



INSTALLATION INSTRUCTIONS

CARBURETOR TEST GAUGE KIT 7862

For Holley 0-4776 600CFM Carburetor

This kit is designed to check the Holley series 600CFM carburetor. All of the test gauges are of the "NO-GO" design which means if the gauge fits into or over the item being checked, the carburetor is illegal. The kit consists of the following gauges:



78621P Primary Venturi Gauge - This gauge will fit around the booster from the top and should not go into the venturi. This would also be a good time to check the venturi bore to see if it has elongated of "Egg-Shaped". This condition will be easy to spot at this time, as the gauge will not go in but you can see light around the front and backside of the gauge showing the venturi has been altered. Do not question a slight imperfection, as a cheated up venturi will be easy to spot.



78621S Secondary Venturi Gauge - This gauge is used in the same manner as the 78621P and this will check the secondary side of the carburetor.



78622 Throttle Bore Gauge - This tool should not go into any of the throttle bores.

78623P Combined Throttle Shaft and Plate Gauge

78623S Combined Throttle Shaft and Plate Gauge - This gauge should not go over the throttle shaft and plate combined.



78594 Booster Length Gauge - This gauge will go into the venturi and check the height or length of the booster. If it fits over the booster has been altered.



78595 Booster I.D. and O.D. Gauge - This gauge can be used from the top. One end is slotted to check the booster O.D. The top of the booster has a normal taper by design where the gauge will initially go over the top, but should not go below the casting line in the middle. The other end contains a .118" pin gauge that checks the booster cross bar width. The pin should not go between the booster cross bar and the I.D. of the booster.



78596 Booster Bottom O.D. Checking Gauge - Turn the carburetor upside down and open the throttles. You will now have room to insert the gauge at an angle to check the booster outside diameter at the bottom of the booster. If the gauge goes over the booster at any point the booster has been altered. This is the most common alteration of the 600 carburetor and power gains of up to 10HP are common by tapering the booster below the .615 allowed.

NOTE: The booster has a normal taper by design but should not be less than the gauge of .615. This is a very important area to check.

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HOLLEY CARBURETOR SPECIFICATIONS:

Venturi Bore Pri	1.248 - 1.252	Booster Length	.720 (+ or -) .010
Venturi Bore Sec	1.310 - 1.314	Booster cross leg width	.220 - .226
Booster O.D. at parting line	.626 - .630	Throttle Bore Pri and Sec	1.561 - 1.562
Booster O.D. at top and bottom	.614 - .618	Combined Throttle Shaft & Plate, Pri	.2075 - .2205
Booster I.D.	.442 - .446	Combined Throttle Shaft & Plate, Sec	.2240 - .2370
Booster leg pin gauge	.117		

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