-C) CARB.

Application	Man. Trans.	Auto. Trans.
1975 (140")		
Federal		
Without A/C	348659	348660
With A/C	348653	348664
Calif.		
Without A/C	348661	348662
With A/C	348665	348666
1976 (140")		
Federal		
Without A/C	366829	366830
With A/C	348831	366832
Calif.		
Without A/C	366833	366834
With A/C	366841	366840
1977		
140"		
Federal		
Without A/C	458105	458104
With A/C	458103	458102
Calif.		
Without A/C	458109	458108
With A/C	458107	458106
High Alt.		
Without A/C	458109	458112
With A/C	458107	458110
151"		
Federal		
Without A/C	527202, 203	527202
With A/C	527201	527200
Calif.		
Without A/C		527206
With A/C		527204
1978 (151")		
Federal [1]		
Without A/C	10001049	10004048
With A/C	10001047	10004049
Calif. [2]		
Without A/C		10001056
With A/C		10001058
High Alt.	10004049	
1979 (98")		
Federal		
Without A/C	466363, 371	466364, 372
With A/C	466361, 369	466362, 370
Calif.		
Without A/C	466367, 375	466368, 376
With A/C	466365, 373	466366, 374

[1] – VIN V on Oldsmobile Starfire only.
[2] – VIN 1 on Oldsmobile Starfire only.

CARBURETOR IDENTIFICATION

Carburetor identification number may be found stamped on side of float bowl or on a metal tag attached to carburetor.

DESCRIPTION

Carburetor is a 2-stage, 2-venturi type. Primary venturi is smaller than secondary. Secondary stage is mechanically operated by linkage to primary and secondary throttle levers. Primary stage includes curb idle, accelerator pump idle transfer, main metering and power enrichment systems. Secondary stage includes main metering and power enrichment systems.

A single fuel bowl supplies fuel for both stages. Carburetor is equipped with an electric automatic choke which has a 2-stage bi-metal heating element. Most carburetors use a vacuum operated fuel bowl vent valve. All others (5210, 5220 and 1978 5210-C), use an electric operated fuel bowl vent valve.

ADJUSTMENTS

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

FLOAT LEVEL

1) Remove air horn and gasket. Turn air horn upside-down. Allow weight of float to press down against float needle valve. *See Fig. 1.*

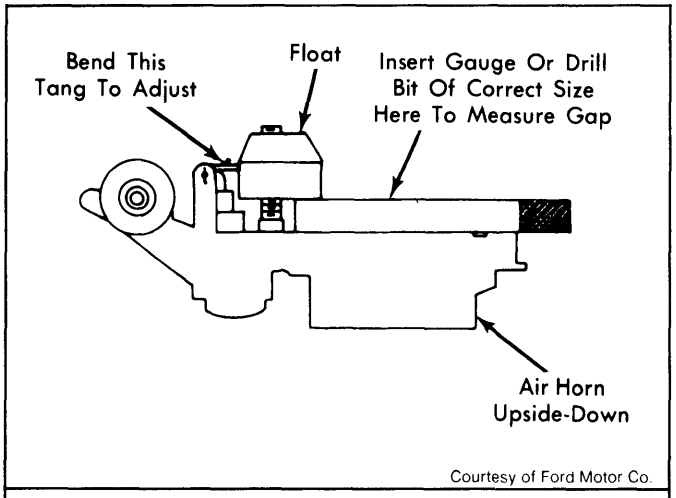


Fig. 1: Float Level Adjustment

2) Measure float level specified clearance between top of float and air horn gasket surface. Clearance can be checked using a specified drill or pin gauge.

3) Ensure float tang still rests on float needle when clearance is checked. To adjust, bend tang that contacts float needle.

NOTE: Do not apply pressure to float needle while checking or changing adjustment.

FLOAT DROP

1) With air horn and gasket removed, turn right side up. Using a "T" scale, measure specified float drop from air horn gasket surface to bottom of float. *See Fig. 2.*

2) To adjust, bend float tang on float arm that contacts fuel inlet needle seat boss.

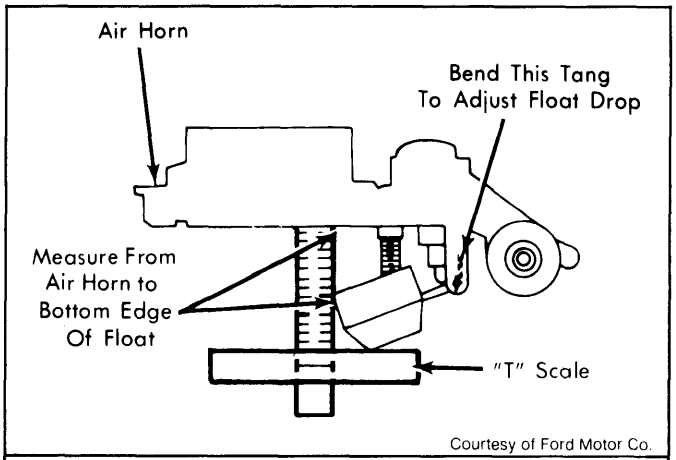


Fig. 2: Float Drop Adjustment

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

FAST IDLE CAM POSITION

All Except Chrysler Corp. - 1) Position fast idle speed screw on low step of fast idle cam (AMC and Ford Motor Co. models) or second step (General Motors Corp. models), against shoulder of next highest step. *See Fig. 3.*

2) Measure fast idle cam position specified clearance between lower edge of choke valve and air horn wall. With clearance correct, choke lever tang should just contact lever on fast idle cam. To adjust, bend choke lever tang.

