

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

SERVICE/INSTRUCTION
WORK SHEET
TO REPAIR HOLLEY CARBURETOR
2 Barrel — MODEL 852 FFG

GF3679

See Page 2
for Instructions

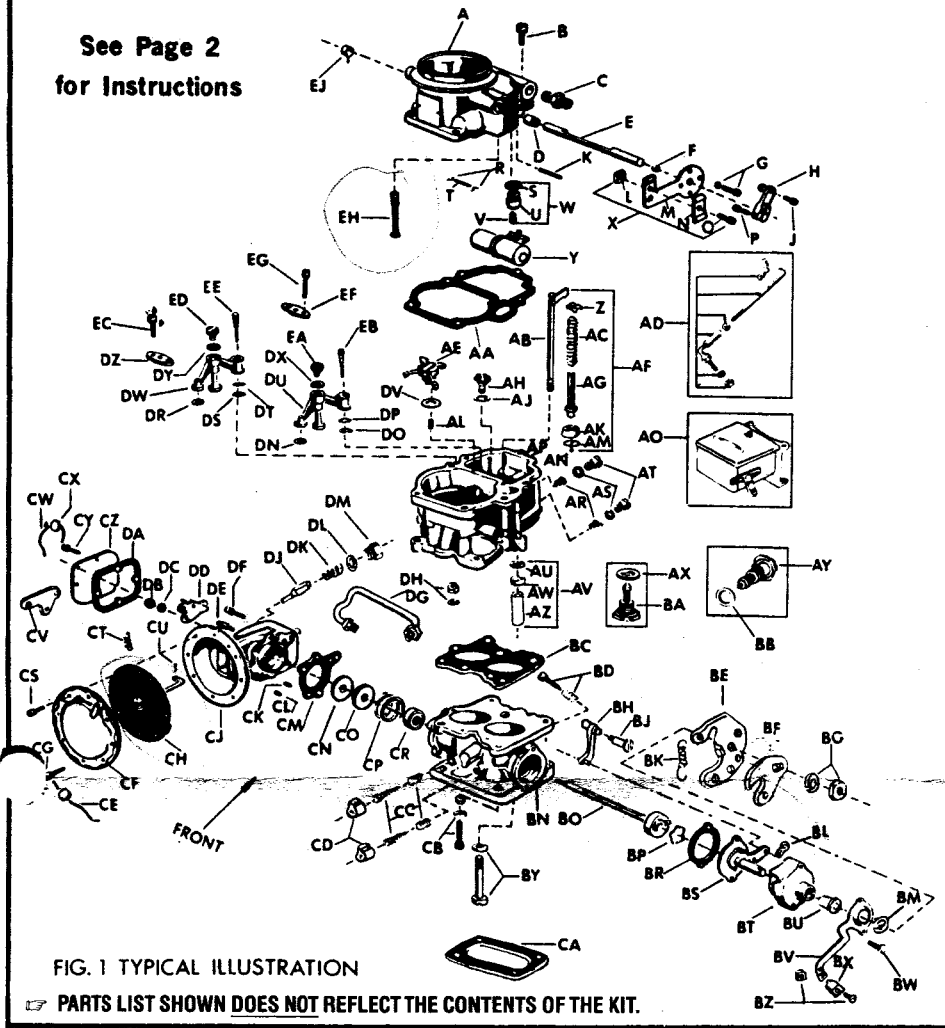


FIG. 1 TYPICAL ILLUSTRATION

PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.

PARTS LIST

1 AD	Automatic Choke Linkage Assy. (Some Models)
2 AO	Automatic Choke (Some Models)
3 K	Choke Lever Swivel Screw
4 C	Inlet Fuel Fitting
5 P	Choke Lever Clamp Screw
6 H	Choke Lever
7 X	Choke Mtg. Bracket Assy.
8 G	Bracket Screw & Lockwasher
9 M	Choke Cable Mtg. Bracket
10 O	Choke Cable Clamp Screw
11 L	Choke Cable Clamp Nut
12 N	Choke Cable Clamp
13 E	Choke Shaft
14 F	Choke Shaft Seal (Outer)
15 D	Choke Shaft Seal (Inner-Some Models)
16 EJ	Choke Shaft Seal Plug
17 A	Air Horn Assy.
18 B	Air Horn to Main Body Mtg. Screw (6)
19 AA	Air Horn to Main Body Gasket
20 K	Float Pin
21 Y	Float
22 R	Bumper Spring Retainer (2)
23 T	Bumper Spring
24 W	Needle & Seat Assy.
25 V	Inlet Needle
26 U	Inlet Seat
27 S	Gasket
28 EH	Power Valve Assy.

