



INSTALLATION INSTRUCTIONS

These instructions demonstrate the correct installation of your new Adjust-A-Jet into the Holley carburetor. After installation, the result is instant, external, main fuel metering, with no change in fuel emulsion characteristics or any other tuning procedures nor does the Adjust-A-Jet replace the metering block. This makes the Adjust-A-Jet a valuable tool for hard core racers as well as street enthusiasts. CNC machined from 6061 T-6 aluminum, the Adjust-A-Jet comes with high quality installation components.

Parts List

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|--------------------------------------|-----------------------------------|
| 1 – Adjust-A-Jet metering plate | 2 – Reusable Buna-N gaskets |
| 4 – Hex/washer head float bowl bolts | 4 – Nylon float bowl bolt gaskets |
| 1 – Accelerator pump arm | 1 – Metering needle |
| 1 – Stainless hold down nut | 1 – Viton o-ring |
| 1 – Foam insert (slosh preventative) | |

After removing the float bowl from the carburetor, the first procedure is to install the extended accelerator pump arm. Using a 1/8 inch round punch; drive the roll pin out just enough to allow removal of the existing arm. Install the new arm in its place, and drive the roll pin back into its previous position.

After you have removed the original jets from the metering block, remove all gasket material that may still be on the bowl and metering block. Place one of the supplied gaskets on the metering block. Next make sure you place the foam insert between the Adjust-A-Jet and the metering block. Hold the next gasket in place while installing the bowl. Make sure the accelerator pump linkage is intact. Gradually tighten the float bowl bolts. At this time the accelerator pump arm adjustment must be corrected.

Finally, place the o-ring in the bore around the metering needle hole. Carefully turn the needle to a fully closed position using your fingertips. This is done so that the tip of the needle does not get damaged due to over tightening. Install the hold down nut to a slight pressure on the o-ring.

Now you are ready for your initial setting. On the reverse side of this page you will find a chart comparing Holley jet sizes to fractional turns of the Adjust-A-Jet metering needle. These are turns open from a fully closed position. Unfortunately, we have to use an average vacuum at the venturi to develop this chart. You may find this chart slightly inaccurate in some applications. The Adjust-A-Jet ranges from the equivalent of 60 jets at one turn open position, to approximately two .140 orifices at a wide-open position (do not close the metering needle completely as it will shut off the fuel). Eventually, you will adapt to making an adjustment for lean/richness, instead of a change in jet size. On the secondary side of some carburetors, minor hand filing on the top of a large vacuum port may be required to make clearance for the Adjust-A-Jet.

EQUIVALENCY CHART

Jet Size = Approximate number of turns open from closed

(Notice the markings embossed around the metering needle; these will distinguish 1/8th turns)

Gas Applications	<u>Jet</u> <u>Size</u>	<u># of</u> <u>Turns</u> <u>Open</u>	<u>Jet</u> <u>Size</u>	<u># of</u> <u>Turns</u> <u>Open</u>
	60=	1	81 =	4 ½
	62=	1 1/8	82 =	4 ¾
	64=	1 ¼	83 =	5
	65=	1 ½	84 =	5 ¼
	66=	1 5/8	85 =	5 ½
	67=	1 ¾	86 =	5 5/8
	68=	1 7/8	87 =	5 ¾
	69=	2	88 =	6
	70=	2 1/8	89 =	6 ½
	71=	2 ¼	90 =	7
	72=	2 3/8	91 =	7 ½
	73=	2 ½	92 =	8
	74=	2 5/8	93 =	8 ½
	75=	2 ¾	94 =	9
	76=	3	95 =	9 ½
	77=	3 ½	96 =	10 ½
	78=	3 5/8	97 =	11 ½
	79=	3 ¾	98 =	12
	80=	4	99 =	13

Frequently Asked Questions

How do you know where to start?

The Adjust-A-Jet is supplied with a chart that compares jet sizes to particular number of turns open, this of course is only to get the engine running, after that you no longer need the chart because you are making a rich/lean adjustment, instead of a jet change.

Does the Adjust-A-Jet replace the metering block?

NO! The Adjust-A-Jet bolts in between the metering block and fuel bowl. It does not affect any emulsion or idle characteristics and will bolt on with little or no modifications.

Do you have to change needle valves for different “Jet” ranges?

The needle valve supplied with the Adjust-A-Jet ranges from the equivalent of a size 63 “Jet” to 2.140 size orifices (Street/Strip gas 55001 and Dominator 55002). The alcohol blocks (Street/Strip and Dominator 55003) of course have larger orifices to accommodate the extra alcohol. If you require a smaller range in “Jet” sizes, call Percy’s and we will send one at no charge!

Will the Adjust-A-Jet work with a 50cc Accelerator Pump?

Yes! Pump size will not affect the installation of the Adjust-A-Jet.

Can the Adjust-A-Jet be used on a “modified” Holley?

Yes! The Adjust-A-Jet does not affect the original emulsion characteristics and therefore may be used on any HOLLEY or modified HOLLEY carburetor. This includes Holley’s pro-series carbs, as well as the new CLAW from Barry Grant.

What is the difference between the Street/Strip Adjust-A-Jet and the Circle Track Adjust-A-Jet?

Because fuel is constantly being pulled towards one side of the fuel bowl by centrifugal force, the Circle Track Adjust-A-Jet’s (Gas 55004 primary and 55005 secondary) have only 1 pickup hole on the outward side of the carburetor. This eliminates fuel starvation and air pockets during a corner. (Alcohol applications are also available 55006 primary and 55007 secondary.)

What if I have staggered jets on my Circle Track car?

Because the Circle Track Adjust-A-Jet has only 1 pickup hole, it eliminates the need for jet staggering. The Adjust-A-Jet feeds 2 ventures with one orifice. This enables the ventures to pull what they demand and “balance out”.

What do you do with the power valve?

The Adjust-A-Jet does not replace the metering block; therefore the power valve is still used.

Do you run a specific Holley Jet with the Adjust-A-Jet?

NO! The jets are completely removed from the metering block. The Adjust-A-Jet has outlet holes that mate to the jet bosses; this is what gives the Adjust-A-Jet its wide range of adjustment.

What is the best way to tune with the Adjust-A-Jet?

The great thing about the Adjust-A-Jet is that all of your tuning procedures remain the same. However Percy's does recommend the use of their Digital Exhaust Temp. Indicator (part # 55100). This tool is like having an on-board dyno; with it you'll be capable of putting a perfect tune on your engine in a matter of seconds instead of minutes or hours. It's also a great safety device!!