

1975-1979 FUEL SYSTEMS

Holley 6500 & 6510-C 2-Barrel

1978-79 Ford Motor Co.
1978-79 General Motors Corp.

CARBURETOR APPLICATION

FORD MOTOR CO. (MODEL 6500)

Application	Man. Trans.	Carb. Part No.	
		Auto. Trans.	
1978 2.3L			
Without A/C	D8EE-AMA, FA	D8EE-EA	
With A/C	D8EE-ANA, GA	D8EE-HA	
1979 2.3L			
California			
Without A/C	D9EE-AEC, AGC	D9EE-AJC	
	D9EE-AZA, BBA		
With A/C	D9EE-AFC, AHC	D9EE-AKC	
	D9EE-BAA, BCA		
With Turbo.	D9ZE-SB		

GENERAL MOTORS (MODEL 6510-C)

Application	Man. Trans.	Carb. Part No.	
		Auto. Trans.	
1978 2.5L			
Without A/C			10001056
With A/C			10001058
1979			
Chev. & Pont.			
California			
Without A/C	10008491	10008490	
With A/C	10008492	10008489	
Oldsmobile			
California			
Without A/C	10008491	10009973	
With A/C	10008492	10009974	

CARBURETOR IDENTIFICATION

Carburetor identification number may be found stamped on the fuel bowl assembly or on a metal tag attached to carburetor.

DESCRIPTION

The Holley model 6500 and 6510-C carburetor is a "Feedback" type carburetor. It is similar in design to the Holley 5200 series carburetor. The 6500 series carburetors are equipped with an externally variable auxiliary "Feedback" fuel metering system, rather than an enrichment (power) valve used on the 5200 series carburetors.

The "Feedback" type metering system is controlled by vacuum regulated through an electronic control unit. The control unit increases or decreases vacuum depending upon readings taken from an oxygen sensor in the exhaust manifold. The "Feedback" type metering system controls the main metering system of the carburetor.

All models are equipped with an electrically heated automatic choke. All General Motors models are equipped with a vacuum delay valve to control the carburetor vacuum break diaphragm.

ADJUSTMENTS

ON-VEHICLE ADJUSTMENTS

See appropriate article in TUNE-UP PROCEDURES section.

FLOAT LEVEL

1) With air horn removed, turn up-side down. Allow weight of float to press down against float needle valve. See Fig. 1.

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.

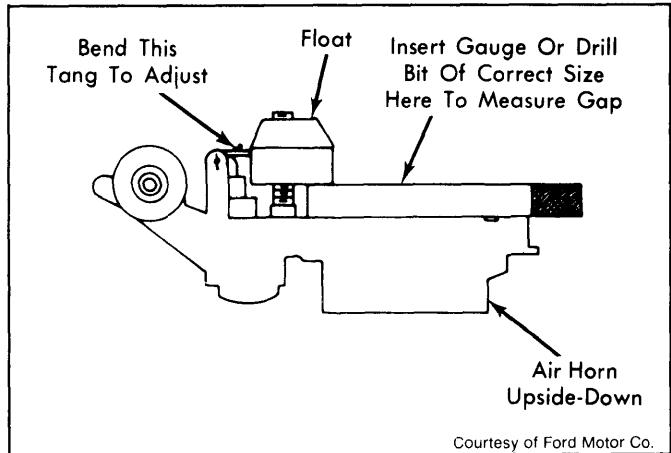


Fig. 1: Adjusting Float Level

FLOAT DROP

General Motors Only - 1) With air horn removed, position right side up. Allow float to hang. See Fig. 2.

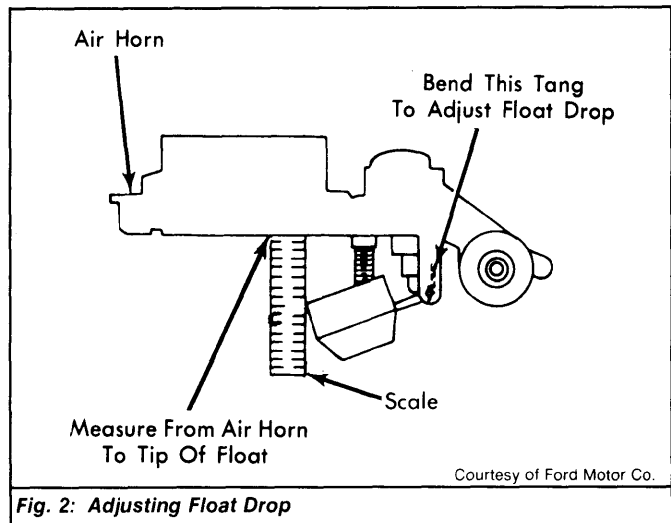


Fig. 2: Adjusting Float Drop

2) Using a scale, measure float drop specified distance from air horn to top of float.

