

CARBURETORS AND ACCESSORIES

DMR-7709 Chrome plated, high volume, mechanical fuel pump. Produces 7-1/2 pounds pressure at 60 gallons per hour delivery rate. The only fuel pump needed for single 4-barrel application street use.



DMR-7709

DMR-5950 Fuel pump block-off cover plate. Used when running with an electric fuel pump. Fits all 260 through 455 engines. Made of 1/8" stainless steel. Gasket included.

DMR-5950-1 Fuel pump block-off cover plate. Used when running with an electric fuel pump. Fits all 260 through 455 engines. Made of 1/4" steel with the Oldsmobile rocket logo engraved. Gasket included.



DMR-5950

DMR-2892 Fuel pump eccentric cam for the front of the camshaft. Also use DMR-5120 cam spacer, DMR-5740 thrust bolt and DMR-5040 crank spacer.

DMR-ROC-2258 Converts Q-jet heat style choke with round plastic rich/lean dial to an electric choke. Replaces plastic dial. Will need an electric hot wire run hot with the key in the on position.

COM-4040 This gas tank sump must be welded to the bottom of the gas tank. DO NOT TRY THIS YOURSELF. Take the tank to a qualified radiator repair shop.



DMR-5950-1

DMR-5037 Send us your original gas tank sump and we will modify it to have 1/2" outlet steel fuel line with a 3/8" return line and retain the stock fuel sending unit. You may need to lower tank slightly to allow for height of your Aeroquip fittings.

DMR-5837 New stock fuel tank sump with stock size lines.

ALL-40185 25' aluminum gas line. A must for the serious horsepower engine. You need a 1/2" line to feed those extra horses. Only so much can be pushed through a 3/8" or 5/16" gas line. Can be used in conjunction with DMR-5037 or COM-1040 gas tank sump unit.

OFF-5832 Must be used when installing Holley carburetors sideways on Offenhauser 6082-84 tunnel ram manifolds.

EDE-2732 Edelbrock adapter changes Quadrajets spread bore to Holley square bore pattern. Includes gasket.

OFF-5968 Must be used with 4500 Holley carburetors on Offenhauser 6082-84 tunnel ram manifolds.

HOL-80670 Street Avenger Carburetors by Holley. For out of the box bolt on carburetors these work well on streetable and most bracket racing engines. Good for most small block applications. 670 CFM four barrel with an adjustable vacuum secondary, four vacuum ports, no trouble electric choke, adjustable needle & seat, and built in fuel filter.



DMR-ROC-2258

HOL-80770 Same as HOL-80670 except 770 CFM for most big block applications.

HOL-80870 Same as HOL-80670 except 870 CFM for most big block applications over 466 cu in.

TECH TIP: All of our carburetors prepared by the Carb Shop are run and tuned on a dyno before being shipped.



HOL-80770

CAR-3301-S2 Stage "2" by the Carburetor Shop is recognized nationwide as the leading source for street and high performance Quadrajets. In most applications a primary kit is installed to facilitate part throttle curve mixture adjustment and throttle shaft bushings are installed to restore leak free operation. Custom fuel curve calibration to suite your specific application. Starting with a 750 CFM version with divorced style choke, refurbished and re-plated, stock rebuild, seal casting wells on main body to prevent leaks, new float and needle & seat, new choke pull off, all new gaskets, idle tubes and channel restrictions orifices modified to set the fuel curve on the primary side for engines with cam changes and other modifications, calibration changed as necessary for modified engines, enlarged 1-7/16" primary throttle blades are an option if the application requires it for an additional 40 CFM.

CARBURETORS AND ACCESSORIES

CAR-3302-S2 Same as CAR-3301-S2 except with heat style choke.

CAR-3303-S2 Same as CAR-3301-S2 except with electric style choke.

CAR-9375-S2 1050 Dominator with screw in air bleeds, annular boosters, rear jet extensions, drag race floats, and 3 circuit fuel curve.



CAR-3303-S2

CAR-3310-S2CTR Stage “2” 750 CFM Holley vacuum secondary four barrel carburetors built by The Carburetor Shop are built for racing and high performance street use. These carburetors are built to flow more air and produce additional power. Depending upon the class, vacuum secondary carburetors are frequently more effective on heavier drag cars where precise airflow is required to launch the car. This can be a great aid in getting a car to launch as hard as the tires will allow. All the main body surfaces are machined, and the metering blocks pressed straight. This process assures perfect gasket sealing and correct mating of all fuel and air circuits, eliminating fuel or vacuum leaks. Boosters are properly aligned. Choke horn is removed which enhances the air flow capacity in the mid to upper range. Includes internal circuit work necessary for a proper fuel curve when a high performance camshaft is used and other race modifications are made.



CAR-9375-S2

CAR-3310-S3CTR Same as CAR-3310-S2CTR except Stage “3” 926 CFM.

CAR-4781-S2CTR Stage “2” 850 CFM Holley double pumper four barrel carburetors built by the Carburetor Shop are built for street and modified street applications. All the main body surfaces are machined, and the metering blocks pressed straight. This process assures perfect gasket sealing and correct mating of all fuel and air circuits, eliminating fuel or vacuum leaks. Boosters are properly aligned. Choke horn is removed which enhances air flow capacity in the mid to upper range. Includes internal circuit work necessary for a proper fuel curve when a high performance camshaft is used and other race modifications are made.



