MODEL 4010

Holley® CARBURETION

ILLUS. NO 52-2

Index Number	Letter	Part Name	Part Number
◇	◇	Airhorn Assembly	◇
1	L	Choke Plate	x
2	L	Choke Shaft and Lever Assembly	x
3	L	Cam Pick-Up Lever	1004-485
4	L	Fast Idle Cam Lever†	1004-1398
5	L	Choke Hsg. Shaft & Lever Assy. ††	1004-955A
6	L	Choke Thermostat Lever ††	1004-957
7	L	Thermostat Lever and Piston Assy.††	1004-960A
8	L	Choke Lever and Swivel Assy. †	①
9	L	Choke Rod Lever Molded †	②
10	L	Fast Idle Cam †	①
11	L	Thermostat Cap Clamp Screw ††	1005-16
12	L	Throttle Stop Screw	1005-155-1
13	L	Secondary Diaphragm Cover Screw	1005-370-1
14	L	Throttle Plate Screw	1005-581
15	L	Fast Idle Cam Lever & Sec. Diaphragm Lever Screw & L.W.	1005-584-1
16	L	Pump Cam Screw	1005-682-1
17	L	Pump Lever Adj. Screw	1005-756
18	L	Fuel Valve Seat Screw	1005-765-1
19	L	Fast Idle Adj. Screw	1005-1583
*	L	Secondary Idle Adj. Screw	1005-1601
20	L	Nozzle Bar Screw - Primary	X
21	L	Nozzle Bar Screw - Secondary	X
22	L	Airhorn Screw	1005-1898-1
23	L	Pump Diaph. Cover & Power Valve Cover Screw	1005-1899-1
24	L	Secondary Diaphragm Housing Screw	1005-1900-1
25	L	Fast Idle Cam Plate Screw †	1005-1901-1
26	L	Choke Housing Screw ††	1005-1901-2
27	L	Fuel Level Check Plug	1007-225-1
28	R	Fuel Inlet Fitting Gasket	1008-482
29	R	Fuel Level Plug Gasket	1008-540
30	R	Sec. Diaphragm Housing & Choke Housing Gasket	1008-659
31	R	Thermostat Cap Gasket ††	1008-686
32	R	Needle and Seat Adj. Nut Gasket	1008-776
33	R	Seat Lock Screw Gasket	1008-777
33A	L	Flange Gasket	1008-1392
34	R	Power Valve Gasket	1008-1597
35	R	Power Valve Cover Gasket	108-68
36	R	Nozzle Bar Gasket	1008-2086
37	R	Nozzle Bar Screw Gasket	1008-2087
38	R	Airhorn Gasket	1008-2092
39	L	Primary Throttle Plate	1009-172
40	L	Secondary Throttle Plate	1009-173
41	L	Secondary Throttle Shaft & Lever Assy.	X
42	L	Throttle Shaft and Stop Lever Assy.	X
43	L	Primary Throttle Lever	1011-1733-1
◇	◇	Carburetor Body	◇
*	L	Secondary Throttle Shaft Bushing	1013-490
44	L	Throttle Lever Bushing	1013-1066
45	L	Idle Adj. Needle	1015-72-1
46	L	Float and Tab Assy.	116-9
47	L	Float Shaft	1017-41
48	R-L	Fuel Inlet Needle and Seat Assy.	6-71
48A	L	Compression Nut ††	1019-6
49	L	Fuel Inlet Fitting	1019-245
50	L	Primary Nozzle Bar Assy.	1021-835-1
51	L	Secondary Nozzle Bar Assy.	1021-837-11A
52	L	Primary Main Jet	X
53	L	Secondary Main Jet	X
54	R	Pump Check Valve	1023-468
55	R-L	Power Valve - Primary	X
56	R-L	Power Valve - Secondary	X
57	R	O-Ring Seal	1027-148
58	L	Choke Rod Seal	1027-238
59	L	Check Ball	1028-1
59A	L	Throttle Return Spring Pin	1029-1094
60	L	Power Valve Cover	20-74
61	L	Choke Lever Back-up Plate Assy.†	1034-10882A
61A	L	Choke Housing & Plugs Assy.††	1034-11209A
62	L	Fast Idle Cam Plate Assy.†	1034-10881A
63	L	Secondary Diaphragm Cover	X
64	L	Acc. Pump Diaphragm Cover Assy.	1034-11009A
65	L-R	Secondary Diaphragm & Link Assy.	18-9
66	R	Acc. Pump Diaphragm Assy.	8-153
67	R	E-Ring Retainer	1036-871
68	L	Pump Lever Stud	1037-133
69	L	Air Cleaner Stud	1037-450
70	L	Throttle Stop Adjusting Screw Spring	1038-110
71	L	Pump Diaphragm Return Spring	1038-569
71A	L	Secondary Diaphragm Spring	1038-597
72	L	Choke Lever Spring	◇
73	L	Pump Lever Adj. Screw Spring	1038-782
74	L	Primary Throttle Return Spring	1038-1461
75	L	Idle Adj. Needle Spring	1038-1526
76	L	Secondary Throttle Return Spring	1038-1762
77	L	Fast Idle Cam Spring †	①
77A	L	Hex Nut ††	1039-5
78	L	Fuel Valve Seat Lock Nut	1039-160-1
79	L	Fibre Locking Nut	1039-165
80	L	Push Nut Fastener †	◇
80A		Choke Thermostat Lever Spacer ††	1040-108
81	L	Pump Cam	1041-466
82	L	Fast Idle Cam Assy. ††	1041-244A
83	L	Secondary Connecting Rod	X
84	L	Choke Rod	1043-252-1
84A	L	Lockwasher ††	1046-248
85	R	Cotter Pin -Choke Rod	1048-31
85A	L	Thermostat Cap Clamp ††	1049-328
86	R	Cotter Pin - Throttle Connecting Rod	1048-183
86A	L	Thermostat & Cap Assy. Indexed ††	45-258
87	L	Pump Operating Lever Assy.	1063-1539A
87A	L	Choke Spring Ret. Washer †	②
88	R	E-Ring Retainer	1075-37
88A	L	Sec. Diaphragm Lever Assy.	1063-354A
89	L	Secondary Diaphragm Housing	1079-1152
*	L	J - Tube Bowl Vent	1014-930
*	L	Fuel Inlet Filter Screen	1057-35