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

INITIAL CHOKE VALVE CLEARANCE

1) Remove retaining screws from choke coil cover. Remove choke coil and cover. See Fig. 3.

2) On Ford models, position fast idle speed screw on 2nd step of fast idle cam.

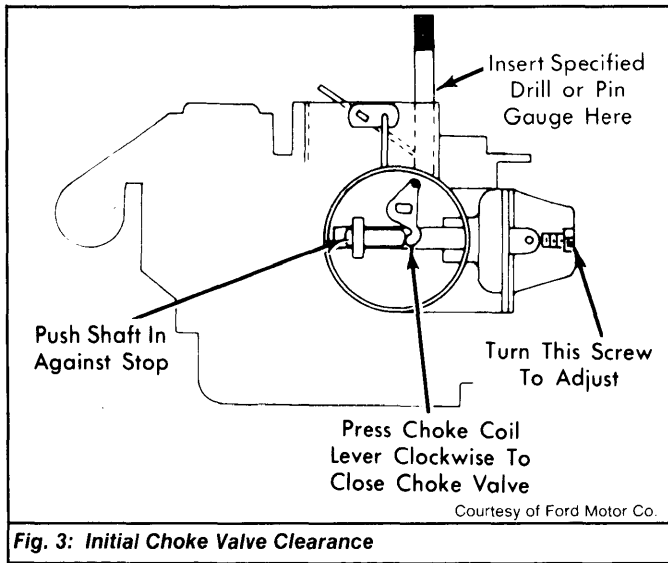
3) On all models, rotate choke coil lever inside housing to close choke. Using a screwdriver, push vacuum diaphragm stem in until it reaches stop.

4) Measure choke valve clearance between lower edge of choke valve and air horn wall. Clearance can be measured using a specified drill or pin gauge.

5) To adjust, turn adjusting screw in end of choke vacuum diaphragm using a 5/32" Allen wrench. Install choke coil cover and adjust to specifications.

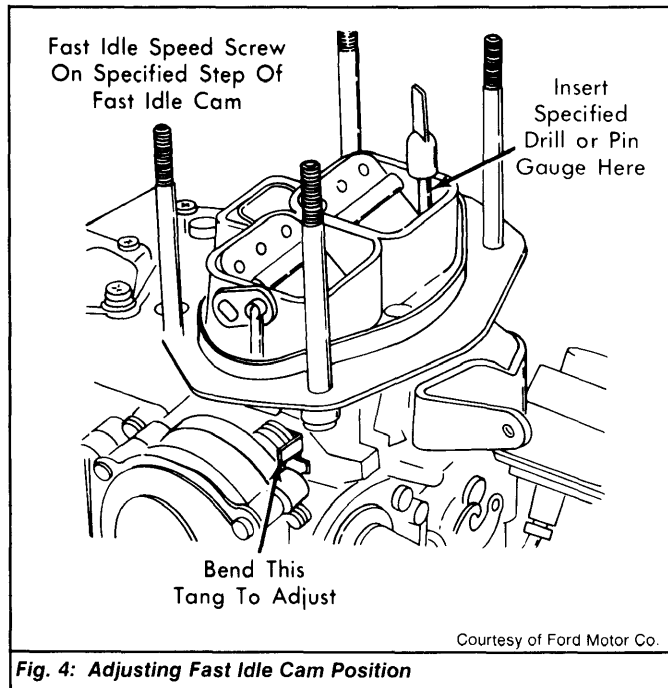
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FAST IDLE CAM POSITION

- 1) Place fast idle speed screw on low step of fast idle against shoulder of next highest step. See Fig. 4.
- 2) Measure fast idle cam specified clearance between lower edge of choke valve and air horn wall. Clearance can be measured using a specified drill or pin gauge.
- 3) With clearance correct, choke lever tang should just contact lever on fast idle cam. To adjust, bend choke lever tang.



