



# Flow Control

## When Flow and Speed are all that matter

### The Professional Racer's Air Cleaner

Part Number 61-4000 & 61-4010 Fits most Holley's without choke tower.

Originally designed for the 390cfm Holley 4-barrel, (but working equally well on larger versions,) this air cleaner will maximize the flow of air into your engine. It's unique design directs the incoming air into the carb throttle bores in a uniform rather than turbulent manner. You will realize significant increases in horsepower if you install it correctly. Follow these simple instructions, and you'll be amazed at the difference our air cleaner can make!

**Step 1** To install the hold-down stud in the carburetor, tighten the stud with the bottom hex. If you're racing a 4 or 6 cylinder car with a lot of vibration, you may want to lock-tight™ the threads of the stud.

**Step 2** Slide the base over the float vents.

**Step 3** Place the element on the base with the metal cinch strip of the element towards the front, aligned with the notch on the base. Place the cinch strip as close to dead center as possible.

**Step 4** Place the lid on the element, with the arrow on the lid centered over the metal cinch strip, & place the washer on the top hex.

**Step 5** Place cap on lid, and using the other supplied washer, install lock-nut and tighten. Keep the lid as straight as possible.

**NOTE:** The choke tower **MUST** be milled equal to the top of the register lip. **DO NOT** alter the stock bowl vents, as the Flow Control base is designed to amplify their signal; making vent modification unnecessary. The hold down stud is critical. The length between hexes, along with the supplied washer, (used under the cap) establishes the lid to base position. If you damage it, call for a replacement.

**NOTE:** Do not change the height, up or down, of the air element. You could lose air flow and horsepower. The supplied element is washable and should last several race seasons. If you damage it, call for a replacement.

**NOTE:** Due to the air flow increase, we recommend that you consult your engine builder or an experienced carburetor builder for jetting recommendation.