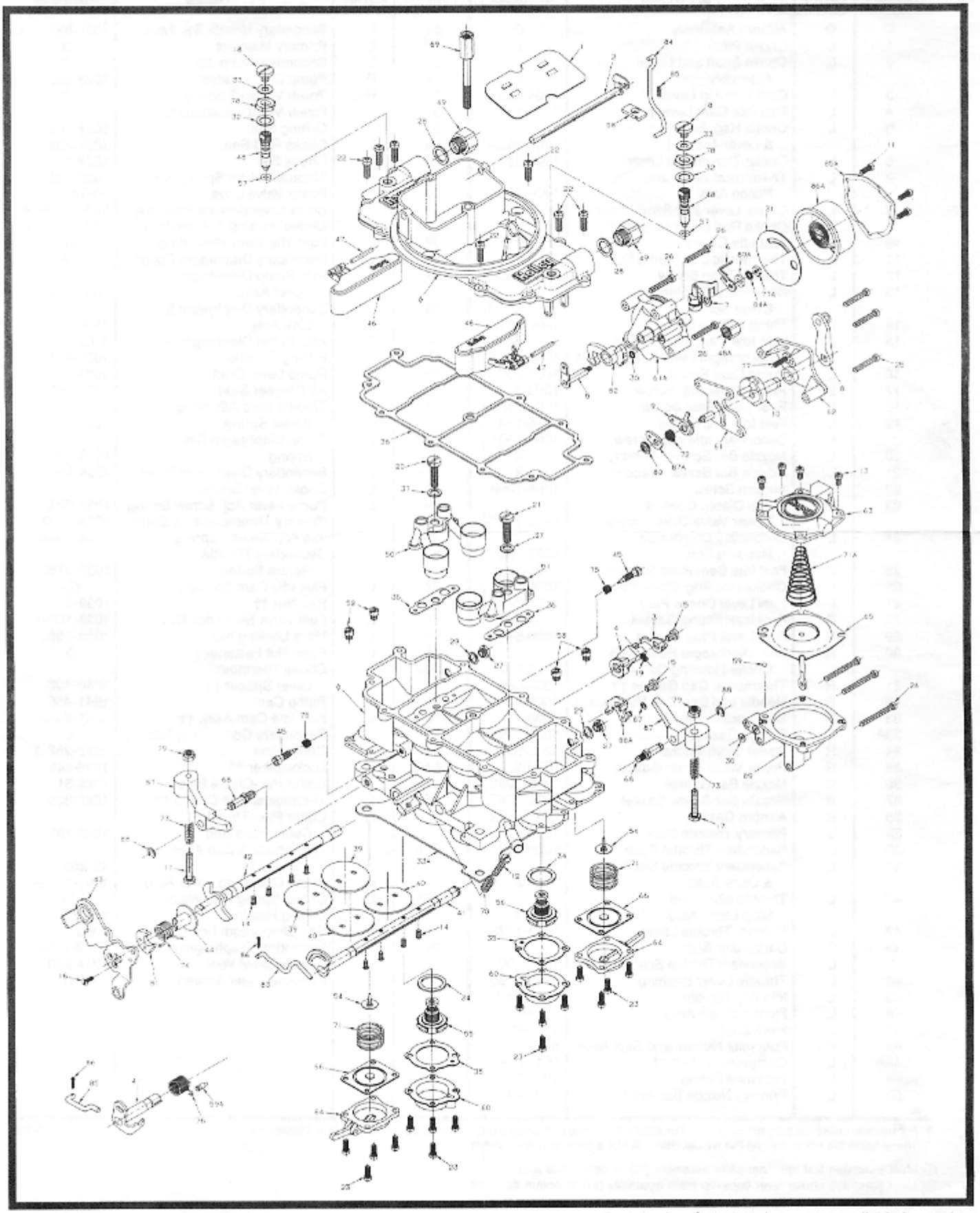
† For manual choke carburetors only †† For automatic choke carburetors only L = Loose Parts R = Renew Kit 199R-9787

