

# INSTRUCTIONS

910-11596

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## HOLLEY REBUILD KIT AA-1, 2100, 2110

### DESCRIPTION

- |                                      |   |
|--------------------------------------|---|
| 1. Screw - choke lever               | 36. Nozzle air bleed plug                 |
| 2. Washer - screw choke lever        | 37. Gasket (2) - nozzle air bleed plug    |
| 3. Lever choke                       | 38. Screw (4) - nozzle bar clamp          |
| 4. Plunger - choke level             | 39. Nozzle bar clamp (2)                  |
| 5. Spring - choke level plunger      | 40. Pump discharge nozzle                 |
| 6. Retainer (2) - fast idle rod      | 41. Gasket - pump nozzle                  |
| 7. Washer                            | 42. Needle pump discharge                 |
| 8. Rod - fast idle                   | 43. Needle tube (2)                       |
| 9. Screw (3) - stat cover retainer   | 44. Nozzle bar RH                         |
| 10. Retainer - stat cover            | 45. Nozzle bar LH                         |
| 11. Stat cover                       | 46. Gasket (4) - nozzle bar               |
| 12. Gasket - stat cover              | 47. Screw and lock washer T/B to bowl (2) |
| 13. Plate - choke baffle             | 48. Screw and lock washer T/B to bowl (1) |
| 14. Gasket - choke housing           | 49. Bracket - choke control               |
| 15. Fitting - fuel inlet             | 50. Bowl assembly—float                   |
| 16. Gasket - fuel inlet fitting      | 51. Plug (2) - main jet                   |
| 17. Screw (5) - bowl cover           | 52. Gasket (2) - main jet plug            |
| 18. Bowl cover assembly              | 53. Jet (2) - main                        |
| 19. Gasket - bowl cover              | 54. Economizer valve assembly             |
| 20. Pin - float hinge                | 55. Gasket - economizer valve             |
| 21. Float and level assembly.        | 56. Retainer - pump rod felt              |
| 22. Needle, seat and gasket assembly | 57. Felt - pump rod                       |
| 23. Bracket - dashpot                | 58. Gasket - body flange                  |
| 24. Nut dash dashpot                 | 59. Spark valve                           |
| 25. Lock washer (2) - dashpot        | 60. Gasket - spark valve                  |
| 26. Dashpot assembly.                | 61. Needle (2) - idle adj.                |
| 27. Retainer - pump link             | 62. Spring (2) - idle adj. needle         |
| 28. Link - pump                      | 63. Retainer - fast idle cam              |
| 29. Stud - pump link                 | 64. Cam - fast idle                       |
| 30. Rod - pump operating             | 65. Throttle body assembly.               |
| 31. Retainer - pump spring           | 66. Gasket - flange                       |
| 32. Spring - pump                    | 67. Spring - pump return                  |
| 33. Pump plunger                     |   |
| 34. Retainer - inlet check ball      |   |
| 35. Ball - inlet check               |   |

### DISASSEMBLY

Use the exploded view as a guide. The numerical sequence may be followed to disassemble unit far enough to permit cleaning and inspection

### CLEANING

Cleaning must be done with carburetor disassembled. Soak parts long enough to soften and remove all foreign material. Use (1) a carburetor cleaning solvent, (2) lacquer thinner or (3) denatured alcohol. Make certain the throttle body is free of all hard carbon deposits. Wash off in suitable solvent. Blow out all passages in castings with compressed air and check carefully to insure thorough cleaning of obscure areas.

**CAUTION:** Do not soak any parts containing rubber, leather or plastic in cleaning solvent.

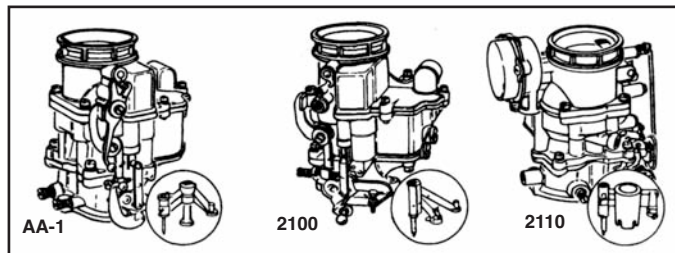
### REASSEMBLY

Reassemble in reverse order of disassembly. Note special instructions and follow numerical outline in making adjustments. See other side.