29 DG	Vacuum Line
30 AP	Main Body Assy.
31 BJ	Pump Link Shoulder Screw
32 BL	Pump Link Retainer Clip
33 BH	Pump Connecting Link
34 AF	Pump Assy.
35 AB	Pump Connecting Rod
36 Z	Pump Spring Retainer
37 AC	Pump Spring
38 AK	Pump Piston Cup
39 AG	Pump Piston Staff
40 AM	Ball Check Retainer
41 AN	Ball Check Valve
42 AV	Pump Rod Guide Assy.
43 AU	Pump Rod Lube Spacer
44 AW	Special Lube Ring
45 AZ	Guide Bushing
46 AH	Power Valve
47 AJ	Power Valve Gasket
48 AT	Main Jet Access Plug (2)
49 AS	Access Plug Gasket (2)
50 AR	Main Jet (2)
51 ED	Air Bleeder Jet (L.H.)
52 DY	Air Bleeder Jet Gasket (L.H.)
53 EA	Air Bleeder Jet (R.H.)
54 DX	Air Bleeder Jet Gasket (R.H.)
55 EC	Clamp Screw (2) (Front)
56 DZ	Hold-Down Clamp (Front)

(Cont'd)

57 EG	Clamp Screw (2) (Rear)
58 EF	Hold Down Clamp (Rear)
59 DW	Nozzle Bar (L.H.)
60 DR	Gasket (L.H. Front)
61 DS	Gasket (L.H. Rear)
62 EE	Idle Tube (L.H.)
63 DT	Idle Tube Strainer (L.H.)
64 DU	Nozzle Bar (R.H.)
65 DN	Gasket (R.H. Front)
66 DO	Gasket (R.H. Rear)
67 EB	Idle Tube (R.H.)
68 DP	Idle Tube Strainer (R.H.)
69 AE	Pump Discharge "Y" Nozzle
70 DV	"Y" Nozzle Gasket
71 AL	Pump Discharge Needle
72 BA	Economizer (Some Models)
73 AX	Gasket (Some Models)
74 AY	Spark Valve (Some Models)
75 BB	Valve Gasket (Some Models)
76 DH	Main Body Mtg. Nut & Lockwasher
77 CB	Main Body Mtg. Screw & Lockwasher (3 short, 1 long)
78 BY	Main Body Mtg. Screw & Lockwasher (1 extra long)
79 BC	Main Body to Throttle Flange Gasket
80 BN	Throttle Flange Assy.
81 DM	Gov. Cover Plug
82 DL	Gov. Cover Plug Gasket
83 DK	Actuating Spring
84 DJ	Vacuum Operated Valve
85 CW	Seal Wire
86 CX	Seal
87 CY	Cover Screws (4 Drilled)
88 CV	Gov. Cover Bracket
89 CZ	Gov. Cover
90 DA	Cover Gasket
91 CT	Tension Spring
92 DE	Spring Position Pin
93 CU	Diaphragm Rod Pin
94 DB	Gov. Lever Arm Nut
95 DC	Gov. Lever Arm Lockwasher
96 DD	Gov. Lever Arm
97 CE	Diaphragm Cover Wire and Seal
98 CG	Cover Screws (3, Drilled)
99 CS	Cover Screws (5, Undrilled)
100 CF	Diaphragm Cover
101 CH	Diaphragm With Rod
102 DF	Gov. Housing Mtg. Screw (3)
103 CJ	Gov. Housing
104 CM	Gov. Housing Mtg. Gasket
105 CL	Alternate Passage Plug
106 CK	Alternate Passage Jet
107 CN	Throttle Shaft Flex Seal
108 CO	Shaft Flex Seal Retainer
109 CP	Shaft Seal Spring
110 BK	Shaft Stopper Lever Spring
111 BG	Shaft Nut & Lockwasher
112 BF	Throttle Shaft Stopper Lever
113 BE	Throttle Shaft Lever
114 BM	Shaft "E" Lock Ring
115 BZ	Bracket Clamp Screw & Nut
116 BX	Hand Throttle Bracket Clamp
117 BW	Bracket Mtg. Screw (2)
118 BV	Hand-Throttle Bracket
119 BT	Throttle Shaft Housing
120 BU	Shaft Housing Bushing
121 BS	Shaft Assy. (Outside)
122 BR	Bearing Shield Gasket
123 BP	Bearing Wire Retainer
124 BO	Shaft and Bearing Assy.
125 CR	Shaft Bearing (Gov. Side)
126 BD	Idle Speed Screw & Spring
127 CD	Idle Mixture Limiter Cap (2)
128 CC	Mixture Screw & Spring (2)

HOW TO USE THIS INSTRUCTION SHEET

1. This worksheet has been designed to simplify your use of the **Repair Kit** to tune-up a carburetor. It is set up so that you can follow each step by checking it off as you perform it. If you are interrupted any time during your work, you will know where you are when you get back to it.

2. The steps of disassembly are shown in numerical order. Parts are illustrated on front page Fig. 1 and are identified in alphabetical order to make it easy to find. Thus, the first part to be removed is at the top of this list and can be found in the exploded drawing by its letter designation. To reassemble, proceed from the bottom of the list and check off operations in the right hand column.

3. The items contained in this kit are sufficient to replace the most frequently worn parts in the carburetor. The list of parts shown on this sheet DOES NOT reflect the contents of this kit.

4. This instruction sheet is applicable to all carburetors of this type. Since the illustration (Exploded View) is typical and minor variations occur between the different models, procedures will be essentially as described and differences will be easily recognized. This kit may contain extra parts which are applicable to other carburetors in this group. Substitute identical replacement parts for original worn parts found on carburetor.