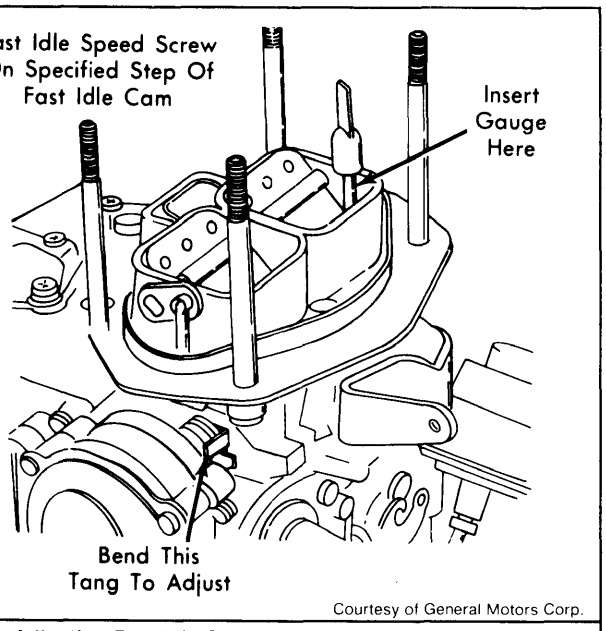


Fig. 3: Adjusting Fast Idle Cam

CHOKE VACUUM KICK (INITIAL CHOKE VALVE CLEARANCE)

Chrysler Corp. - 1) Open throttle and close choke. Close throttle to trap fast idle cam in closed choke position. Disconnect vacuum hose at choke vacuum diaphragm. Connect an outside vacuum source and apply 15 in. Hg (minimum) vacuum.

2) Apply slight closing pressure to choke valve without bending linkage. An internal spring within choke system will compress to stop position.

3) Using specified drill or pin gauge, measure clearance between upper edge of choke valve and air horn wall at primary throttle end of carburetor. *See Fig. 4.*

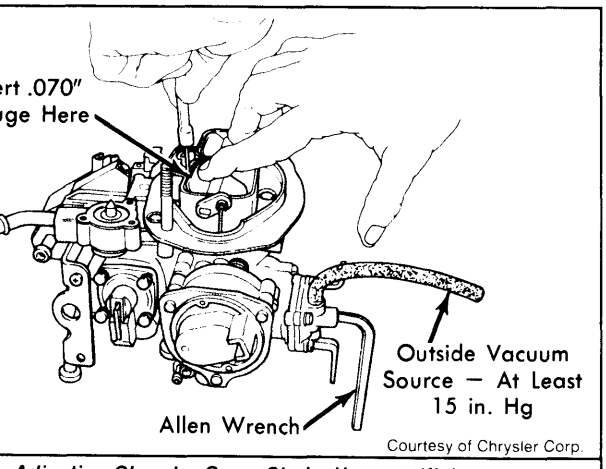


Fig. 4: Adjusting Chrysler Corp. Choke Vacuum Kick

All Others - 1) Remove retaining screws from choke coil cover. Remove choke coil and cover. On Ford Motor Co. models, place fast idle speed screw on second step of fast idle cam.

2) On General Motors Corp. models, place fast idle speed screw on highest step of fast idle cam. On all models, press choke diaphragm stem in towards stop using a screwdriver.

3) Remove all slack from choke linkage. Measure choke vacuum kick specified clearance between lower edge of choke valve and air horn wall.

4) To adjust, turn screw in end of vacuum diaphragm using a 5/32" Allen wrench. *See Fig. 5.* Install and adjust choke coil and cover to correct setting.

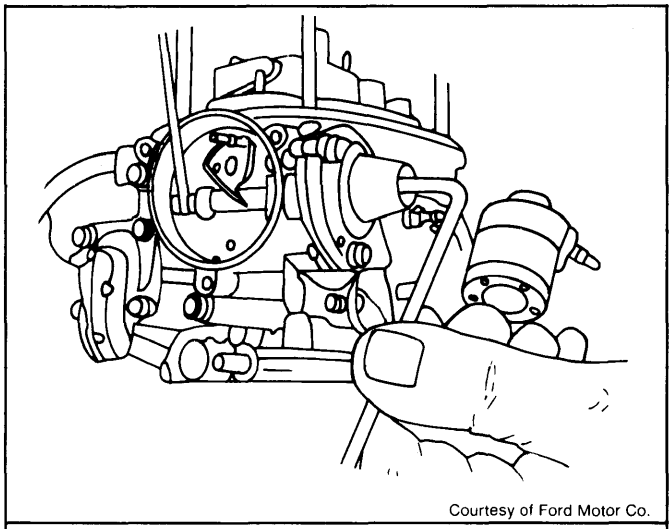


Fig. 5: Adjusting Choke Vacuum Kick (Except Chrysler Corp.)

SECONDARY VACUUM BREAK

1978 Chevrolet Monza - 1) Remove choke assembly. Place cam follower on high step of fast idle cam. Apply outside vacuum source to vacuum diaphragm to seat diaphragm fully.

2) Press inside choke coil lever clockwise to close choke valve. Insert a .40" gauge between lower edge of choke valve and air horn wall.

3) Bend rod at "U" shaped area to adjust. *See Fig. 6.* Reinstall choke coil assembly and set to correct index.

