

INSTALLATION INSTRUCTIONS "QUICK CHANGE" SECONDARY DIAPHRAGM KIT # 20-59 & 20-73

WARNING: TO PRESERVE WARRANTY, THESE INSTRUCTIONS AND INSTRUCTION SHEET 199R9808 (MARINE ONLY), MUST BE READ AND FOLLOWED THOROUGHLY AND COMPLETELY, BEFORE AND DURING INSTALLATION.

GENERAL: This kit contains the necessary pieces to give your vacuum secondary carburetor the capability of changing the secondary diaphragm springs without removing and disassembling the secondary housing. It is recommended to purchase HOLLEY kit 20-13 (two kits will be necessary with diaphragm kit 20-73) which is an assortment of secondary springs and instructions which will help you tailor the secondary opening characteristics to a particular engine and vehicle configuration.

REMOVAL

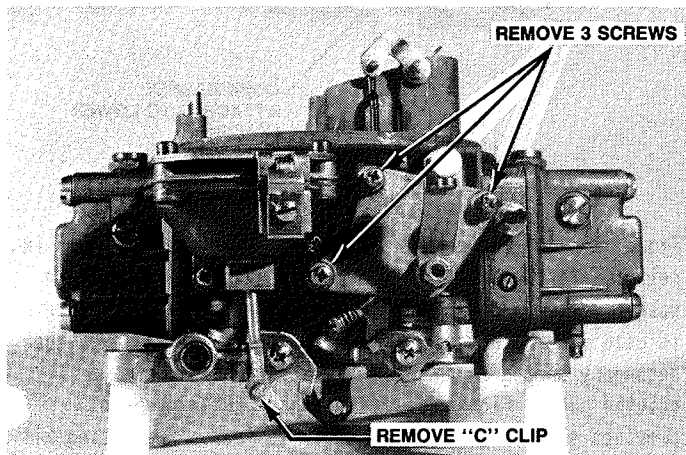


FIGURE 1

As shown in Figure 1, remove the 3 screws which hold the fast idle cam plate and the "C" clip on the stem of the secondary vacuum diaphragm.

NOTE: CARBURETORS WITH AUTOMATIC CHOKE. First, remove the 3 screws which hold the choke cap. Next, remove the 3 screws which hold the choke housing to the carburetor. Move housing to the side.

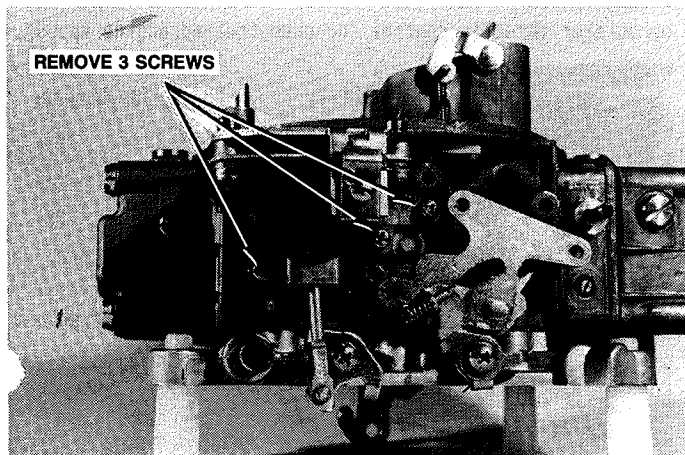


FIGURE 2

Figure 2 shows the removal of the 3 screws which secure the vacuum housing to the carburetor. After this is done, you may separate the housing from the carburetor.

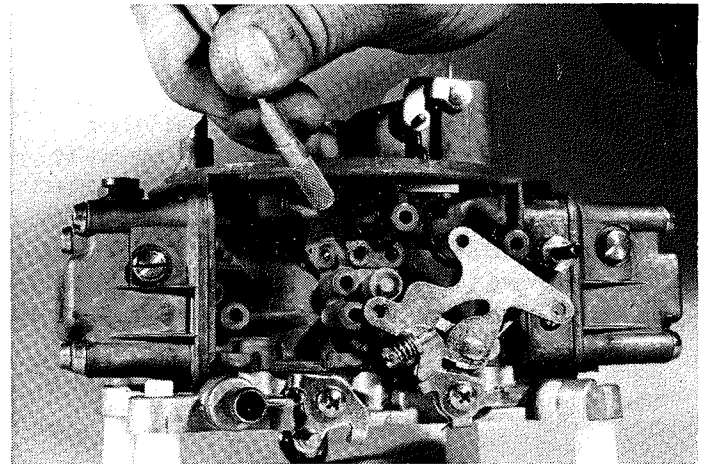


FIGURE 3

Once the secondary housing is removed, you may find residue of the cork "O" ring gasket which seals the housing to the carburetor. Clean off any gasket residue left on the carburetor and on the lower vacuum housing.

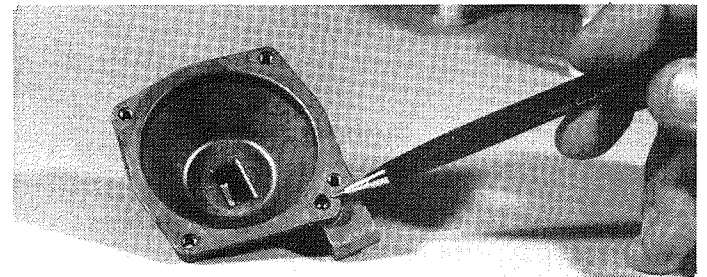


FIGURE 4

Remove the 4 screws which secure the top cover to the lower housing. Place them aside since you will reuse them later. Next, remove the top cover. As shown in Figure 4, some of the carburetors came equipped with a check ball in the lower housing. This **MUST** be retained for proper activation of the secondaries.