5. Cover manifold hole while the carburetor is off to prevent dust and dirt from entering.

6. Soak throttle body, air horn assembly and carburetor body in carburetor cleaner for about ten minutes. Remove carbon and all loose particles using a stiff bristle brush.

7. CAUTION: Do not use any abrasives to clean carburetor parts. Items made of rubber, leather, nylon or plastic are not to be soaked in carburetor cleaner.

8. Put small parts in strainer and allow to soak in a carburetor cleaner. Dry and place on paper towel.

9. Remove parts from solvent, blow out all passages and jets with air gun.

I. DISASSEMBLY

Perform the following disassembly procedures as outlined below using the Exploded View (Fig. 1) and parts list as a guide. Disassemble only to the extent necessary to permit thorough cleaning and inspection of parts.

A. Airhorn

1. Disconnect automatic choke linkage (AD) and remove along with automatic choke (AO) (Some Models).

2. Hold carburetor with firm support and remove fuel inlet fitting (C).

3. Next, dismantle hand choke linkage as follows: Remove swivel screw (J), then scratch mark a line across choke lever (H) to choke shaft (E) indicating exact angular position for re-assembly. Now, loosen clamp screw (P) and slide choke lever (H) from choke shaft (E).

4. Before removing choke mounting bracket assembly (X), first note position of screw holes in mounting bracket (M) with corresponding holes in airhorn assembly (A). Next, loosen and remove two hold-down screws with lockwashers (G) and slide off mounting bracket (M) with cable clamp (N) attached. Separate screw (O) and nut (L).

5. Removal of choke shaft (E) or choke valve plate (not shown) is not required or necessary. However, if replacements are needed, proceed as follows: First, trace outline of choke shaft (E) on choke plate (exact position required for re-assembly). Next, if staked, cover carburetor throat just below choke valve plate with cloth to prevent filings or grit from entering. Then file or grind ends of screws (not shown) to remove staking. Now, rest shaft on firm support and using a close fitting screw-driver apply firm pressure to remove screws.

CAUTION: Avoid bending choke shaft (E).

Carefully push out choke plate from slot of choke shaft (E). Next, remove seal plug (EJ) by striking shaft with mallet forcing shaft end to drive out seal plug (EJ) together with shaft from opposite side of bore. Pick up a sharp tool and extract outer seal (F) (also inner seal D, some models) from shaft bore.

6. Detach airhorn assembly (A) by removing six screws and lockwashers (B). Using a mallet, gently tap carburetor at parting surfaces to separate castings. Now, remove airhorn from main body (AP) by carefully lifting straight up. Next, peel off gasket (AA) and retain for matching purposes.

7. With airhorn (A) in an inverted position, slide out float pin (K) to release float (Y). Then, unhook two bumper spring retainers (R) and remove along with bumper spring (T). Dismantle needle and seat assembly (W) as follows: First, turn casting right side up allowing inlet needle (V) to fall into cupped hand. Again, invert casting and using a wide-bladed screwdriver, unscrew inlet seat (U) and remove along with gasket (S).

8. Next, using a special prong socket wrench, unscrew and remove power valve assembly (EH).

9. Disconnect and remove external vacuum line (DG) from governor housing (J) and throttle flange assembly (BN).

B. Main Body

1. Detach pump connecting link (BH) upper end by removing shoulder screw (BJ) and lower end by removing retainer clip (BL).

2. Carefully lift out pump assembly (AF) as a unit. Separate as follows: Depress spring retainer (Z) and spring (AC), slide off connecting rod (AB) releasing spring (AC) then slide spring from pump piston staff (AG). Remaining pump piston cup (AK) can then be forced off piston staff (AG). From inside pump chamber remove ball check retainer (AM) and ball check (AN).

3. To remove guide assembly (AV) (See Fig. 2) first, remove staking using a sharp tool then carefully lift out spacer (Fig. 1, AU) and lubricator ring (AW).

CAUTION: (a) Avoid damage to spacer (AU) and lubricator ring (AW) since kit may not contain replacement parts.

(b) Do not press out guide bushing (AZ) unless worn, then before removing, make sure replacement part is available from carburetor manufacturer.

4. From outside float chamber remove two jet access plugs (AT) and gaskets (AS). Inside float chamber remove 2 main jets using a jet removal tool or a close fitting screwdriver (See Fig. 3). Also, unscrew and remove power valve (Fig. 1, AH) and gasket (AJ).

5. On top of both left and right nozzle bars (DW, DU) remove air bleeder jets (ED, EA) and gaskets (DY, DX).

CAUTION: Do not interchange bleeder jets (ED, EA).

Now, remove front and rear hold-down clamps (DZ, EF) by removing four screws (EC, EG). Then carefully lift out left and right nozzles (DW, DU) with attaching parts from throat of carburetor. Peel off gaskets (DR, DS, DN, DO) and retain for matching purposes.

6. From the nozzle bars (DW, DU) unscrew idle tubes (EE, EB) then invert and pull out strainers (DT, DP).

NOTE: Check condition of strainers. If damaged, replace with similar wire mesh cut to size from sheet stock.

7. On center ledge between venturis, locate and lift out pump discharge "Y" nozzle (AE) and gasket (DV). Also, remember to remove pump discharge needle (AL) by inverting main body (AP) permitting item to fall into cupped hand.