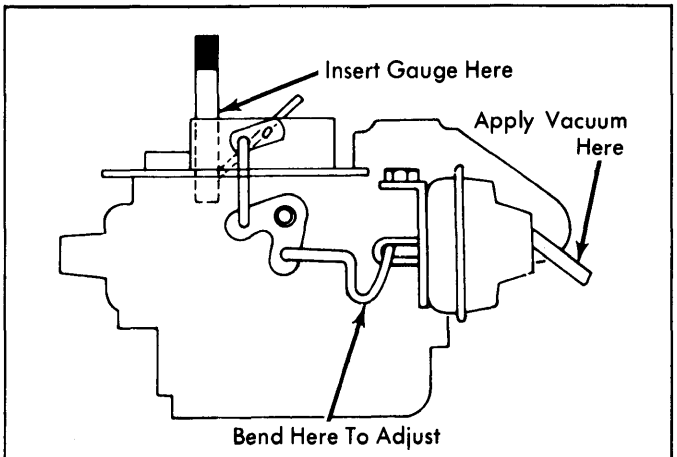


Fig. 6: Adjusting Secondary Vacuum Break

CHOKE UNLOADER

AMC & General Motors Corp. - Open throttle wide open. Measure the choke unloader clearance between lower edge of choke valve and air horn wall. To adjust, bend choke unloader tang on fast idle cam. *See Fig. 7.*

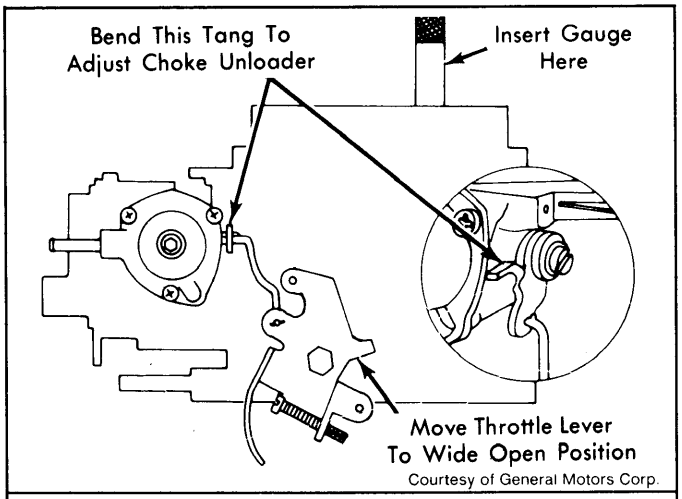


Fig. 7: Adjusting Choke Unloader

SECONDARY THROTTLE STOP SCREW

All Except Chrysler Corp. - Back off secondary throttle stop screw until secondary valve seats in bore. Turn screw in until it just contacts tab on secondary throttle lever. Now turn screw an additional 1/4 turn. *See Fig. 8.*

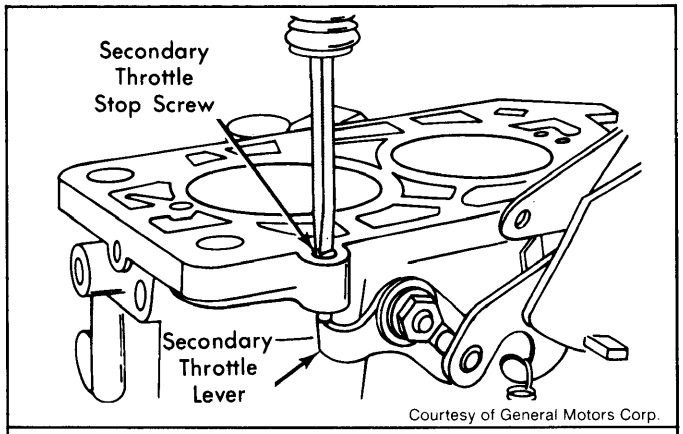


Fig. 8: Adjusting Secondary Throttle Stop Screw

AUTOMATIC CHOKE

Choke diaphragm cover may be rotated clockwise for richer or counterclockwise for leaner setting. Choke housing should be removed if carburetor is to be immersed in cleaning solvent.

THROTTLE POSITION TRANSDUCER

1978-79 Only - 1) Disconnect wiring from transducer. Loosen lock nut. Insert gauge (C-4522) between transducer and bracket. *See Fig. 9.*

2) Adjust Red coded transducer to .680-.690", Black coded transducer to .535-.545" or Blue coded transducer to .235-.245". Remove gauge tool and tighten lock nut.

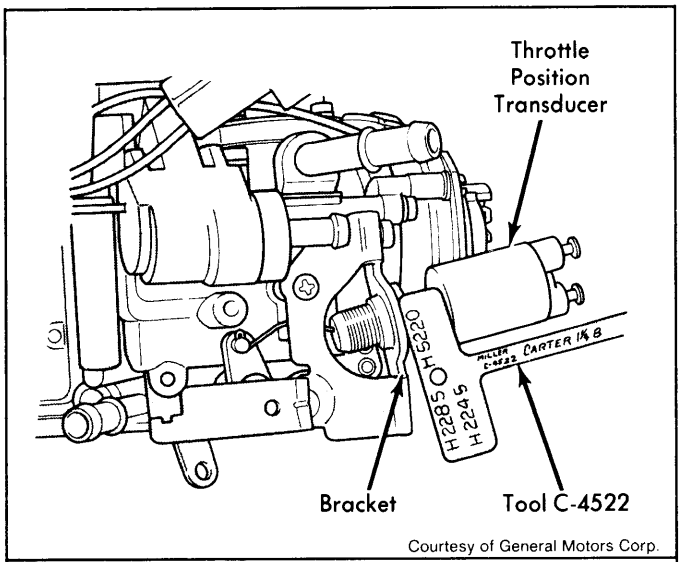


Fig. 9: Adjusting Throttle Position Transducer

CHOKE COIL ROD (1975 ONLY)

Hold choke valve wide open. Push down on rod until stop is felt. Detach swivel from choke rod. Rotate pin on swivel until it lines up with hole in lever. Rotate swivel 5 turns clockwise (down). Install swivel pin in lever. *See Fig. 10.*