* These items are not shown on the typical view. X Not a common part number.

① Must purchase fast idle cam plate assembly (62) to obtain this part.

② Must purchase choke lever back-up plate assembly (61) to obtain this part.

TYPICAL VIEW
ILLUSTRATION NO. 52-2



See Service Parts List for items not illustrated here.

Parts having ◇ designation are not available for service.

199R-9767

MODEL 4010 UNIVERSAL CARBURETOR

INSTALLATION AND ADJUSTMENT INSTRUCTIONS

TO PRESERVE WARRANTY, THESE INSTRUCTIONS MUST BE READ AND FOLLOWED THOROUGHLY BEFORE AND DURING INSTALLATION.

The model 4010 carburetor is designed as a universal type carburetor. It is a "square" flange carburetor and should **NOT** be used with adaptors on spread-bore type manifolds since adaptors may have an adverse effect on cylinder-to-cylinder distribution.

NOTE: This carburetor is not designed to meet any emission requirements for 1968 or later applications, and should be used only for competition/off road vehicles or vehicles not required to comply with late model exhaust emission standards.

GENERAL INSTRUCTIONS

1. Remove air cleaner, exercising care to carefully detach any vacuum lines to the cleaner and marking them so they can be reassembled to the air cleaner properly during installation of your Holley replacement carburetor.

2. Remove existing carburetor by following the procedure outlined below:

   a. Carefully disconnect fuel line

   b. Identify, label and disconnect all vacuum lines to the carburetor, noting the lines that ultimately run from the distributor, the temperature sensing valve, etc.

   c. Disconnect PCV hose.

   d. Disconnect choke rod or heat tube.

   e. Disconnect and remove throttle linkage and automatic kickdown linkage. **SAVE ALL RETAINING CLIPS.**

   f. Unbolt and remove carburetor from manifold.

   g. Stuff clean shop towels or rags into intake manifold openings to prevent loose particles from entering.

   h. Remove original flange gasket and clean manifold face.

3. Before installing Holley on manifold:

***CHRYSLER APPLICATIONS:**

Remove throttle stud from original carburetor. Install this stud in the throttle lever extension, Holley Part No. 20-7. (This can be purchased from your Holley Dealer)