8. Some Models Only—Remove economizer valve (BA), gasket (AX) or spark valve (AY) with gasket (BB).

9. Detach main body (AP) from throttle flange assembly (BN) by removing nut and lockwasher (DH), four screws (CB) (three short, one long) and don't forget to remove one extra long screw (BY) from underside of throttle flange assembly (BN).

NOTE: Mark location for re-assembly.

Now, gently tap carburetor at parting surface with a mallet to separate castings. Then, carefully lift main body (AP) from throttle flange assembly (BN). Next, peel-off gasket (BC) and retain for matching purposes only.

C. Governor and Throttle Flange Assembly

1. Governor

(a) Unscrew governor cover plug (DM) and remove gasket (DL). Slide out actuating spring (DK) and valve (DJ).

(b) Cut seal wire (CW) and remove seal (CX) along with four screws (CY). Then lift off bracket (CV) and cover (CZ). Peel off gasket (DA) and retain for matching purposes.

(c) From inside governor housing (CJ) first, note position of tension spring (CT) then unhook both ends of same and remove (See Fig. 4).

NOTE: Do not remove position pin (Fig. 1, DE) unless replacement is required. Then, make sure to note hole position before removal.

(d) In order to separate lever arm (DD) from diaphragm rod (CH), first extract cotter pin (CU), then remove lever arm nut (DB) and lockwasher (DC) from throttle shaft (BO). Next, mark position of lever arm (DD) with relation to milled-end of throttle shaft (BO) and remove.

(e) From governor diaphragm cover (CF) cut and remove wire with seal (CE).

NOTE: Be sure to scratch mark position of cover (CF) to housing (CJ) before proceeding and also note location of three drilled cover screws (CG). Now, loosen and remove all cover screws (CG, CS) and cover (CF). Then, peel off diaphragm with rod (CH) from housing (CJ) and withdraw.

(f) Detach governor housing (CJ) from throttle flange assembly (BN) by removing threescrews (DF). Then, peel off gasket (CM) and retain for matching purposes.

(g) Unscrew alternate passage plug (CL) and jet (CK) from back of governor housing and mark location for re-assembly (See Fig. 5).

2. Throttle Flange Assembly

(a) From throttle shaft (BO) slide off flex seal (CN), retainer (CO) and spring (CP).

NOTE: Bearing (CR) is not to be removed at present time.

(b) Disassemble opposite end of throttle linkage as follows: Remove nut and lock-washer (BG). Next, mark location and position of stopper lever (BF), spring (BK) and shaft lever (BE). After which remove along with retainer ring (BM), clamp screw and nut (BZ) and bracket clamp (BX).

(c) To remove bracket (BV) and housing (BT), first scratch mark position, then remove two mounting screws (BW) permitting bracket (BV), housing (BT) with bushing (BU) attached and outside throttle shaft assembly (BS) to fall free. Press out bushing (BU) from housing (BT) only if worn and replace with new part from carburetor manufacturer.

(d) Peel off gasket (BR) and retain for matching purposes.

(e) From inside throttle shaft housing, pry out bearing retainer (BP). Note that removal of throttle shaft and housing assembly (BO) is not required or recommended. However, if replacements are needed, first remove throttle valves (not shown) by referring to choke valve plate removal procedures as outlined in paragraph A5. Then using a mallet carefully tap drive throttle shaft and bearing assembly (BO) in both directions (back and forth) to separate bearing outer races from casting. Now, using a bearing puller remove bearing (CR) from governor end of throttle shaft (BO). Then withdraw throttle shaft and bearing assembly (BO) from housing. Next, place unit on arbor press and press off remaining bearing.

CAUTION: Pressure must be applied only to stationary bearing race.

(f) Proceed with disassembly by prying limiter caps (CD) straight up and off using side cutting pliers.

NOTE: Exercise care not to turn idle mixture screws (CC) while removing caps (CD).

Next, mark position of mixture screws (CC) and turn in until they lightly bottom. Now, turn out counting number of turns to reference mark (record for re-assembly). Then, remove along with springs.

(g) Also, mark position of idle speed screw and spring (BD) and remove.

III. CLEANING & INSPECTION

Follow cleaning instructions as outlined on Page 2 of this instruction sheet. Inspect all castings for damaged or burred mating surfaces, cracks, warpage and stripped screw thread holes. Badly damaged screws must be replaced. New screws (considered as general hardware) are available at most hardware supply dealers. Check throttle valve and choke shafts for looseness or binding. Replace all parts with applicable new items found in kit.

III. RE-ASSEMBLY

Reverse the numerical sequence to re-assemble carburetor using reference numbers as a guide. Also refer to index call out letters for proper location and position of parts as shown in Exploded View (Fig. 1).

Note following instructions:

1. **IMPORTANT:** Where reference is made in Parts List to left or right designation, carburetor is to be viewed in direction of pointing arrow as shown in Fig. 1.

2. Do not interchange bleeder jets (Fig. 1,ED,EA). Jet (EA) has larger metering orifice.

3. Since screws vary in length, be sure to re-assemble to original locations.

4. When adjusting float do not allow the VITON tipped fuel inlet needle to be pressed into the needle seat. Damage to tip and a false reading will result. When gauging, allow weight of float only to seat needle.

