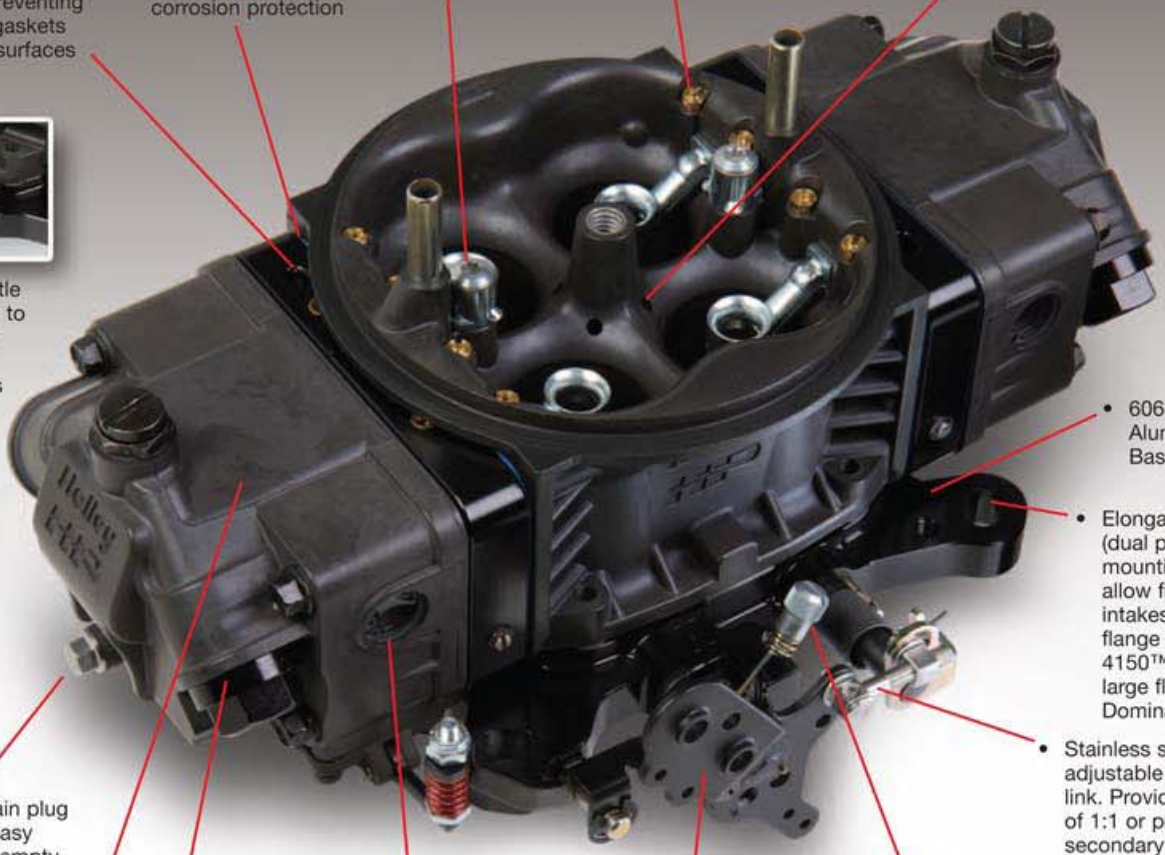
Holley ULTRA HP

FEATURES & BENEFITS

- Available in 600, 650, 750, 850, and True 950 CFM
- Available tumble polished with Red™ or Black™ billet.
- Available in all new Hard Core Gray™ hard coat anodized with Black™ billet. First-ever hard coat anodizing on fuel bowls and mainbody - actually penetrates the aluminum for superior corrosion protection.

- Integrated pry-point assists in disassembly from fuel bowl and mainbody preventing damage to gaskets and gasket surfaces
- Billet aluminum metering blocks for improved durability, true gasket sealing, good looks and corrosion protection
- Contoured hex head squirter screws for streamlined airflow
- Airbleeds moved outward to allow a smoother transition of airflow
- Integrated idle bypass valve helps maintain good idle control when using radical camshafts.

- Primary throttle shaft capped to prevent entry of debris & contaminates



- 6061T6 Billet Aluminum Base Plates
- Elongated (dual pattern) mounting holes allow fitment on intakes with square flange (Holley 4150™ style) or large flange (Holley Dominator® style)
- Stainless steel adjustable secondary link. Provides choice of 1:1 or progressive secondary throttle actuation for ultimate control of secondary opening rate
- Built in drain plug provides easy access to empty contents of bowl
- 20% more fuel capacity vs. a traditional v-bowl eliminates fuel starvation and provides consistent air/fuel ratios
- -8AN (o-ringed) inlet threads offer a large variety of plumbing options (come standard with -8AN o-ring to -6AN male adapter and -8AN plug). Can be plumbed from either side
- Clear Pyrex® sight windows on both sides of bowls for easy and safe fuel level adjustments
- Dedicated race-only throttle lever with all unnecessary street attachment points & tangs removed
- Knurled (hand adjustable) primary and secondary curb idle screws allow for easy idle adjustment without the use of tools

- Fuel shelf below the needle and seat to greatly minimize fuel aeration and promote more consistent metering
- Fuel trough designed into floor of bowl to route fuel flow directly to the jets and assists in keeping jets covered by fuel
- Internal baffling to help control fuel slosh and minimize float level fluctuations in hard launching or cornering situations