INSTALLATION INSTRUCTIONS
FOR ELECTRIC CHOKE CAP
KIT PART NUMBERS 45-226

INTRODUCTION:

Holley Performance Products has written this manual for the installation of the **electric choke cap kit**. Should you need information or parts assistance, please do not return the unit to the store without first contacting technical service at 1-270-781-9741, Monday through Friday, 7:00 a.m. to 5:00 p.m. Central Time. By using this number, you may obtain any information and/or parts assistance that you may require. Please have the part number on hand of the product you purchased when you call technical service.

NOTE: PLEASE READ AND FOLLOW THE INSTRUCTIONS COMPLETELY BEFORE AND DURING INSTALLATION.

The electric choke kit is standard on many 1973 and later vehicles for emission advantages. With the right calibration and supplied material, this system can also produce a well-performing and economic vehicle.

Following the steps below, your kit will perform to its potential. This installation should be done with the carburetor off the vehicle. Carefully detach any vacuum lines and linkage to the carburetor after marking them, so that they may be reassembled in the same manner. Be careful not to damage the gasket under the carburetor when lifting it off.

NOTE: This installation should be done OFF the vehicle.

1. Remove the three (3) slotted screws holding the retaining ring (Figure 1).
2. Remove the retaining ring and cap.
3. Remove the cap gasket from the housing.
4. Clean the choke housing, making sure all internal parts are free-moving.
5. Install the new choke cap gasket onto the housing.
6. Install the new cap with the retaining ring. Install the ring, so that it bows outward from the cap (Figure 2).

IMPORTANT: When installing the choke cap, be sure the bi-metal pick-up lever (in the housing) fits into the loop on the bi-metal spring. Check this by turning the choke cap in both directions. The choke plate should open when rotated clockwise and should close when rotated counter clockwise.

7. Tighten the retaining ring screws just enough to hold the cap in place, but will allow it to be rotated.

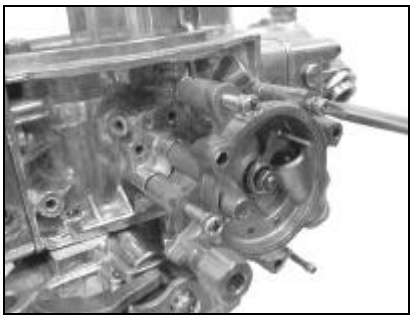

Figure 1

Figure 2

8. IMPORTANT! This step is to calibrate the choke. Locate the scribe mark on the cap and set it in line with the center index on the casting (Figure 3).

9. Tighten the retaining ring screws.

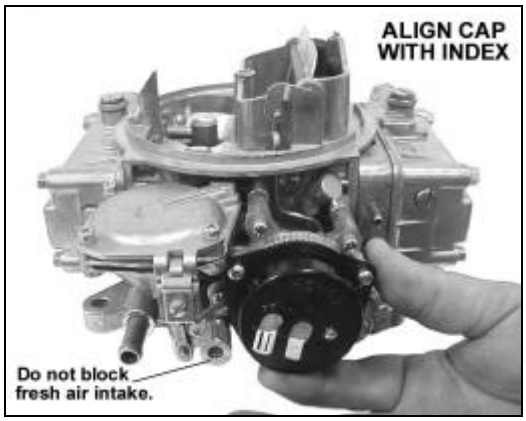

Figure 3

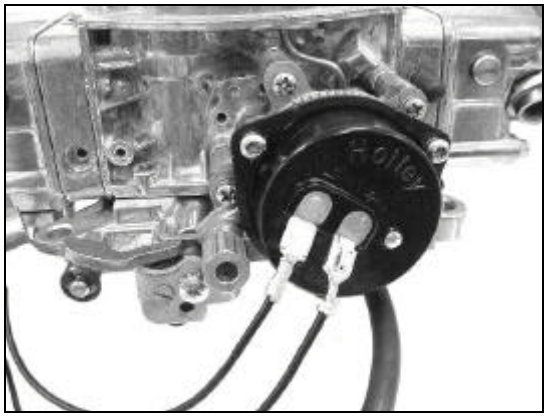

Figure 4

NOTE: Do not block the fresh air intake, as shown by the arrow in Figure 3.

10. Use the shortest wire from the kit and connect the bayonet end to the negative choke cap terminal marked (-). Ground the eyelet end to the carburetor. Do this either under a screw on the vacuum secondary diaphragm cover or under a screw securing the choke housing to the main body.

11. Flip the carburetor over and remove the small threaded jet, if equipped, from the very center of the throttle body. Replace it with the one included with the kit. Tighten securely to prevent loss.

WARNING: Correct polarity must be observed when connecting the electric choke wires. Connecting the (+) lead to ground and the (-) lead to a 12V source will result in a direct short and could cause a fire. The 12V source selected should be fused. If not, an inline fuse rated at 10 amps should be installed.

12. Reinstall the carburetor carefully. Properly reconnect the hoses and linkages.

13. Connect the long wire from the kit to the positive choke cap terminal marked (+). Connect the other end of the wire to a fused ignition-activated 12V source. The choke cap should only get voltage when the engine is running. Check your voltage source with a voltmeter.

WARNING: The distributor side of the coil is not a 12V source. Connecting the choke cap to the ignition coil will result in unacceptable choke operation and possible engine misfiring resulting to possible engine damage. Do not connect the choke wire to the coil!

14. Before starting the engine, check visually for any fuel leaks. Monitor the choke to see that it opens fully. If not, check to see if the voltage is 12V, check that the linkage is not bent, or that the bimetal loop is properly connected.

15. Start the engine and allow the engine to reach operating temperature.

16. Rotating the choke cap can control the choke operation. If the choke comes off too soon, rotate the cap counter-clockwise one notch at a time until the choke operation is satisfactory. Reverse the procedure if the choke comes off too late. After adjustment, start the engine and watch to be sure the choke plate opens fully. Poor fuel economy, a fast idle speed, and possible engine damage may result from this.

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199R8079 Date: 7-1-02