5. When reassembling carburetor be sure that all new gaskets are installed where required. To prevent damage when replacing governor diaphragm (Fig. 1,CH), carefully align screw holes before installing screws.

6. To reassembly governor assembly:

(a) With gauge, Fig. 9. Position diaphragm cover (Fig. 1,CF) over diaphragm (CH) and install cover screws (CS,CG), partially tighten until flanges almost meet. Engage bent end of diaphragm rod (CH) with slot located in governor diaphragm gage (Kent Moore Gauge No. 10-187). Locate gauge over governor housing (CJ). When finished, tighten cover screws (CS,CG) down evenly and remove gauge.

NOTE: Gauge not included in kit.

(b) Without gauge, Fig. 10. Extend diaphragm rod (Fig. 1,CH) by hand until center lines of both bent portion of diaphragm rod and housing boss match. With diaphragm rod (CH) held in the extended position, (diaphragm stretched) tighten all cover screws (CS,CG) down evenly.

7. Make all adjustments as per Data given in Specification Chart.

DETAIL VIEWS—ADJUSTMENT PROCEDURES

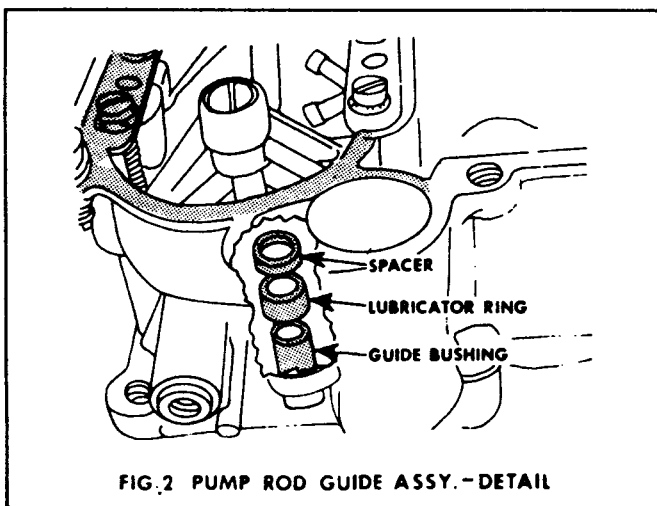


