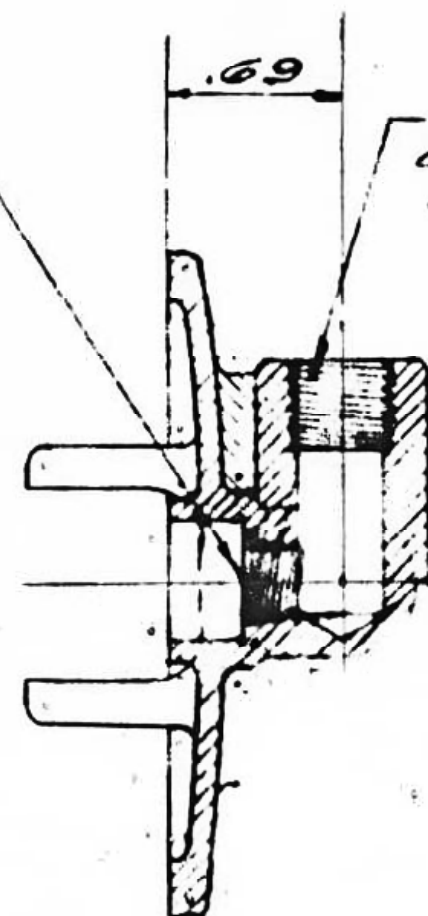


DRWG. STARTED	CITHO		
DRWG. COMPLETED			
ENG. INF.	SUPP.	REVISED	CK.
K10 #103	225-41		
K10 #179	5-12-41		
K10 #227	10-13-41		
K10 235	5-29-42		