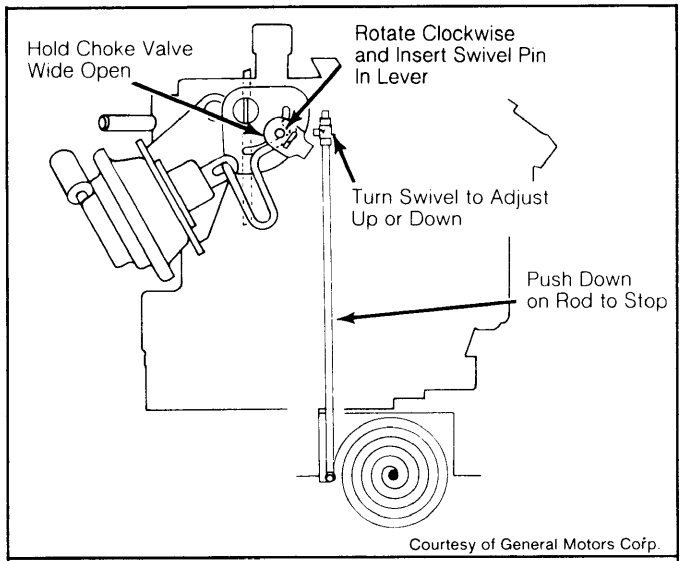


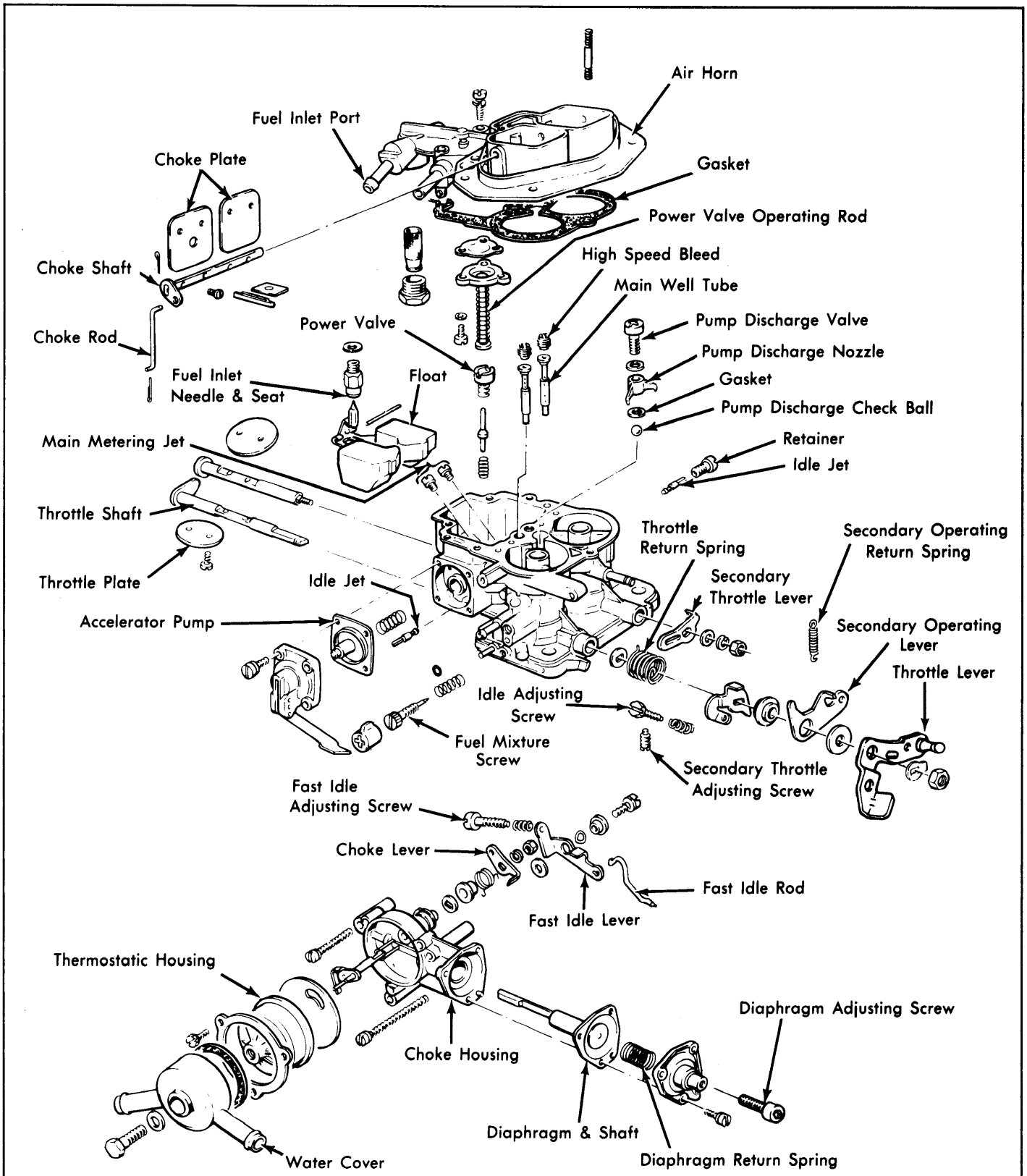
Fig. 10: Adjusting Choke Coil Rod

OVERHAUL

CARBURETOR

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

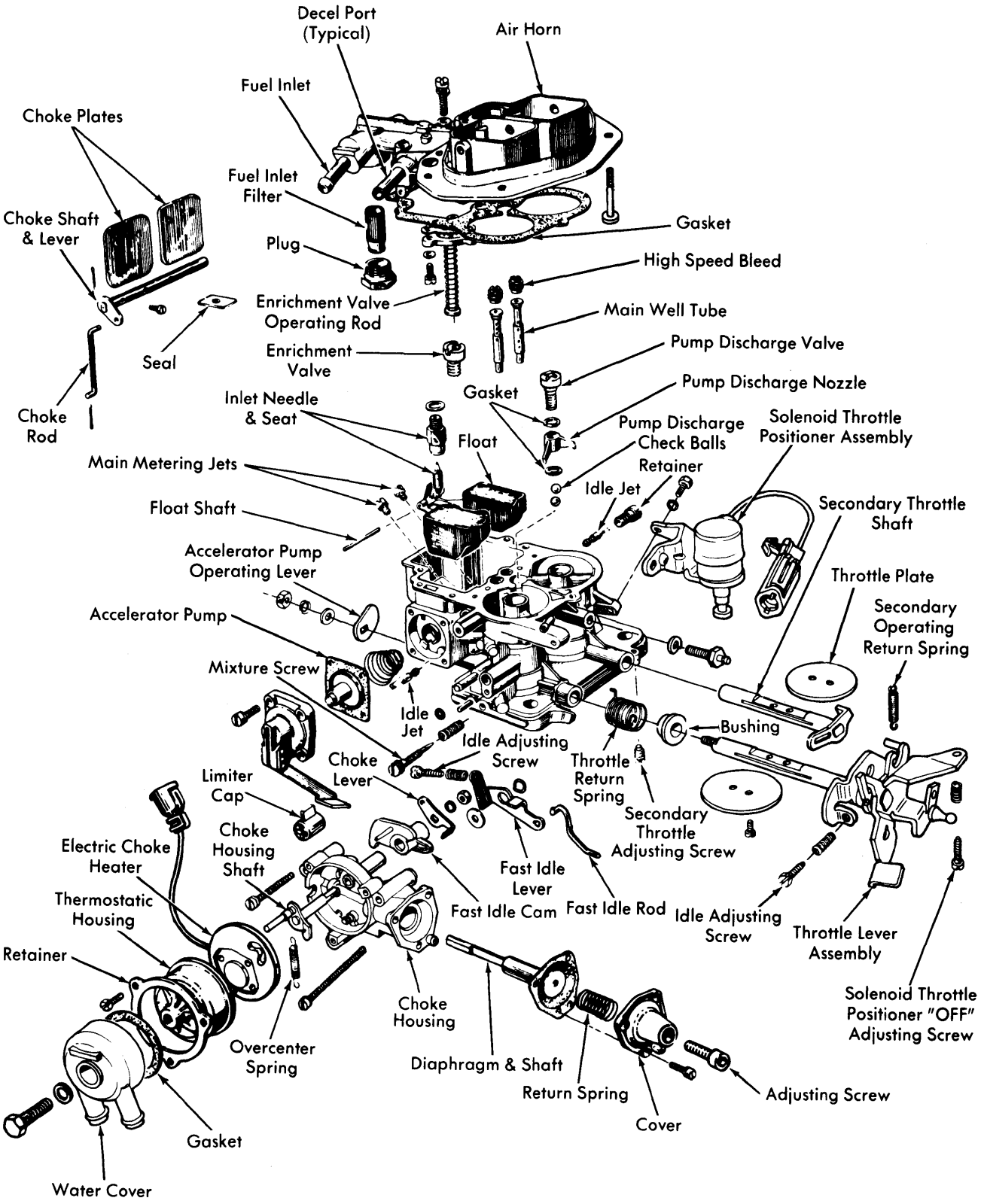