### SPECIAL INSTRUCTIONS

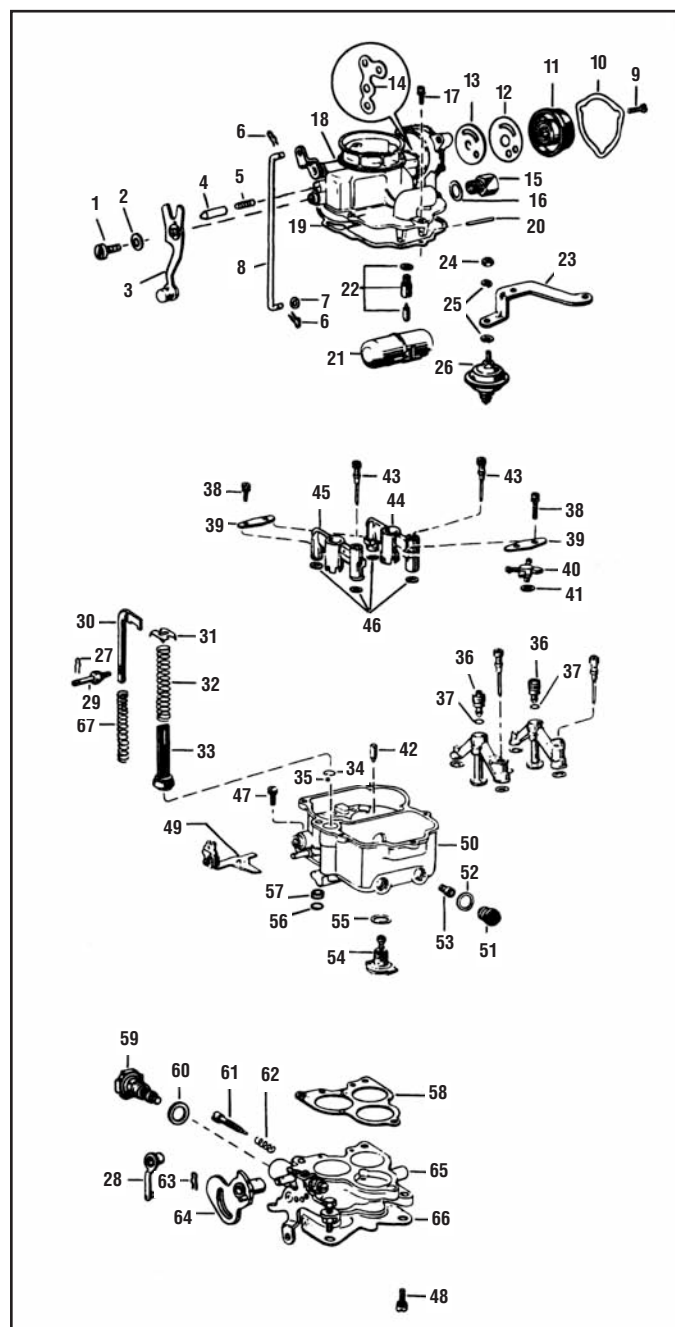
When installing idle mixture adjusting needles (61), lightly bottom then back out 1½ turns.

Economizer valve (54). Use care when tightening.



### GENERAL EXPLODED VIEW

The general design and parts shown will vary to individual units covered on this instruction sheet.



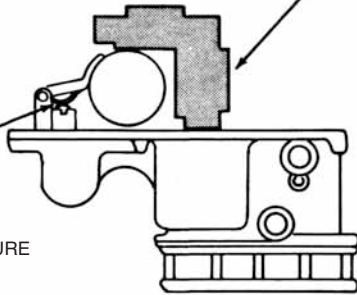
## ADJUSTMENT DATA

MODELS AA-1, 2100  
FLOAT SETTING  $1\frac{11}{32}$ "  
FLOAT SETTING  $1\frac{15}{32}$ "  
MODEL 2110 I.H.C. TRUCK  
FLOAT SETTING  $1\frac{5}{16}$ "

- ① MEASURE FROM MACHINED SURFACE OF BOWL COVER TO TOP OF FLOAT. (CHECK BOTH SIDES.)