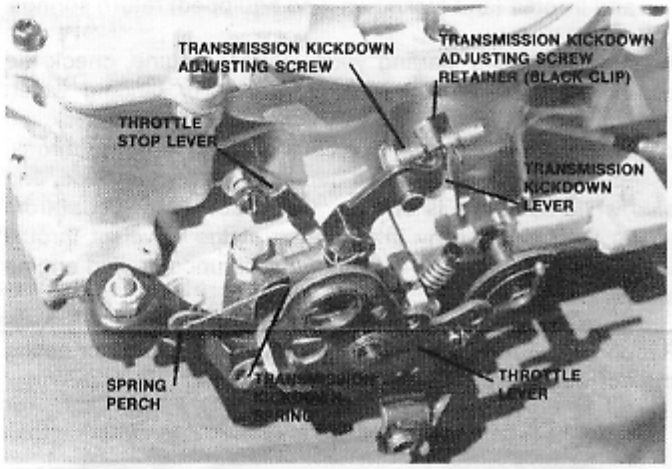
If the original Chrysler throttle stud is not available, a throttle lever extension stud and nut must be purchased from a Chrysler dealer.

***FORD APPLICATIONS: (List R-84020)**

A. Remove the throttle cable ball from the original carburetor and mount it in a similar location on the Holley throttle lever. The 4010 carburetor has a throttle ball provided in the unassembled parts if the original one is not available. Different size throttle balls can be purchased in a kit under Holley Part No. 20-2.

   See Figure #1 Below.

IMPORTANT NOTE: This carburetor is not intended nor recommended to be used with automatic overdrive vehicles.



Typical View of Ford A/T Linkage

B. Hold the carburetor throttle in the extreme wide open position and back out the transmission kickdown adjusting screw until it just contacts the tang on the throttle stop lever. Recheck this with the carburetor on the car.

***G.M. APPLICATIONS:**

Remove the throttle cable and automatic transmission kickdown stud (if any) from the original carburetor and mount these in a similar location on the Holley throttle lever. If the original throttle ball is not available, a new throttle ball is in the unassembled parts kit. Different size balls can be purchased under Holley Part 20-2.

THROTTLE BALL BRACKETS:

Because of the large assortments of brackets available, consult your latest Holley Performance Parts Catalog.

***AUTOMATIC TRANSMISSIONS:** If your transmission shifts improperly after installing the new carburetor, consult Service Manual for proper transmission adjustment.

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4. If your application requires a solenoid/dashpot bracket, order new bracket by Holley Pt. No. 20-72. If your application requires a solenoid, order Holley Pt. No. 46-51. If you need a dashpot order 11-61.

5. Install carburetor studs (available at your Holley Dealer) into intake manifold. Place new carburetor flange gasket provided in proper position on intake manifold.

6. Remove shop towels/rags from inside the manifold. Check **again** that no foreign matter has entered the intake manifold.

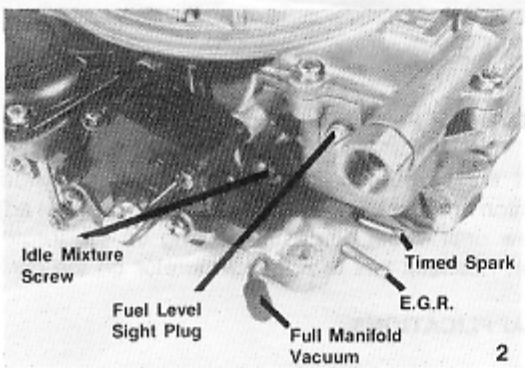
7. Place carburetor (with new gasket in position) on top of manifold. Install holddown nuts and snug nuts down in a "criss-cross" pattern. Torque nuts in same pattern to 60-80 in. lbs.

WARNING: Overtightening may result in a warped or cracked carburetor body.

8. Reconnect throttle and transmission kickdown linkage and throttle (and kickdown if so equipped) return springs.

WARNING: Before starting your vehicles engine, check the assembled linkage for any sticking, and/or binding which may interfere with full travel of the throttle (from the closed position to the wide open position). Movement of the throttle assembly should be checked manually, under the hood, and also while someone is operating the accelerator pedal from inside the vehicle. Any interference in the travel of throttle linkage may result in an accident due to uncontrolled engine speed.

Reconnect appropriate vacuum hoses to the carburetor noting the correct fittings in figures 2 and 3 below.