1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)



Courtesy of Ford Motor Co.

Fig. 11: Exploded View of 1975 Holley 5220 2-Barrel Carburetor

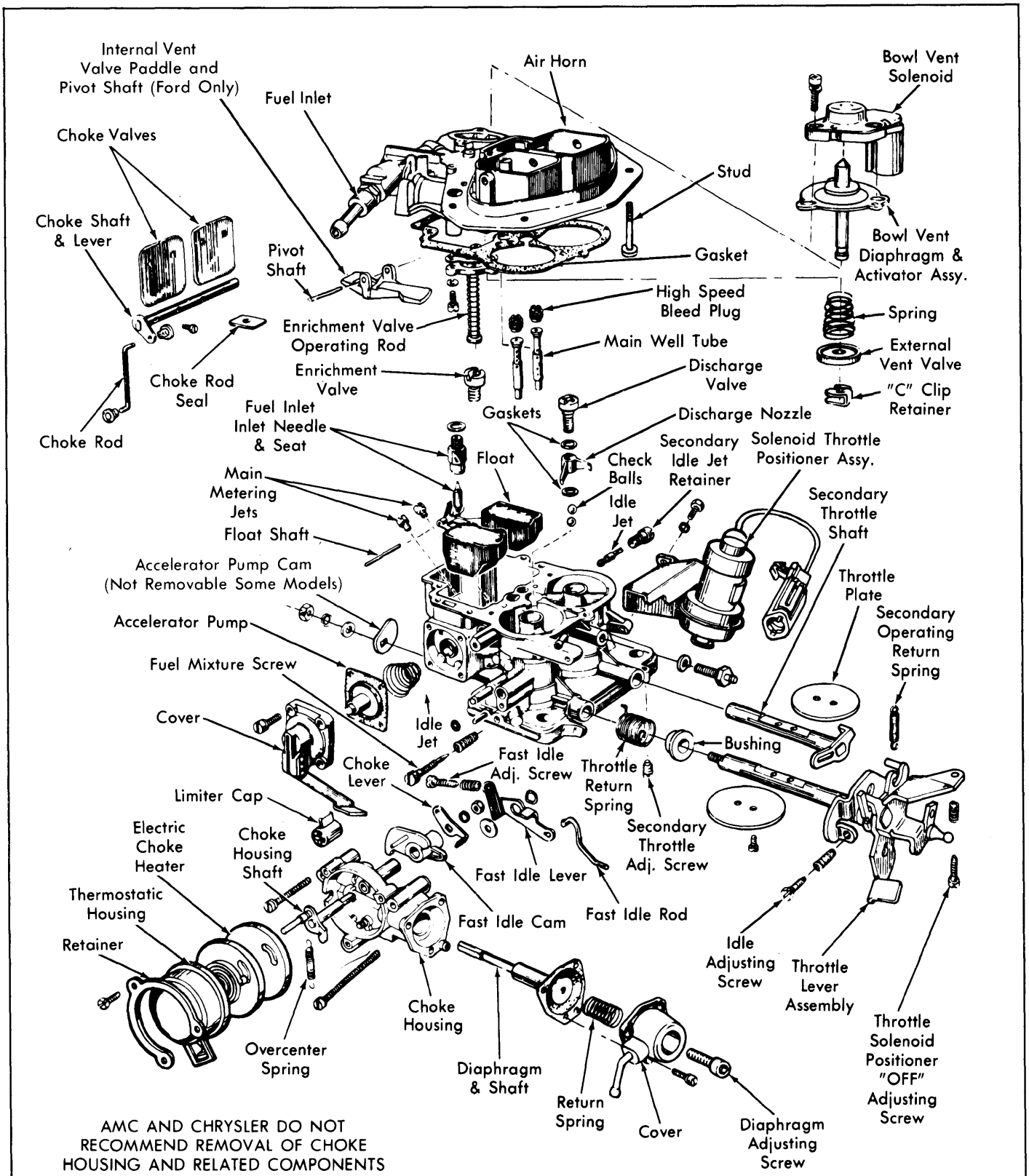
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)



