

INSTALLATION INSTRUCTIONS



67165 Billet Metering Block Kit

Fits Holley® Double Pumper®, PROFORM®, and Quick Fuel Technology® Carburetors 650 thru 1050 CFM with 4-Corner Idle

Congratulations on purchasing a PROFORM® billet metering block kit for 650 thru 1050 CFM carburetors with a four-corner idle system.

Installation is the same procedure as replacing a conventional metering block. You should become familiar with some features and tuning aspects of this metering block. At the top of the straight "V" is the idle feed restriction. This screw-in restriction controls the fuel side of the idle and off-idle air/fuel mixture. Your metering block comes with .033" idle feed restrictions (the number 33 is stamped on the head).

One additional feature is the 55 power valve channel restrictions, which are also adjustable. These restrictions determine the amount of fuel enrichment the power valve circuit provides at wide-open throttle or when the engine load is sufficient to reduce the manifold vacuum below the power valve's rated value. The amount or percentage is proportional to the jet size and should not be altered except in special or extreme use cases.

The emulsion holes and the four threaded holes in each vertical slot do not intentionally have any restrictions. The emulsion holes are calibrated (0.028") and drilled into the bottom of the well. These pre-calibrated emulsion holes offer improved performance over your original metering block and are adequate for most applications.

If you wish to adjust the emulsion feature, it is possible to do so by drilling the bottom of all eight wells to approximately 0.050" or 3/64". Remove the main jets and power valve before drilling. Be careful only to drill deep enough to break into the main well. After you have successfully drilled all eight holes (four per side):

- Spray quality carburetor cleaner into the top angle channel (booster discharge port) to dislodge any metal shavings from the drilling process.
- Blow out the main well again from the top (booster discharge opening) down using compressed air.

CAUTION: Do not make drastic changes to the emulsion size or power valve channel restriction, as you can significantly alter the air/fuel ratio and could cause engine damage.

When experimenting with emulsion and/or wide-open throttle calibration, it is highly recommended that you consult one of the many books and resources available on carburetor modification. You should also use one or more devices that monitor the air/fuel ratio throughout the operating RPM range.

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