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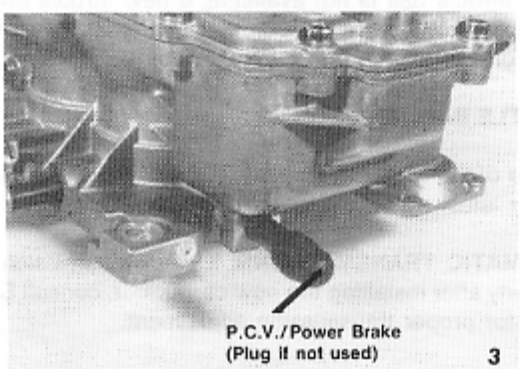
***If vacuum for more than one component is needed, use small plastic "T's" avilable at your Holley Dealer.**



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Plug all unused vacuum ports.

9. A chrome "dual feed" fuel line must be connected to the carburetor. It is available under Holley Pt. No. 34-16.

WARNING: In all cases where the fuel line has been cut, it is essential that it be clean to insure that no metal particles enter the fuel bowl after a new carburetor installation. This is performed by disconnecting the fuel line at the pump and blowing the line clean with compressed air. **DO NOT USE** any other method.

CAUTION: It is essential that a quality inline fuel filter, such as Holley Pt. No. 162-411 or 162-512 be installed between the fuel pump and the carburetor. This is mandatory as a safeguard against possible flooding. Absence of such a filter voids the carburetor warranty. Filter elements should be blown clean with compressed air every 6,000 miles and replaced every 12,000 miles to assure maximum protection.

10. Install a suitable manual choke such as Holley pt. No. 45-228 with the choke mounting bracket, pt. no. 45-229. Check to make sure choke fully opens with the cable attached.

11. An electric choke conversion kit is available under Holley Pt. No. 45-459. (silver metallic finish)

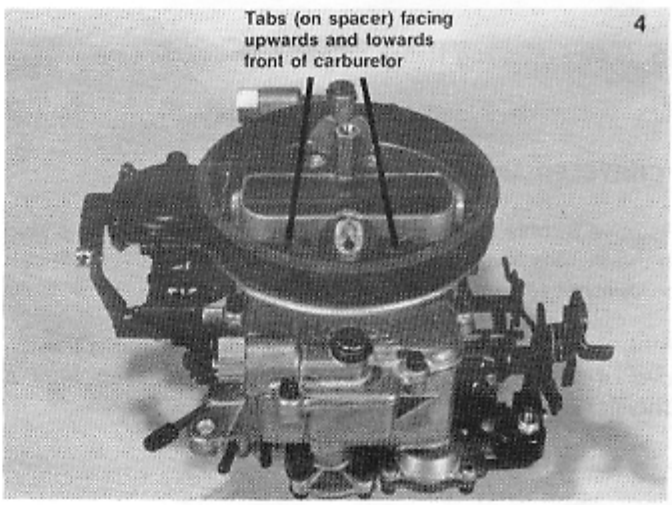
IMPORTANT: Electric choke Kit 45-223 (gold finish) when installing electric choke Kit 45-223, you must use the choke rod that came originally equipped on the carburetor. **DO NOT** use the choke rod and spacers provided in the kit, otherwise improper choke operation will occur.

12. Start engine and check fuel line and inlet fittings for possible leaks. At this time recheck vacuum hoses to assure that they are properly attached.

13. **IMPORTANT:**
Air Cleaner Installation
Install new air cleaner stud which is packaged in the unassembled parts kit. Also packaged is an air cleaner spacer. In some instances, the spacer is required to raise the air cleaner away from the carburetor linkage and fuel lines.

A taller spacer (1⅜) is available under Holley Pt. No. 17-13.

Correct installation of the air cleaner spacer is shown below in fig. #4. Notice the tabs (on spacer) facing upwards and towards the front of the carburetor.



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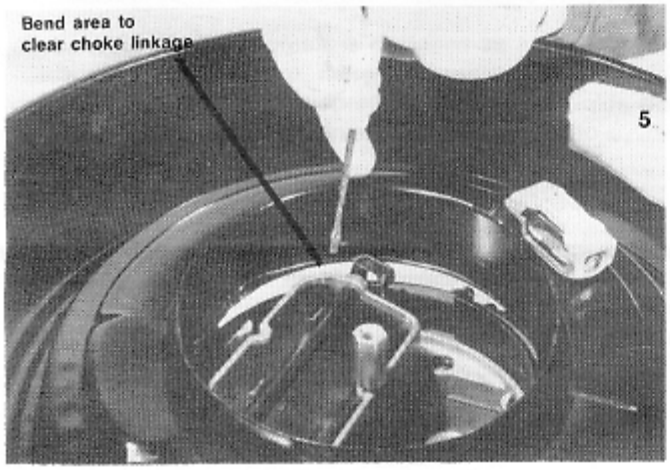
NOTE: On some air cleaner assemblies (with spacer installed) it maybe necessary to increase the opening of the air cleaner to carburetor mounting area slightly as shown in Fig. #5, this is done to provide trouble free choke operation. Install air cleaner **FIRST,** to see if this procedure is necessary.



