

The mixture control body is CNC machined from 6061-T6 aluminum which is alodine treated, the shaft is stainless steel and the screws are plated steel.

The first picture is what comes in the kit. The mixture control plate is in the background with the accelerator pump extension arm., power valve block off plug, and installation bolts in the foreground. I also include a set of three gaskets which are not shown.

The second picture is a unit installed on a 4 barrel Holley carburetor. The installer is responsible for the push-pull cables and attachment hardware. As you can see, the unit is installed in-between the jet plate and the float bowl. This requires the use of longer float bowl bolts which are included in the kit. The arm swings thru 90 degrees of rotation from idle cut-off to full rich. The arm can be clocked anywhere on the shaft to make installation easier. The arm in the photo is in the full rich position and idle cut-off would be in the 4 o'clock position. Two shafts are available to make full rich either in the clockwise rotation or counter-clockwise rotation. This sometimes simplifies the push-pull cable installation. I usually ship the counter-clockwise to full rich shaft, as this parallels the throttle rotation on the opposite side of the carburetor.

If you have any questions please e-mail.

Thanks

Another great tuning kit from Holley.

This one will allow you to "tailor"

accelerator pump performance to

the engine's actual requirements.

Each cam has a different shape or

profile to give different results. Cam

"lift" directly affects the accelerator

pump stroke and, therefore, pump

capacity. Ramp profile or shape

controls the "timing" of the shot. A

steeply-rising ramp shape will give a

fast, heavy fuel shot right off idle.

Conversely, a gently sloping ramp

will spread the pump action over a

longer period of time.

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