Courtesy of Ford Motor Co.

Fig. 13: Exploded View of 1977-79 Holley 5220 2-Barrel Carburetor

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)



Courtesy of Ford Motor Co.

Fig. 12: Exploded View of 1976 Holley 5220 2-Barrel Carburetor

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

1975 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carb. Number	Idle Speed (Engine RPM)		Fast Idle Cam Setting	Accel. Pump Setting	Float Level Setting	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot①	Fast						
Vega, Monza								
348659	700	1600	.....	.....	.420″	②.325″	.....	3-Rich
348663	700	1600	.....	.....	.420″	②.325″	.....	3-Rich
348661	700	1600	.....	.....	.420″	②.275″	.....	3-Rich
348665	700	1600	.....	.....	.420″	②.275″	.....	3-Rich
348660	600	1600	.110″	No. 2	.420″	②.300″	.....	4-Rich
348664	600	1600	.110″	No. 2	.420″	②.300″	.....	4-Rich
348662	600	1600	.110″	No. 2	.420″	②.275″	.....	4-Rich
348666	600	1600	.110″	No. 2	.420″	②.275″	.....	4-Rich
Astre								
348659	1000	2000	.140″	No. 3	.420″	②.300″	.....	2½-Rich
348663	1000	2000	.140″	No. 3	.420″	②.300″	.....	2½-Rich
348661	1000	2000	.140″	No. 3	.420″	②.300″	.....	2½-Rich
348665	1000	2000	.140″	No. 3	.420″	②.300″	.....	2½-Rich
348660	750	2200	.140″	No. 2	.420″	②.400″	.....	3½-Rich
348664	750	2200	.140″	No. 2	.420″	②.400″	.....	3½-Rich
348662	750	2200	.140″	No. 2	.420″	②.400″	.....	3½-Rich
348666	750	2200	.140″	No. 2	.420″	②.400″	.....	3½-Rich
Pinto, Bobcat, Mustang II								
D52E-DB	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D52E-BA	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D52E-CA	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D52E-AA	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D5ZE-HB	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D5ZE-FA	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D5ZE-GA	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean
D5ZE-EA	①	1800	③.098″	No. 2	④.460″	③.197″	.256″	1-Lean

① – See engine compartment Emission Control Tune-Up Decal.
② – Setting is ±.015″
③ – Setting is ±.020″
④ – Setting is ±1/32″

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

1976 CARBURETOR ADJUSTMENT SPECIFICATIONS

Ford Carb. Number	Idle Speed (Engine RPM)		Fast Idle Cam Setting	Accel. Pump Setting	Float Level Setting	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot	Fast						
General Motors								
366829	700	2200	①.320″	No. 3	②.410″	.313″	③.375″	2-Rich
366830	750	2200	①.320″	No. 2	②.410″	.288″	③.375″	3-Rich
366831	700	2200	①.320″	No. 3	②.410″	.313″	③.375″	2-Rich
366832	750	2200	①.320″	No. 2	②.410″	.288″	③.375″	3-Rich
366833	700	2200	①.320″	No. 3	②.410″	.268″	③.375″	2-Rich
366834	750	2200	①.320″	No. 2	②.410″	.268″	③.375″	3-Rich
366840	750	2200	①.320″	No. 2	②.410″	.268″	③.375″	3-Rich
366841	700	2200	①.320″	No. 3	②.410″	.268″	③.375″	2-Rich
Pinto, Bobcat, Mustang II								
D6EE-AA	④	1500	⑤.157″	No. 2	⑥.460″	⑤.276″	.256″	1-Lean
D6EE-BA	④	2000	⑤.118″	No. 2	⑥.460″	⑤.236″	.256″	1-Lean
D6EE-CA	④	1500	⑤.157″	No. 2	⑥.460″	⑤.276″	.256″	1-Lean
D6EE-DA	④	1800	⑤.118″	No. 2	⑥.460″	⑤.236″	.256″	1-Lean
D6EE-EA	④	2000	⑤.079″	No. 2	⑥.460″	⑤.197″	.256″	Index
D6EE-FA	④	1500	⑤.118″	No. 2	⑥.460″	⑤.236″	.256″	1-Lean
D6EE-JA	④	1500	⑤.197″	No. 2	⑥.460″	⑤.276″	.256″	1-Lean
D6EE-LA	④	1500	⑤.157″	No. 2	⑥.460″	⑤.276″	.256″	Index
D6ZE-EA	④	1500	⑤.157″	No. 2	⑥.460″	⑤.276″	.256″	1-Lean
D6ZE-FA	④	2000	⑤.118″	No. 2	⑥.460″	⑤.236″	.256″	1-Lean
D6ZE-GA	④	1500	⑤.157″	No. 2	⑥.460″	⑤.276″	.256″	1-Lean
D6ZE-HA	④	1800	⑤.118″	No. 2	⑥.460″	⑤.236″	.256″	1-Lean
D6ZE-LA	④	1500	⑤.118″	No. 2	⑥.460″	⑤.236″	.256″	Index
D6ZE-RA	④	1500	⑤.197″	No. 2	⑥.460″	⑤.276″	.256″	1-Lean