FIG. 2 PUMP ROD GUIDE ASSY.—DETAIL

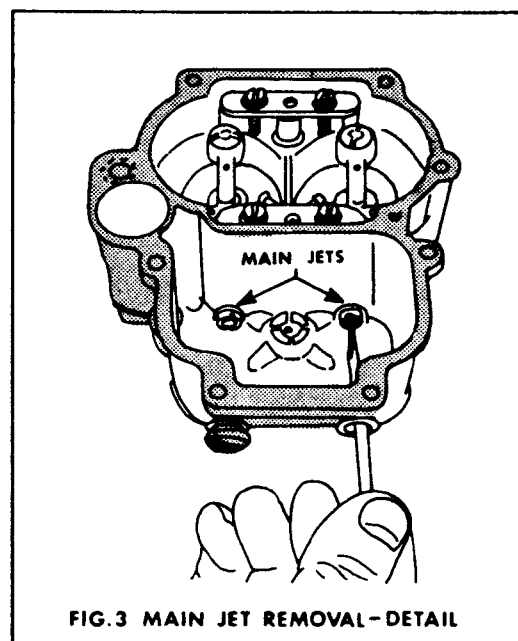


FIG. 3 MAIN JET REMOVAL—DETAIL

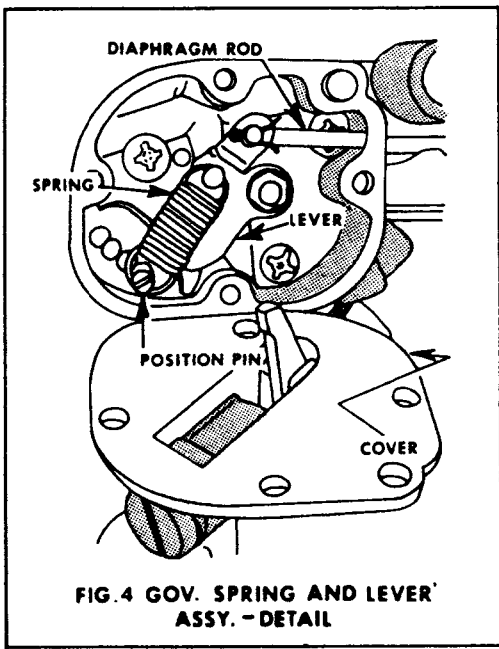


FIG. 4 GOV. SPRING AND LEVER ASSY. - DETAIL

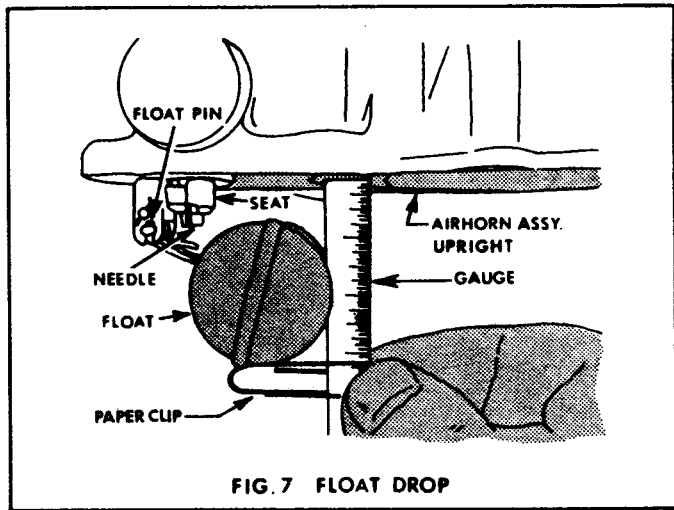


FIG. 7 FLOAT DROP

Position airhorn assembly upright and measure distance from parting surface of airhorn assembly to lowest part of float. Gauge must read as specified (See Specification Chart). To adjust, bend float drop tang (see Fig. 8) as required to obtain desired dimension.

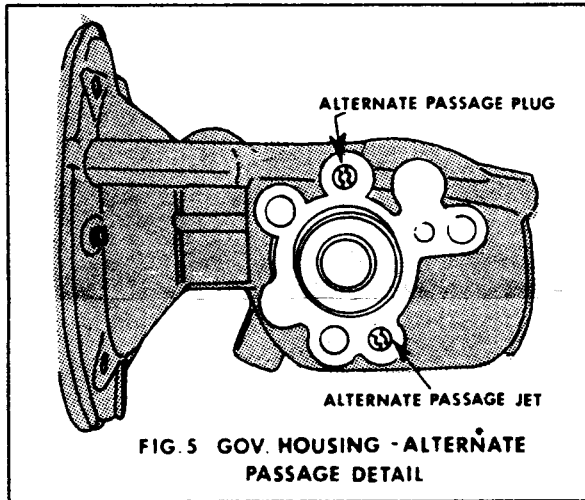


FIG. 5 GOV. HOUSING - ALTERNATE PASSAGE DETAIL

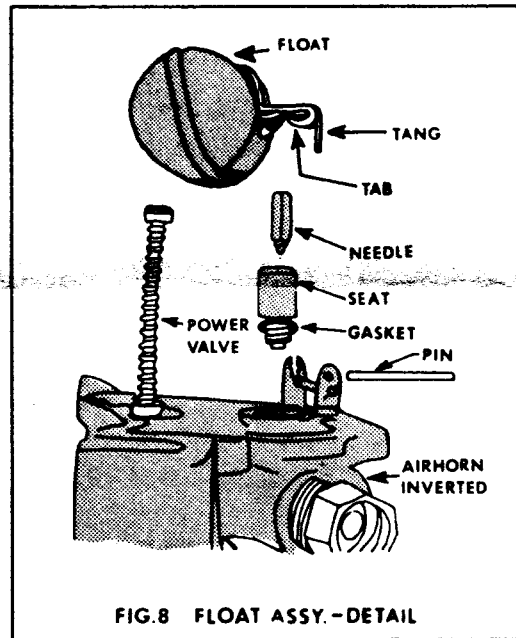


FIG. 8 FLOAT ASSY. - DETAIL

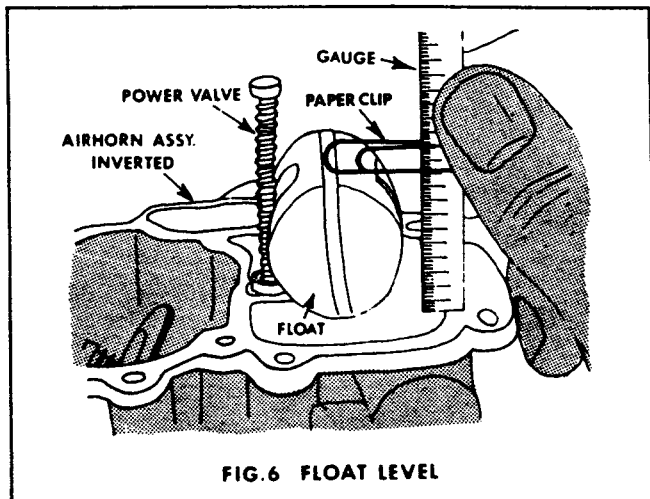


FIG. 6 FLOAT LEVEL

With airhorn assembly inverted, gasket removed, and free weight of float resting against seated needle, measure distance from parting surface of air horn to bottom of float (not on soldered seam). The gauge reading must be as specified (See Specification Chart). To adjust, bend float tab on float arm (see Fig. 8) as required.