Bend the area in (as shown in Fig. #5) a little at a time until satisfactory clearance is obtained. You will be able to determine this when the air cleaner is installed and there is **NO** interference between the air cleaner and choke rod linkage.

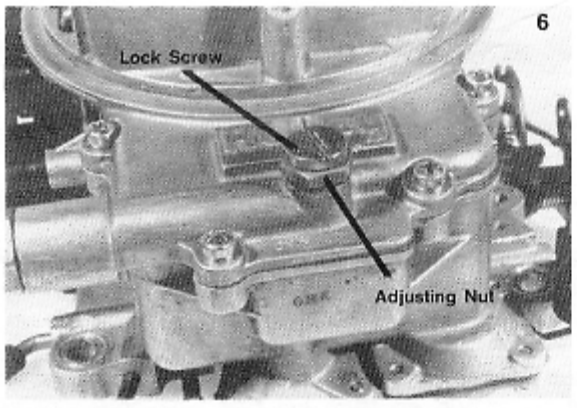
WARNING: Inadequate clearance between the air cleaner and throttle/choke lever could result in uncontrolled engine speed. **CHECK** these areas.

CAUTION: Check clearance between air cleaner and hood before closing hood completely. Do not slam hood the first time. Trim stud if necessary.

ADJUSTMENTS:

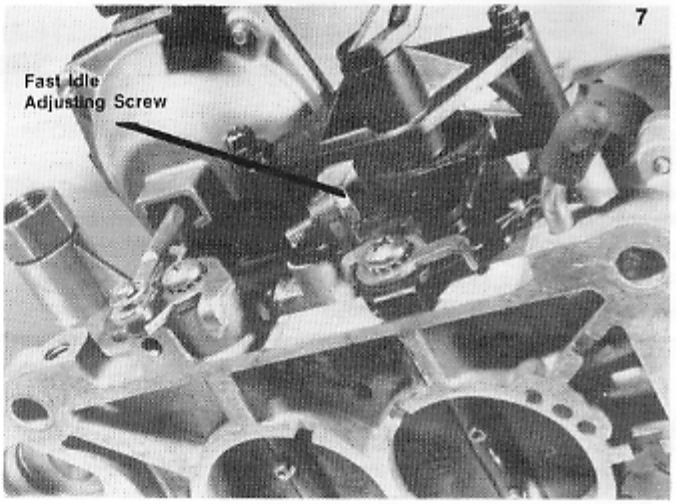
1. Fuel Level:

On level ground with the engine running, remove primary and secondary fuel level sight plugs. Loosen lock screw and turn adjusting nut clockwise to lower the fuel level and counter clockwise to raise the level. Fuel level will be properly adjusted when fuel begins to trickle out of sight hole. Tighten lock screw and replace fuel level sight plugs. See Fig. #6. Fig. #2 shows location of sight plugs.



2. Choke:

If the fast idle speed provided during choke operation needs adjustment, turn engine off; close the choke exposing the fast idle adjusting screw, use a small open end wrench for ease of adjustment. (See Fig. 7).



MAINTENANCE:

WARNING: Fuel systems components which are required to operate under severe conditions such as high underhood temperatures should be periodically inspected to assure no fuel leakage and that all hoses are sound. High underhood temperatures promote fast aging of the non-metallic materials used in vehicle assembly.

Hoses which exhibit surface cracks when bent to a 180° position should be replaced.

The presence of liquid fuel requires regular inspection of hoses, retightening of loose fittings, and retorquing of fuel system component flange nuts (where applicable). Tightening of carburetor airhorn screws should provide 25-30 inch pounds of torque in a clockwise direction.

GENERAL:

In addition to your Holley carburetor, the correct engine timing, the spark plug gap and heat range, the condensor and wiring, the lash, the condition of the PCV valve and the correct operation of exhaust heat valves are all important in order to obtain optimum efficiency and maximum performance from the engine of your vehicle.