① – Setting is ±.010″.
② – Setting for Vega & Monza is .420″.
③ – Setting is ±.025″.
④ – See engine compartment Emission Control Tune-Up Decal.
⑤ – Setting is ±.020″.
⑥ – Setting is ±1/32″.

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

1977 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carb. Number	Idle Speed (Engine RPM)		Fast Idle Cam Setting	Accel. Pump Setting	Float Level Setting	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot①	Fast						
American Motors								
7711	900	1600	.140″	.....	.420″	.246″	.300″	1-Rich
7712	800	1600	.140″	.....	.420″	.246″	.300″	1-Rich
7799	900	1600	.135″	.....	.420″	.215″	.300″	Index
7846	800	1600	.101″	.....	.420″	.204″	.300″	1-Rich
Ford Motor Co.								
D7EE-AAA	850	2000	3.0mm⑦	2	29/64″⑧	5.0mm⑦	4.5mm	Index
D7EE-AB	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	2-Rich
D7EE-BDA	850	1500	3.0mm⑦	2	29/64″⑧	7.0mm⑦	6.0mm	2-Rich
D7EE-BGA	850	1500	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-BHA	850	1500	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-BLA	850	2000	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-BMA	850	2000	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-DA	850	1500	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	2-Rich
D7EE-EA	850	2000	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-FA	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-GA	850	2000	3.0mm⑦	2	29/64″⑧	5.0mm⑦	4.5mm	Index
D7EE-HA	850	1500	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	2-Rich
D7EE-JA	850	2000	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-KB	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	2-Rich
D7EE-LA	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-SA	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	2-Rich
D7EE-TA	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	2-Rich
D7EE-UA	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
D7EE-VA	850	1800	3.0mm⑦	2	29/64″⑧	6.0mm⑦	6.0mm	Index
General Motors								
458102	700	2500	.085″	.....	.420″	.250″	.350″	3-Rich
458103	700	2500	.085″②	.....	.420″	.250″	.350″	3-Rich
458104	700	2500	.085″	.....	.420″	.250″	.350″	3-Rich
458105	700	2500	.120″③	.....	.420″	.250″	.350″	3-Rich
458106	850	2500	.120″	.....	.420″	.275″	.400″	3-Rich
458107	800	2500	.120″④	.....	.420″	.275″	.400″⑤	3-Rich
458108	800	2500	.120″	.....	.420″	.275″	.400″	3-Rich
458109	800	2500	.120″④	.....	.420″	.275″	.400⑤	3-Rich
458110	800	2500	.120″	.....	.420″	.300″	.400″⑤	3-Rich
458112	800	2500	.120″	.....	.420″	.300″	.400″⑤	3-Rich
527200	700	2400	.150″	.....	.520″	.275″	.400″	4-Rich
527201	500⑥	2200	.150″	.....	.520″	.300″	.400″	4-Rich
527202	500⑥	2200	.150″	.....	.520″	.275″	.400″	4-Rich
527203	500	2200	.150″	.....	.520″	.300″	.400″	4-Rich
527204	500⑥	2400	.150″	.....	.520″	.275″	.400″	4-Rich
527206	500⑥	2400	.150″	.....	.520″	.275″	.400″	4-Rich

① — Transmission in NEUTRAL.
② — Vega, Monza, Starfire — .120″.
③ — Pontiac models — .085″.
④ — Pontiac models — .125″.
⑤ — Pontiac models — .350″.
⑥ — W/Air Cond. — 650 RPM.
⑦ — ± .5mm
⑧ — ±1/32″