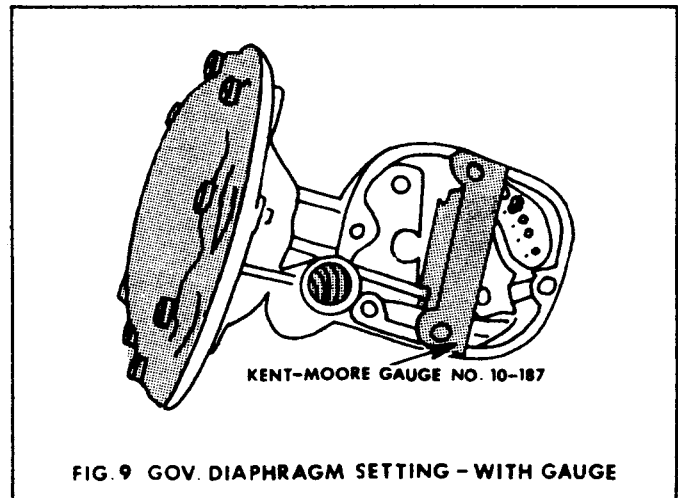


FIG. 9 GOV. DIAPHRAGM SETTING - WITH GAUGE

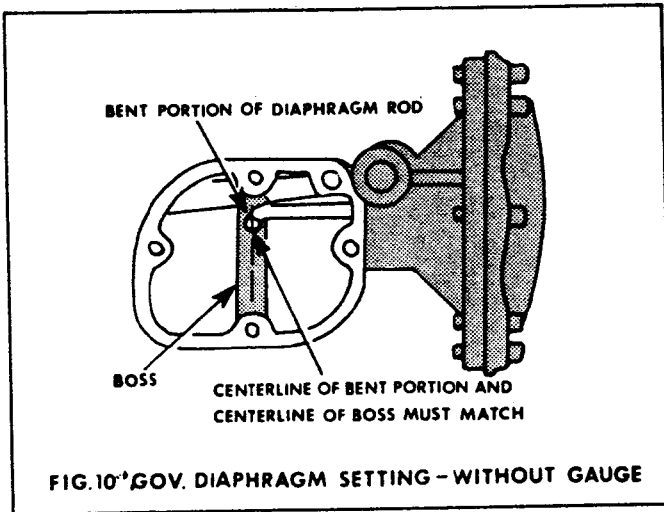


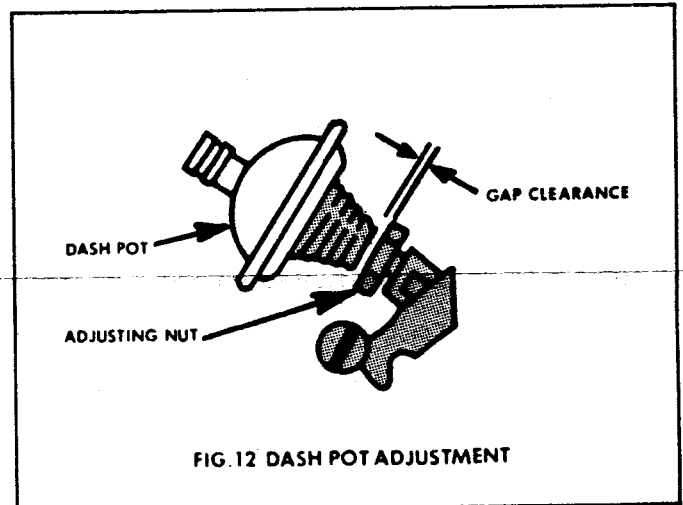
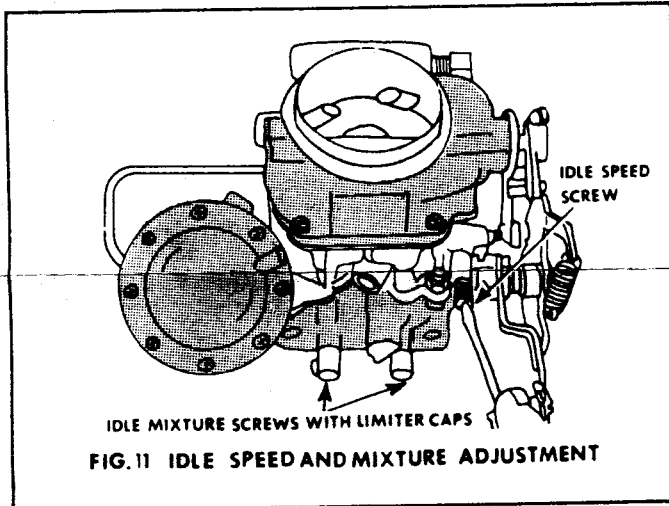
FIG. 11 IDLE SPEED & MIXTURE ADJUSTMENTS

Turn idle mixture screws in until lightly seated, turn out required number of turns (See Specification Chart). With ignition and other engine systems adjusted to specification, run engine at normal operating temperature. Connect a tachometer across distributor side of coil and ground. Then, hook-up an Exhaust Gas Analyzer in accordance with manufacturer's instructions. Now, adjust idle speed screw to obtain specified idle RPM (See Specification Chart). With the above adjustment made, turn idle mixture screws to obtain smoothest possible idle. Re-adjust idle speed screw if necessary.

- NOTE:** 1. Final reading taken with Exhaust Gas Analyzer must meet requirements set forth for both Federal and State (if applicable) Anti-Pollution Regulations.
 2. If Specification Data conflicts with Engine Compartment Decal or Car Service Manual. Data set forth on Engine Compartment Decal takes precedence followed by Car Service Manual. After final adjustments are made, press new limiter caps on to idle mixture screws with tab-end against left side of stop.

