

# Traditional Carburetors

Developed for the budget minded enthusiasts. Calibrated for use on stock to mildly modified engines.



- Smaller CFM carbs (up to 600 CFM) utilize single inlet square fuel bowls

- Larger CFM carbs (650+ CFM) utilize dual inlet center hung fuel bowls (V-Bowl), except 0-80555C



Available in Vibratory Polished Finish

For show quality looks

OR

Available in Dichromate Finish

For corrosion resistance



## • Vacuum Secondaries

for use on a wide variety of vehicles. Compensate for all vehicle weights, gearing & transmissions to allow smooth opening of secondaries



## • Power Valve Blow-Out Protection

## • 100% Wet-Flow Tested

and calibrated for street drivability

Some available with A/T Ford kick-down. (Ford A/T kickdown, does not work with A.O.D. transmissions)

Description	Dichromate	Shiny
<b>390 CFM Four Barrel</b> Square flange, Square Bowl, electric choke . . . .	<b>Part # 0-8007<sup>(R)</sup></b> ♦	n/a
<b>465 CFM Four Barrel</b> Square flange, Square Bowl, hot air choke . . . .	<b>Part # 0-1848-1<sup>(A)</sup></b> ♦	n/a
<b>600 CFM Four Barrel</b> Square flange, Square Bowl, manual choke . . . .	<b>Part # 0-1850C<sup>(R)</sup></b> ♦	<b>Part # 0-1850S<sup>(R)</sup></b> ♦
<b>600 CFM Four Barrel</b> Square flange, Square Bowl, electric choke . . . .	n/a	<b>Part # 0-80457S<sup>(A)</sup></b> ♦
<b>650 CFM Four Barrel</b> Square flange, V-Bowl, electric choke . . . . .	<b>Part # 0-80783C<sup>(R)</sup></b> ♦	n/a
<b>650 CFM Four Barrel</b> Spread Bore, electric choke (will not fit Ford or Mopar) GM only . . . . .	<b>Part # 0-80555C<sup>(R)</sup></b> ♦	n/a
<b>750 CFM Four Barrel</b> Square flange, V-Bowl, manual choke . . . . .	<b>Part # 0-3310C<sup>(R)</sup></b> ♦	<b>Part # 0-3310S<sup>(R)</sup></b> ♦
<b>750 CFM Four Barrel</b> Square flange, V-Bowl, electric choke . . . . .	n/a	<b>Part # 0-80508S<sup>(R)</sup></b> ♦
<b>850 CFM Four Barrel</b> Square flange, V-Bowl, electric choke . . . . .	<b>Part # 0-80531<sup>(R)</sup></b> ♦	n/a

Use this chart to determine CFM sizing for mildly modified and Stock Replacement engines used in daily drivers and trucks

Cubic Inches	400	450	500	550	600	650
450	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-8095 0-80555C 0-80783C	0-3310S 0-80508S
400	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-8095 0-80555C 0-80783C
375	0-8007	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453
350	0-8007	0-8007	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453
325	0-8007	0-8007	0-8007	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453
300	Contact Holley Tech Service for a Recommendation	0-8007	0-8007	0-8007	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453
275	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-8007	0-8007	0-8007	0-1850S / 0-80457S 0-80450 / 0-80451 0-80452 / 0-80453
250	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	Contact Holley Tech Service for a Recommendation	0-8007	0-8007	0-8007

Max Engine RPM