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

1978 5210, 5210-C & 5200 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carb. No.	Idle Speed (Engine RPM)		Float Level Setting	Float Drop Setting	Fast Idle Cam	Auto Choke	Choke Pulldown Vacuum Break	Choke Unloader	Sec. Vacuum Break
	Hot	Fast							
American Motors Model 5210									
8163	①	1800②	.420″	.....	.193″	1 NR	.191″	.300″	.....
8164	①	1800②	.420″	.....	.204″	1 NR	.202″	.300″	.....
8165	①	1800②	.420″	.....	.177″	Index	.180″	.300″	.....
Chevrolet Monza Model 5210-C									
10001047	①	2500③	.520″	1″④	.150″	1 NR	.325″	.350″	.400″⑤
10001048	①	2500③	.520″	1″④	.150″	2 NR	.300″	.350″	.400″⑤
10001049	①	2500③	.520″	1″④	.150″	1 NR	.325″	.350″	.400″⑤
10001050	①	2500③	.520″	1″④	.150″	2 NR	.300″	.350″	.400″⑤
10001052	①	2500③	.520″	1″④	.150″	2 NR	.325″	.350″	.400″⑤
10001054	①	2500③	.520″	1″④	.150″	2 NR	.325″	.350″	.400″⑤
Ford Motor Co. Model 5200									
D8BE-FA	①	①	29/64″⑥	.....	3.0 mm⑦	2 NR	6.0 mm⑧	6.0 mm⑤	.....
D8BE-HA	①	①	29/64″⑥	.....	3.0 mm⑦	1 NR	6.0 mm⑧	6.0 mm⑤	.....
D8EE-CA	①	①	29/64″⑥	.....	3.0 mm⑦	1 NR	6.0 mm⑧	6.0 mm⑤	.....
D8EE-DA	①	①	29/64″⑥	.....	3.0 mm⑦	2 NR	6.0 mm⑧	6.0 mm⑤	.....
D8EE-JA	①	①	29/64″⑥	.....	3.0 mm⑦	2 NR	6.0 mm⑧	6.0 mm⑤	.....
D8EE-KA	①	①	29/64″⑥	.....	3.0 mm⑦	1 NR	6.0 mm⑧	6.0 mm⑤	.....
D8ZE-RA	①	①	29/64″⑥	.....	3.0 mm⑦	1 NR	6.0 mm⑧	6.0 mm⑤	.....
D8ZE-SA	①	①	29/64″⑥	.....	3.0 mm⑦	1 NR	6.0 mm⑧	6.0 mm⑤	.....
Oldsmobile Starfire Model 5210-C									
10001047	①	2200	.520″	1″④	.150″	1 NR	.325″	.350″	.....
10001049	①	2200	.520″	1″④	.150″	1 NR	.325″	.350″	.....
10004048	①	2400	.520″	1″④	.150″	2 NR	.300″	.350″	.....
10004049	①	2400	.520″	1″④	.150″	2 NR	.300″	.350″	.....
Pontiac Phoenix & Sunbird Model 5210-C									
10001047	①	2200	.520″	1″④	.150″	1 NR	.325″	.350″	.....
10001049	①	2200	.520″	1″④	.150″	1 NR	.325″	.350″	.....
10004048	①	2400	.520″	1″④	.150″	2 NR	.300″	.350″	.....
10004049	①	2400	.520″	1″④	.150″	2 NR	.300″	.350″	.....

① – See Emission Control Tune-Up Decal.
② – Warm engine; EGR disconected; Low step of cam.
③ – NEUTRAL; EGR disconnected; High step of cam.
④ – ±1/8″
⑤ – Minimum allowed.
⑥ – ±1/32″
⑦ – ±.5 mm
⑧ – ±.5 mm @ 75° F.

1978 5220 CARBURETOR ADJUSTMENT SPECIFICATIONS

Holley Carb. No.	Idle Speed (Engine RPM)		Float Level	Float Drop	Choke Vacuum Kick	Elect. Choke Setting	Throttle Stop Speed①
	Curb	Fast					
All Models	②	1100	.480″	1 7/8″	.070″	2 NR	700 RPM

① – Models without A/C only.
② – See Emission Control/Tune-Up Decal.

1975-79 FUEL SYSTEMS
Holley 5200, 5210, 5210-C & 5220 2-Barrel (Cont.)

1979 CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Float Level Setting	Float Drop Setting	Fast Idle Cam Setting	Choke Vacuum Kick Setting	Choke Unloader Setting	Auto. Choke Setting
American Motors						
7846	27/64"	.....	.193"	.191"	.300"	1 Rich
8548	27/64"	.....	.204"	.204"	.300"	1 Rich
8549	27/64"	.....	.191"	.191"	.300"	1 Rich
8675	27/64"	.....	.173"	.173"	.300"	Index
Chrysler Corp.						
R8451A	31/64"	1 7/8"	.....	.070"	.....	2 Rich
R8524A	31/64"	1 7/8"	.....	.040"	.....	2 Rich
R8525A	31/64"	1 7/8"	.....	.070"	.....	2 Rich
R8526A	31/64"	1 7/8"	.....	.040"	.....	2 Rich
R8527A	31/64"	1 7/8"	.....	.070"	.....	2 Rich
R8528A	31/64"	1 7/8"	.....	.040"	.....	2 Rich
R8529A	31/64"	1 7/8"	.....	.070"	.....	2 Rich
R8530A	31/64"	1 7/8"	.....	.040"	.....	2 Rich
Ford Motor Co.						
D9BE-AAA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9BE-ABA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9BE-ACA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9BE-ADA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9BE-AGA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9EE-ACA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9EE-AMA	15/32"	.....	.118"	.236"	.236"	2 Rich
D9EE-APA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9EE-ARA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9EE-ASA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9EE-ATA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9EE-AUA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9EE-AVA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9EE-AYA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9ZE-BCA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9ZE-BDA	15/32"	.....	.118"	.236"	.236"	1 Rich
D9ZE-ND	15/32"	.....	.118"	.236"	.236"	2 Rich
D9ZE-MD	15/32"	.....	.118"	.236"	.236"	2 Rich
General Motors						
466361	1/2"	.....	.110"	.245"	.350"	2 Rich
466362	1/2"	.....	.110"	.250"	.350"	2 Rich
466363	1/2"	.....	.110"	.245"	.350"	2 Rich
466364	1/2"	.....	.110"	.250"	.350"	2 Rich
466365	1/2"	.....	.130"	.300"	.350"	1 Rich
466366	1/2"	.....	.130"	.300"	.350"	1 Rich
466368	1/2"	.....	.130"	.300"	.350"	1 Rich
466369	1/2"	.....	.100"	.245"	.350"	2 Rich
466370	1/2"	.....	.110"	.250"	.350"	2 Rich
466371	1/2"	.....	.110"	.245"	.350"	2 Rich
466372	1/2"	.....	.110"	.250"	.350"	2 Rich
466373	1/2"	.....	.130"	.300"	.350"	1 Rich
466374	1/2"	.....	.130"	.300"	.350"	1 Rich
466375	1/2"	.....	.130"	.300"	.350"	1 Rich
466376	1/2"	.....	.130"	.300"	.350"	1 Rich