FIG. 12 DASH POT ADJUSTMENT (Some Models)

With throttle valve plate fully closed and choke valve plate wide open, depress dash pot plunger until it bottoms. Then, set adjusting screw clearance as specified (See Specification Chart).



SPECIFICATION CHART

Holley Carb. Nos.	Vehicle Manufacturer Carb. No.	Float Setting		Float Drop	Pump Link Position	Governor Spring Post Position	Governor Speed Engine R.P.M.	Idle Mixture Screw Turns Open	Idle Adjustment		Choke Setting
		Gauge	Level						Not	Fast	
R-4331A, AAS	I.H.C. 379491-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	1	450	-	Manual
R-4377-1AAS	-	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	1	450	-	Manual
R-4377A, 1A, AAS	395139-C92	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	1	450	-	Manual
R-4378A, 1A, AAS	391939-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	1	450	-	Manual
R-4428A, 1A, 1AAS	CHRYSLER 2955814	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	1	450	-	Manual
R-388-1A	WHITE 44117	CT1111-87	1 11/32"	-	#2	#4	3000	1-1 1/2	450	-	Manual
R-388-2A	467874	CT1111-87	1 11/32"	-	#2	#4	3000	1-1 1/2	450	-	Manual
R-388-3A	476315	CT1111-87	1 11/32"	-	#2	#1	3000	1-1 1/2	450	-	Manual
R-388-4A	474892	CT1111-87	1 11/32"	-	#2	#1	3000	1-1 1/2	450	-	Manual
R-388-5A, 6A, 7A	481648	CT1111-87	1 11/32"	-	#2	#1	3000	1-1 1/2	450	-	Manual
R-410A	490300	CT1111-87	1 11/32"	-	#2	#4	3000	1-1 1/2	450	-	Manual
R-547A	467961	CT1111-87	1 11/32"	-	#2	#4	3000	1-1 1/2	450	-	Manual
R-547-1A	474893	CT1111-87	1 11/32"	-	#2	#1	3000	1-1 1/2	450	-	Manual
R-547-2A	476316	CT1111-87	1 11/32"	-	#2	#1	3000	1-1 1/2	450	-	Manual
R-588-1A, 2A, 4A	490048, A, B	CT1111-87	1 11/16"	-	#2	#1 *	3000	1-1 1/2	450	-	Manual
R-588A, 3A	481219-A	CT1111-87	1 11/16"	-	#2	#1 *	3000	1-1 1/2	450	-	Manual
R-1056A, 1A, 2A, 3A	I.H.C. 133607-R92	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-1057-1A, 2A, 3A	133608-R92	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-2326A	-	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-2389A	872470-R91	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-2409A, 1A, 2A	868989-R93	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-2410A, 1A, 2A	-	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-2575A, 1A, 2A, 3A	-	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-2576A, 1A, 2A, 3A	968691-R94	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-3021A	294307-R94	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-3022A	-	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-3077A	-	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-3086A, 1A	290045-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-3160A	294220-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-3164A	294797-C93	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-3165A	294798-C93, 4	CT1111-87	1 1/4"	1.9/16"	#2	#4	3350	-	450	-	Manual
R-3166A	294309-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-3167A	294799-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-3480A	-	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-3481A	-	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-3483A	-	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-3493A	321474-C91	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-3494A	321474-C91	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-4331A	379491-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-4332A	379492-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
R-4333A	379493-C91	CT1111-87	1 1/4"	1.9/16"	#2	#4	-	-	450	-	Manual
	866683-R91	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
	868988-R92	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
	873641-R92	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
	968680-R93	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
R-595A, 1A	I.H.C. 84033-R91, R92	CT1111-87	1 1/4"	1.9/16"	#3	#1	2900	1	450	-	Manual
R-595-2A, 2AAS	84033-R94	CT1111-87	1 1/4"	1.9/16"	#2	#1	2900	1	450	-	Manual
R-966A, 1A, 1AAS, 2AAS	132242-R91	CT1111-87	1 1/4"	1.9/16"	#2	#3	2800	1	450	-	Manual
R-967A	132243-R91	CT1111-87	1 1/4"	1.9/16"	#2	#1	2800	1	450	-	Manual
R-2660-1A, 2A, 2AAS	-	CT1111-87	1 1/4"	1.9/16"	#2	#3	2800	1	450	-	Manual
R-2691A, 1A, 1AAS	260554-C91	CT1111-87	1 1/4"	1.9/16"	#2	#1	2800	1	450	-	Manual
R-3019A, AAS	-	CT1111-87	1 1/4"	1.9/16"	#2	#3	-	1	450	-	Manual
R-4329A, 1A, 1AAS	379489-C91	CT1111-87	1 1/4"	1.9/16"	#2	#3	-	1	450	-	Manual
R-4330A, 1A, 1AAS	-	CT1111-87	1 1/4"	1.9/16"	#2	#3	-	1	450	-	Manual
R-6398A, AAS	-	CT1111-87	1 1/4"	1.9/16"	#2	#3	-	1	450	-	Manual
R-6438A, AAS	433122-C91	CT1111-87	1 1/4"	1.9/16"	#2	#3	-	1	450	-	Manual

FOOTNOTES

- * R-588A, 1A Set #4 Position
- ↑ R-966A Set #1 Position
- ↑ Specification Data not available