system is assured by a unique diaphragm-type economizer. This type of economizer, which may be removed without disassembling the remainder of the carburetor, insures accurate response to variations in engine load conditions.

These new features have been incorporated in this carburetor in conjunction with many of the time-proved engineering refinements found in other Holley carburetor models. The carburetor is fully sealed and balanced, with all air bleeds and vents being open only to the air cleaner. This filtered air supply gives added protection against the accumulation of foreign matter in the carburetor passages. The main jet and other fuel metering components are individually flow tested to insure proper calibration of the carburetor. Smoother acceleration is assured by the prolonged discharge of fuel provided by the spring overriding feature of the diaphragm type accelerating pump. The fully-automatic vacuum-actuated power enrichment system of improved design provides the enriched mixture required for high power operation.

HOLLEY CARBURETOR MODEL 1904
WITH ALTITUDE ADJUSTMENT

NOTE

Carburetor part numbers and other information applicable to specific I.H.C. vehicles may be obtained from the current Holley Carburetor Parts Catalog Sheets for these carburetors.

3. MAJOR SUBASSEMBLIES

This carburetor model is composed of two subassemblies: the main body assembly and the throttle body assembly. The die cast main body contains the float and fuel inlet valve, the fuel bowl, the carburetor air inlet, the venturi, the choke mechanism, the economizer diaphragm and stem assembly, the accelerating pump, the main well and economizer body assembly, the main nozzle, and the pump discharge nozzle. Included in the main well and economizer body assembly are a large part of the various fuel metering components and fuel passages of the carburetor. The cast iron throttle body contains the throttle plate, the idle discharge ports, the distributor vacuum port, and the idle speed and mixture adjusting screws.

HOLLEY CARBURETOR MODEL 1904 FOR
AUTOMATIC TRANSMISSION ENGINE

2. APPLICATION

This carburetor model is used on the International Harvester Company 220 SD, 240 SD, 269 BD, 282 BD (C. O. E.), and 282 BD truck engines.

On the carburetor used with automatic transmission engines, the dashpot assembly is mounted on a boss on the side of the main body.

OPERATION

The fuel-air requirements of an automotive engine vary considerably throughout its range of operation. To assure effective carburetion, the carburetor must supply an efficient but economical mixture for normal cruising conditions, a richer mixture when a high power output is desired,