CAR-4781-S4CTR-HP

CAR-4781-S3CTR Same as CAR-4781-S2CTR except Stage “3” 890 CFM. Built for race applications, all venturis are blended and contoured for maximum air flow and uniform distribution. Secondary idle circuits (four corner idle) are added along with jet extensions and contoured floats. The throttle shafts are thinned. Air flow and calibration information is included.

CAR-4781-S4CTR Same as CAR-4781-S3CTR except Stage “4” 990 CFM.

CAR-4781-S4CTR-HP Same as CAR-4781-S4CTR except Stage “4” 1040 CFM. The air inlet is radiused with precision CNC equipment.



CAR-40-200

CAR-40-200 Quadrajet carburetor primary throttle shaft bushing repair kit by the Carburetor Shop. Contains drill bit and enough bushings and screws to do 1 carburetor.

CAR-40-201 Shop refill kit for CAR-40-200. This kit by The Carburetor Shop contains enough bushings and screws to re-bush 1 Quadrajet.

TECH TIP: *We have proven the following carburetor spacers time and time again during dyno sessions. Oldsmobile engines like spacers. If your hood clearance will allow a 1” or 2” spacer it is certainly worth the cost to try one on your particular combination. Order plastic (will help stop heat transfer) for Drag race only. Order aluminum for street/strip applications. Either one will perform equally with the same results. When starting a new engine leave a plastic spacer off until the engine is fine tuned. A backfire followed with a intake fire can melt a plastic spacer. Re-jetting may be necessary as the spacer should increase air speed which in turn should pull more fuel.*

HVH-SS-4150-1 1” Tall Super Sucker carb spacer for 4150 series carburetors (race only).

HVH-SS-4150-2 2” Tall Super Sucker carb spacer for 4150 series carburetors (race only).

HVH-SS-4150-1-AL 1” Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

CARBURETORS AND ACCESSORIES

HVH-SS-4150-2-AL 2" Tall aluminum Super Sucker carb spacer for 4150 series carburetors.

HVH-SS-4500-1 1" Tall Super Sucker carb spacer for 4500 series carburetors (race only).

HVH-SS-4500-2 2" Tall Super Sucker carb spacer for 4500 series carburetors (race only).

HVH-SS-4500-1-AL 1" Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

HVH-SS-4500-2-AL 2" Tall aluminum Super Sucker carb spacer for 4500 series carburetors.

HVH-SS-4500-4150-2-AL 2" Tall aluminum Super Sucker spacer adapter for 4500 series carburetor to a 4150 manifold.



HVH-SS-4500-4150-2-AL

CAN-85252 Phenolic Resin 1/2" thick 4 hole Quadrajete carburetor spacer. Use with dual-plane intake manifolds.

CAN-85250 Phenolic Resin 1" thick 4 hole Quadrajete carburetor spacer. Use with dual-plane intake manifolds.

CAN-85150 Phenolic Resin 1" thick open plenum 4 hole Holly square bore carburetor spacer. Use with open plenum manifolds.

CAN-85160 Phenolic Resin 1" thick open plenum Holly square bore carburetor spacer.

Use with open plenum manifolds.

CAN-85252 Phenolic Resin 1/2" thick 4 hole Quadrajete carburetor spacer. Use with dual-plane intake manifolds.



HVH-SS-4500-1



HVH-SS-4500-2

HOL-12-801 Max 425 HP Street/Strip. Holley 97 GPH (71 @ 4 PSI) electric fuel pump. Distinctive red color. One 3/8" inlet and one 3/8" outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline only. Pressure pre set at 7 PSI. Fuel pressure regulator #12-753 is included.

HOL-12-802 Max 550 HP Street/Strip. Holley 110 GPH (95 @ 7 PSI) electric fuel pump. Distinctive blue color. One -6 AN inlet and one -6 AN outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline only. Pressure pre set at 14 PSI. Fuel pressure regulator #12-803 is included.



CAN85150

HOL-12-812 Max 550 HP Street/Strip. Holley 110 GPH (95 @ 7 PSI) electric fuel pump. Distinctive blue color. One -6 AN inlet and one -6 AN outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline only. Pressure pre set at 14 PSI. Fuel pressure regulator #12-803 is not included.

HOL-12-815 Max 750 HP Street/Strip. Holley 140 GPH (120 @ 9 PSI) electric fuel pump. Distinctive black color. One -8 AN inlet and one -6 AN outlet. Provides constant fuel flow with no pulsation. Compatible with gasoline, alcohol or methanol. Pressure pre set at 14 PSI. Fuel pressure regulator #12-803 is required.



HOL-12-802

HOL-12-705 Max 1000 HP Drag Race only. Holley 180 GPH (176 @ 9 PSI) electric fuel pump. Positive displacement gerotor design. Two -8 AN inlet ports and one -8 AN outlet port. Must have 3/8" return line to tank. Can use gasoline or alcohol. Pressure preset at 15 PSI. Needs regulator # 12-704.

HOL-12-706 Max 1500 HP Drag Race only. Holley 275 GPH (273 @ 9 PSI) electric fuel pump. Positive displacement gerotor design. Two -8 AN inlet ports and one -8 AN outlet port. Must have 3/8" return line to tank. Can use gasoline or alcohol. Pressure preset at 15 PSI. Needs regulator # 12-704.

HOL-12-753 Fuel pressure regulator for use with HOL-12-810 fuel pump.

HOL-12-803 Fuel pressure regulator for use with HOL-12-812 or HOL-12-815 fuel pumps.

HOL-12-704 Fuel pressure regulator for use with HOL-12-705 or HOL-12-706 fuel pumps.



HOL-12-815