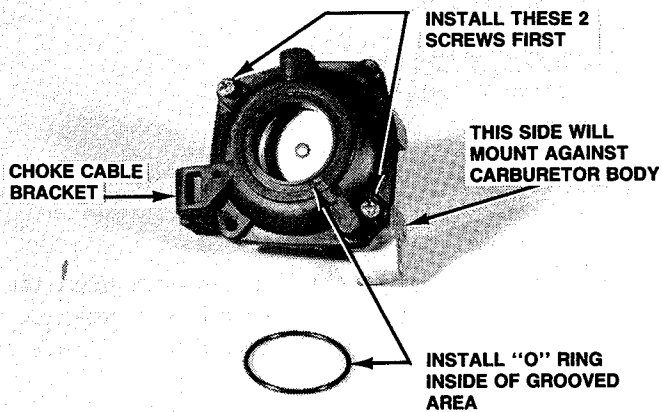


FIGURE 5

With the check ball in place (if equipped) and vacuum diaphragm positioned correctly, the top cover may now be placed onto the lower housing. Figure 5 shows the correct relationship of the top cover to the lower housing. When installing the first 2 screws (diagonally from each other) it is recommended to apply a light coat of petroleum jelly to the tip of each screw. This will help prevent the screws from catching on the diaphragm when they are tightened. Snug down the 2 screws first, then tighten.

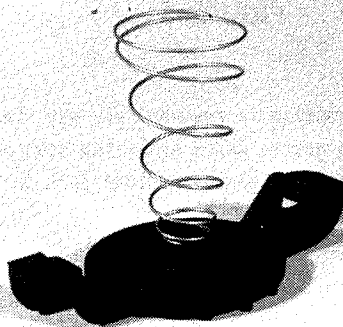
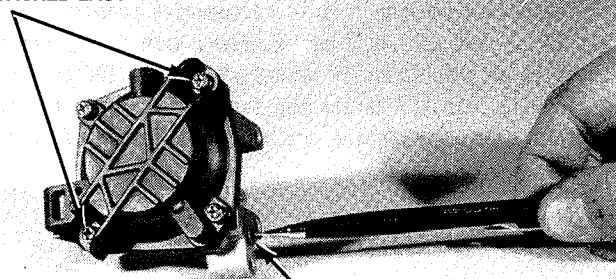


FIGURE 6

Figure 6 shows the correct way to attach the vacuum diaphragm spring onto the removable top cover.

In Figure 7 you can see the final 2 screws with the removable top cover attached to the housing. Torque all 4 screws to 18 inch lbs. Before installing the cork gasket to the lower housing, make sure the area is clean of the old gasket, or secondary vacuum operation will suffer. To keep the cork gasket in place during installation, you may coat the gasket with a VERY LIGHT application of petroleum jelly. To install the complete secondary housing, reverse the disassembly procedure.

THESE 2 SCREWS ATTACHED LAST



CORK GASKET ATTACHED TO LOWER HOUSING.

FIGURE 7

Figure 8 shows the correct installation of the top cover in relation to the main body of the carburetor. Install the washer, screw and nut onto the choke cable bracket (which is used only on passenger car applications). Whenever the secondary spring is changed, remove only the 2 screws pointed out in Figure 8. Extra rubber "O" rings are provided should the original begin to leak. When using kit 20-73, two secondary diaphragm housing covers are included. These covers are equipped with tubes to enable you to connect a piece of vacuum hose from one carburetor to the other. This connection will equalize the vacuum so that both secondaries will open at the same time.

CAUTION: After the modification and before starting the engine, check the secondary throttle and also the primary throttle for freeness of operation. Be certain that there is no manner of interference when the throttle lever is operated between the idle and wide open position. Any binding or interference could cause throttle to stick during operation and could possibly result in a loss of carburetor throttle control (or uncontrolled engine speed).

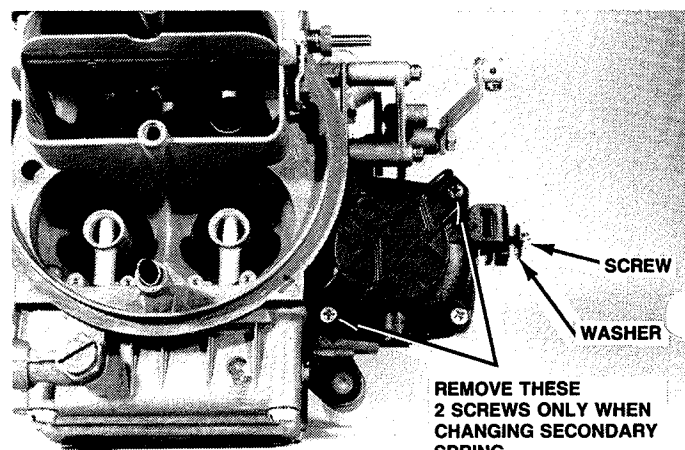


FIGURE 8