

ELECTRIC CHOKE HOOKUP & ADJUSTMENT:

1. **For electric choke hookup**, attach the bayonet end of the long electrical lead supplied to the positive terminal on the choke cap. **The other end must be connected to an ignition activated 12-volt source.** The distributor side of the ignition coil is **NOT** a 12-volt source. It is a 7-9-volt source after cranking.

WARNING: Connecting the choke cap to the ignition or ignition coil could result in unacceptable choke operation, poor fuel economy, and possible engine misfiring, since the voltage delivered to the spark plugs will be severely reduced by the drain imposed by the choke cap. Suitable ignition activated 12-volt sources are most electrical relays, as well as the leads to accessories, such as windshield wipers. **DO NOT** connect this wire to the original equipment (O.E.) electric choke source. This may not be a 12V source.

2. A 12" choke ground wire is provided (in the kit) and needs to be attached to a ground source on the intake manifold. The .25" male spade terminal will attach to the negative terminal of the choke cap (see **Figure 1**). Use the 3/8" ring terminal to attach the wire to the manifold. **NOTE:** Holley® recommends grounding to the intake manifold. An anodized surface is not a good conductor of electricity and a proper ground may not be achieved.
3. Check the voltage source with a volt-ohm meter to ensure proper voltage and choke operation.
4. You can control the choke operation by rotating the choke cap. If the choke comes off too soon, loosen the three screws and rotate the choke cap counterclockwise one notch at a time, until the choke operation is satisfactory. Rotate the choke cap clockwise, if the choke comes off too late. After making the final adjustments, start the engine and make sure the choke plate opens completely.
 - A. A choke that comes off too soon could exhibit one or more of the following symptoms: stalling, surging, backfiring, stumbles, or poor vehicle drivability when the vehicle is cold.
 - B. A choke that comes off too late could exhibit one or more of the following symptoms: black smoke from the tail pipe, poor drivability when cold, poor gas mileage, misses, or rough idle.
5. If choke operation is unsatisfactory and you have adjusted the choke cap in either direction to with unsatisfactory results, recheck your positive electrical line connection.
6. If the fast idle RPM is too low or too high for your preferences, **TURN THE ENGINE OFF.** Advance the throttle to wide-open, exposing the fast idle set screw below the choke housing.
7. Using a 1/4" open end wrench, turn the screw clockwise to increase the RPM or counterclockwise to decrease the RPM. The factory setting should give you a 1500-1600 RPM fast idle speed.



Figure 1

NOTE: All vacuum ports must be plugged at this time.

8. Return the throttle to the fast idle position, as described in step 6. Restart the engine, and recheck the fast idle RPM. Repeat steps 6 & 7 until the desired fast idle RPM is met.

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