- ② TO ADJUST BEND TANG

CAUTION!  
DO NOT EXERT PRESSURE  
ON RESILIENT NEEDLE  
VALVE

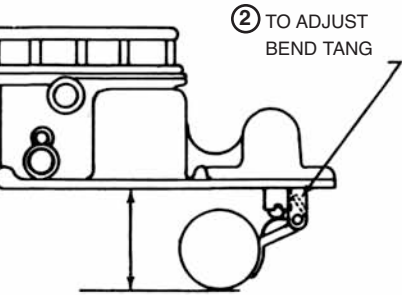


FLOAT LEVEL ADJUSTMENT

Fig. 1

MODELS AA-1, 2100  
FLOAT DROP  $1\frac{7}{16}$ "

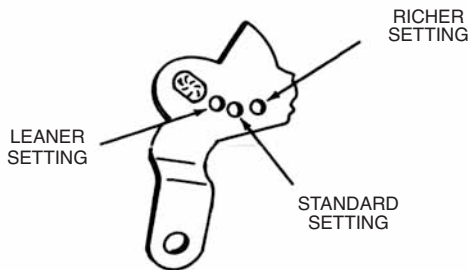
MODEL 2110  
FLOAT DROP  $1\frac{3}{4}$ "



- ① WITH FLOAT HANGING FREELY, MEASURE FROM MACHINED SURFACE OF BOWL COVER TO BOTTOM OF FLOAT

FLOAT LEVEL ADJUSTMENT

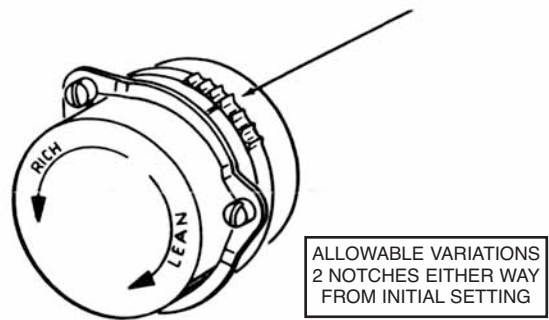
Fig. 2



PUMP LINK SETTING

Fig. 3

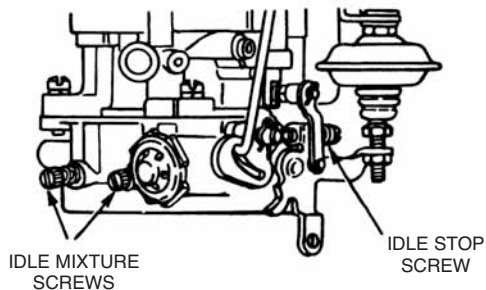
ROTATE STAT COVER AGAINST SPRING TENSION.  
SET MARK ON COVER TO CENTER MARK ON HOUSING.



AUTOMATIC CHOCK SETTING

Fig. 4

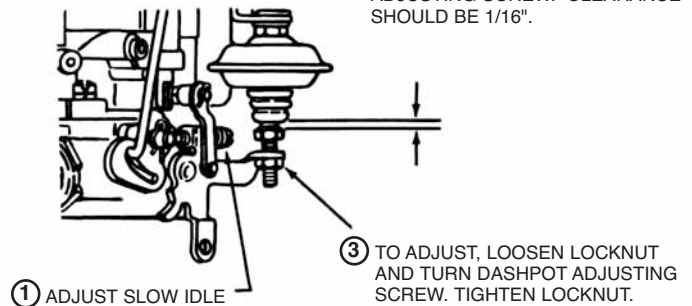
ENGINE AT OPERATING TEMP.  
CHOKE FULLY OPEN. ADJUST  
IDLE MIXTURE SCREWS FOR A  
SMOOTH IDLE AND ADJUST IDLE  
STOP SCREW FOR 450 TO 500  
R.M.P.



IDLE ADJUSTMENT

Fig. 5

- ② DEPRESS PLUNGER STEM AND MEASURE DISTANCE BETWEEN END OF STEM AND DASHPOT ADJUSTING SCREW. CLEARANCE SHOULD BE  $1/16$ ".



- ① ADJUST SLOW IDLE

- ③ TO ADJUST, LOOSEN LOCKNUT AND TURN DASHPOT ADJUSTING SCREW. TIGHTEN LOCKNUT.

DASHPOT ADJUSTMENT

Fig. 6

# IMPORTANT

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