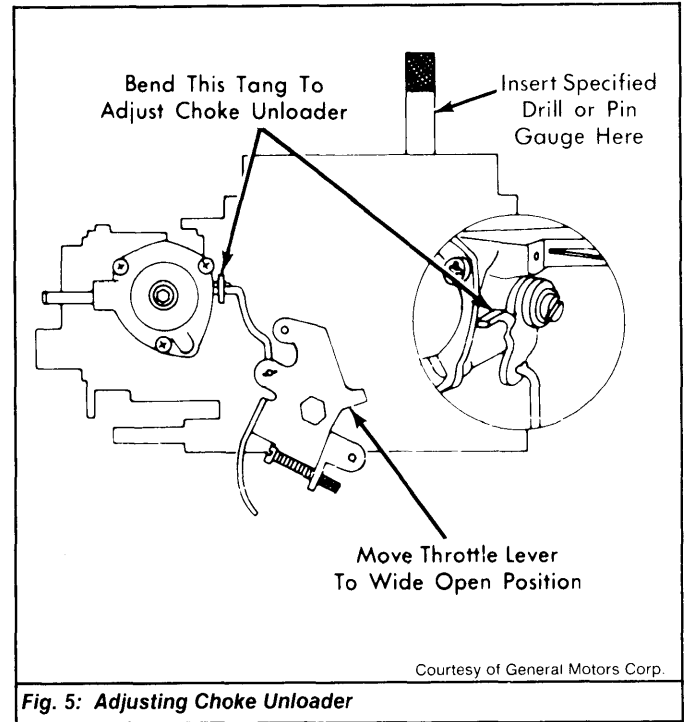
AUTOMATIC CHOKE

- 1) Loosen choke coil cover retaining screws. Rotate choke coil cover until index mark on cover is aligned with correct setting on choke housing.
- 2) Housing is not marked for a rich or lean setting. Rotate cover clockwise for rich setting and counterclockwise for a lean setting.

CHOKE UNLOADER

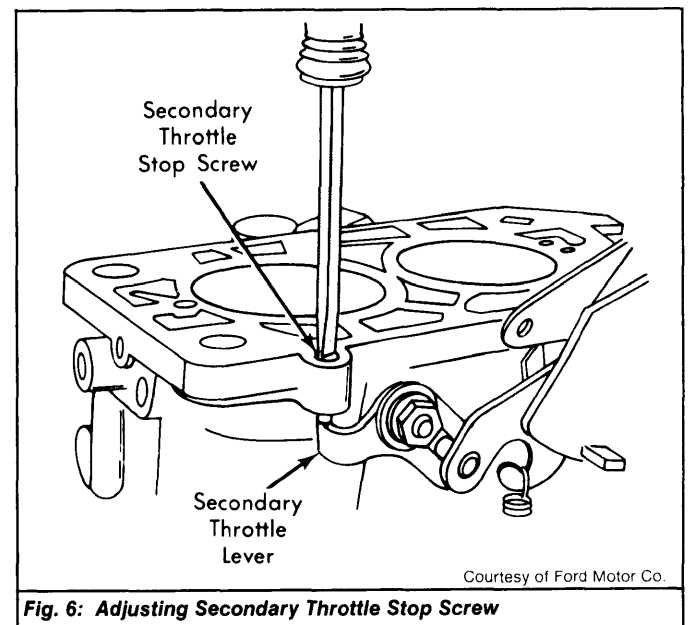
General Motors Only - 1) Open throttle valves wide open. Measure choke unloader specified clearance between lower edge of choke valve and air horn wall. See Fig. 5.

- 2) Clearance can be measured using a specified drill or pin gauge. To adjust, bend choke unloader tang on fast idle cam.



SECONDARY THROTTLE STOP SCREW

- 1) Back off secondary throttle stop screw until secondary valve seats in bore. See Fig. 6.
- 2) Turn screw in until it just contacts tab on secondary throttle lever. Now turn screw an additional 1/4 turn.



OVERHAUL

CARBURETOR

Refer to Fig. 7. for disassembly and reassembly. Ensure all carburetor passages air clean. Use new gaskets on reassembly.

