

CARBURETOR PARTS & ACCESSORIES

FUEL BOWL GASKET -

(Non-Stick) P/N: 108-83-2

Models: 2300, 4150, 4150 HP, 4160, 4500
(will not fit 4500 HP DOMINATOR) 2/pkg.



108-83-2



108-86-2

FUEL BOWL GASKET -

(Non-Stick) P/N: 108-81-2

Model: 4500 HP DOMINATOR 2/pkg.



108-81-2



108-89-2

METERING BLOCK GASKET

(Non-Stick) P/N: 108-89-2

Models 2300/4150/4150 HP/4160/4500/
4500 HP w/o intermediate idle circuit. 2/pkg.

METERING BLOCK GASKET

(Non-Stick) P/N: 108-86-2

Model 4500/4500 HP intermediate idle circuit.
2/pkg.

MAIN WELL PLUGS

P/N: 26-111-20

Replacement main well plugs for Holley
metering blocks. 20/pkg.



26-111-20



125-500

POWER VALVE CHECK BALL KIT P/N: 125-500

Power valve "blowout" protection can now be added to older model 2300, 4150 and 4160 carburetors. Consisting of a spring, brass seat and check ball, this kit will effectively protect the power valve and is easy to install. Included is the proper drill bit size, with stop, to facilitate installation. Detailed instructions are included.

HOLLEY STANDARD MAIN JETS



Holley Main Jets are threaded for ease of installation and replacement. To order, use the basic part number 122- followed by

a suffix "Jet Number." Example: 122-85 will have an approximate restriction size of .100" diameter.

* All sizes shown are for reference use only. Actual control of size is by flow check. In all instances, a higher stamped number indicates a greater average flow rate. Do not drill or damage the jet metering orifice. Change jet for your exact requirements.

Single Stage Power Valves (includes gasket)

P/N Opening Vacuum

Standard Flow	Opening Vacuum
125-25	2.5"Hg
125-35	3.5"Hg
125-45	4.5"Hg
125-50	5.0"Hg
125-65	6.5"Hg
125-75	7.5"Hg
125-85	8.5"Hg
125-95	9.5"Hg
125-105	10.5"Hg

High Flow	Opening Vacuum
125-125	2.5"Hg
125-135	3.5"Hg
125-145	4.5"Hg
125-155	5.5"Hg
125-165	6.5"Hg
125-185	8.5"Hg
125-1005	10.5"Hg



26-36

POWER VALVE PLUG & GASKET P/N: 26-36

Racers sometimes will prefer to run without a power valve. In these cases a power valve plug must be used to block the power valve circuit. Furthermore, jet sizes must be increased to compensate for loss of the fuel enrichment provided by the power valve. An increase of 6 to 8 jet sizes will, in most cases, be enough compensation. It's advisable, however, to "read" the spark plugs and verify proper jetting. Power Valve Thread: 1/2-28

Jet No.	Drill Size	Jet No.	Drill Size	Jet No.	Drill Size	Jet No.	Drill Size	Jet No.	Drill Size	Jet No.	Drill Size	Jet No.	Drill Size	Jet No.	Drill Size
40	.040"	48	.048"	56	.055"	64	.064"	72	.0755"	80	.0890"	89	.1045"	97	.1210"
41	.041"	49	.048"	57	.056"	65	.065"	73	.0790"	81	.0920"	90	.1055"	98	.1240"
42	.042"	50	.049"	58	.057"	66	.066"	74	.0800"	82	.0940"	91	.1085"	99	.1260"
43	.043"	51	.050"	59	.058"	67	.068"	75	.0820"	83	.0975"	92	.1100"	100	.1285"
44	.044"	52	.052"	60	.060"	68	.069"	76	.0840"	85	.0985"	93	.1125"	101	.1260"
45	.045"	53	.052"	61	.060"	69	.070"	77	.0855"	86	.1000"	94	.1155"	102	.1280"
46	.046"	54	.053"	62	.061"	70	.0735"	78	.0870"	87	.1015"	95	.1165"	103	.1300"
47	.047"	55	.054"	63	.062"	71	.0750"	79	.0890"	88	.1025"	96	.1195"	104	.1340"

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