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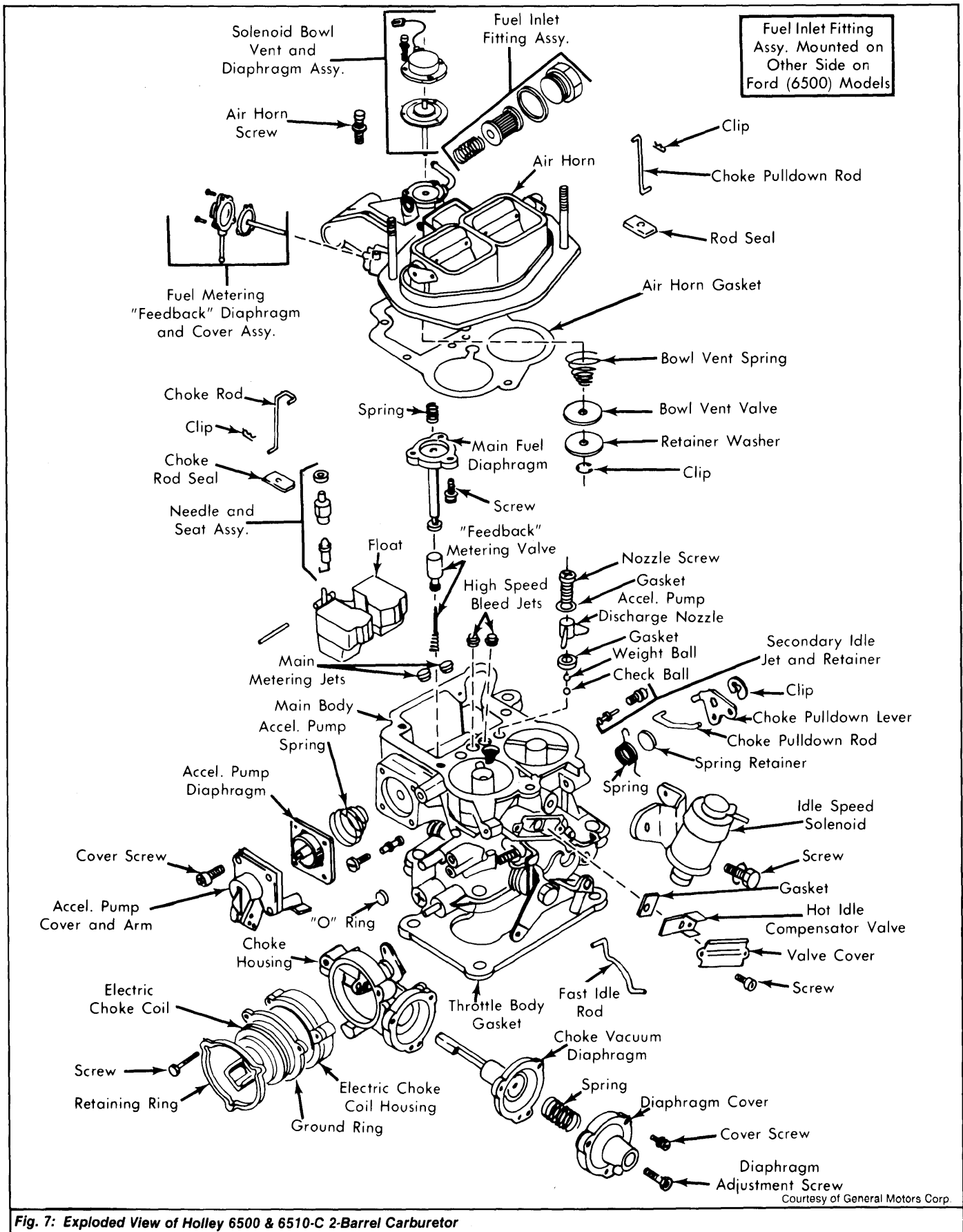


Fig. 7: Exploded View of Holley 6500 & 6510-C 2-Barrel Carburetor

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Holley 6500 & 6510-C 2-Barrel (Cont.)

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS									
Carb. No.	Idle Speed (Engine RPM)		Float Level Setting	Float Drop Setting	Fast Idle Cam	Auto. Choke	Choke Pulldown Vac. Break	Choke Unloader	Sec. Vac. Break
	Hot	Fast							
Ford Motor Co.									
Model 6500									
D8EE-AMA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-ANA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-EA	①	①	29/64"	.....	3.0 mm②	1 NR	6.0 mm③	6.0 mm	.....
D8EE-FA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-GA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-HA	①	①	29/64"	.....	3.0 mm②	1 NR	6.0 mm③	6.0 mm	.....
General Motors									
Model 6510-C									
10001056	①	2400	.520"	1.0"	.150"	1 NR	.325"	.350"	.....
10001058	①	2400	.520"	1.0"	.150"	1 NR	.325"	.350"	.....

- ① - See Emission Control/Tune-Up Decal.
- ② - ±.5 mm: at kickdown.
- ③ - ±.5 mm: at 75° F.

NOTE - Accelerator pump lever location, on ALL FORD models, is hole #2.

1979 CARBURETOR ADJUSTMENT SPECIFICATIONS						
Application	Float Level Setting	Float Drop Setting	Choke Vacuum Break Setting	Fast Idle Cam Setting	Choke Unloader Setting	Auto Choke Setting
Ford Motor Co.						
(6500 Model)						
D9EE-AEC	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-AFC	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-AGA	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-AHC	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-AJC	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-AKC	15/32"	.....	.240"	.120"	.240"	1NR
D9EE-AZA	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-BAA	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-BBA	15/32"	.....	.240"	.120"	.240"	2NR
D9EE-BCA	15/32"	.....	.240"	.120"	.240"	2NR
D9ZE-SB	15/32"	.....	.240"	.120"	.240"	2NR
General Motors						
(6510-C Model)						
10008489	33/64"	1"	.250"	.150"	.350"	2NR①
10008490	33/64"	1"	.250"	.150"	.350"	2NR①
10008491	33/64"	1"	.250"②	.150"	.350"	2NR
10008492	33/64"	1"	.250"②	.150"	.350"	2NR
10009973	33/64"	1"	.275"	.150"	.350"	2NR
10009974	33/64"	1"	.275"	.150"	.350"	2NR

- ① - 1NR on Chevrolet models.
- ② - .275" on Oldsmobile models.