5 - 24 N.F. 2 TAP
P.D. = .2854
P.D. = .2887



1/8 STD. PIPE TAP
DEPTH TO GAUGE

10 - 32 N.F. 2 TAP
P.D. = .1697 - .1724
4 - HOLES

124
126 DRILL

130
136

SECTION-G-G

SECTION-F-F

SECTION-D-D

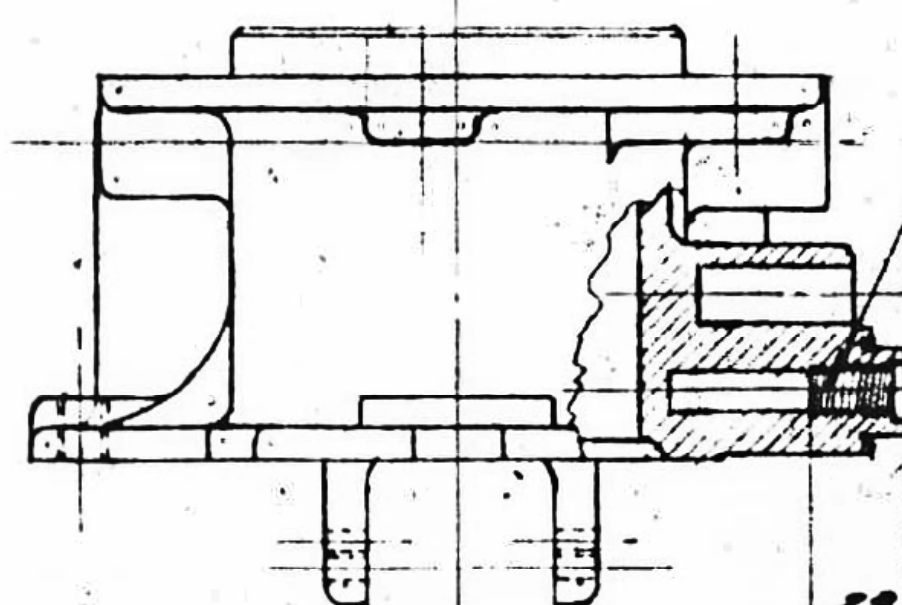
10 - 32 N.F. 2 TAP
P.D. = .1697 - .1724

37°

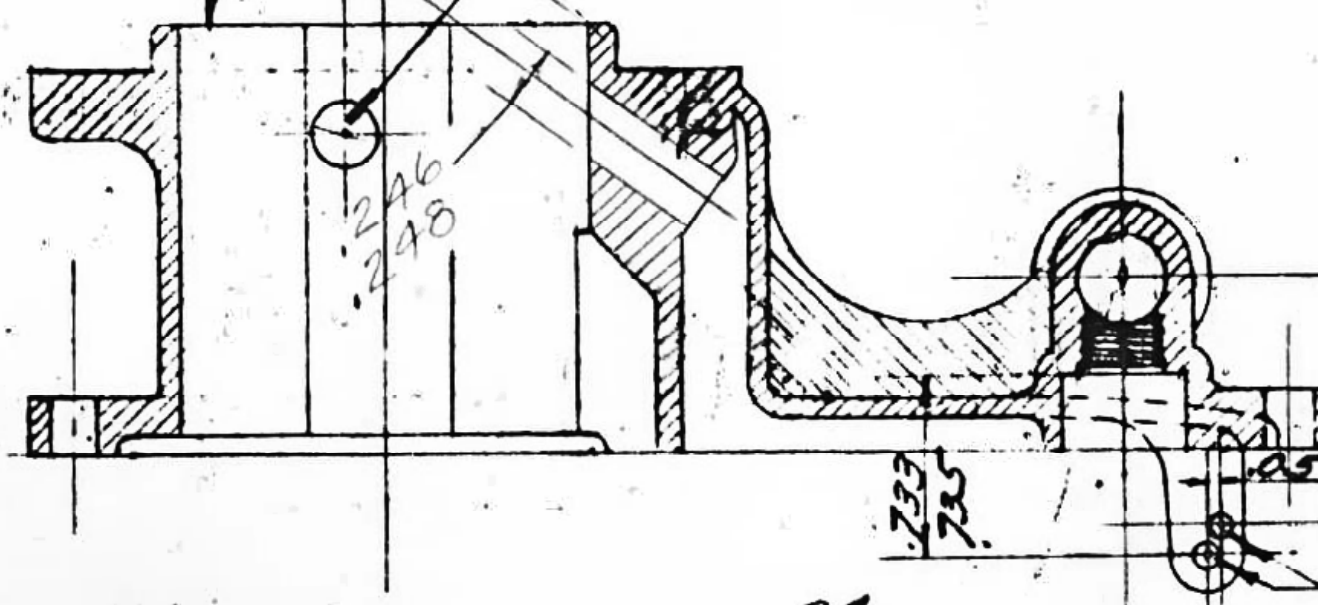
252 DIA. REAM
2 - HOLES IN LINE

3/16 DRILL = (.120)

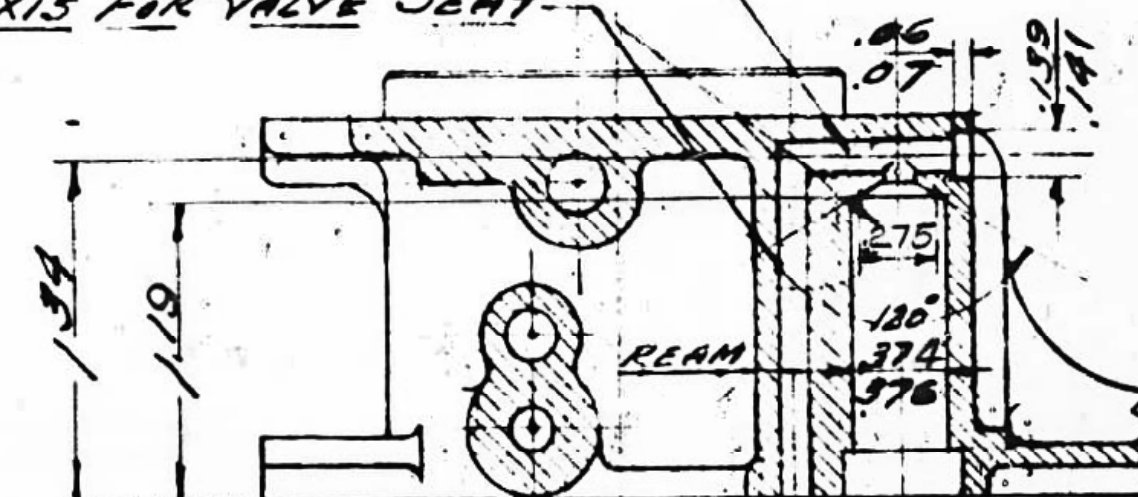
MUST BE TRUE WITH
AXIS FOR VALVE SEAT



SECTION-E-E



SECTION-A-A



SECTION-B-B

HORN-CARBURETOR AIR (FINISH SIZE)
ZINC DIE CASTING SAE #903 OR FORD #3

GP 9521

ALLOWABLE VARIATION ON DIMENSIONS CONTROLLING FINISHED SURFACES
IS $\pm .010$ UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS IN INCHES.

1B-57

DESIGN	SCALE	DRAWN BY	CK.	O.K.	FORD MOTOR CO.	GP 9521
HOLLEY	FULL	HOFFSINGER			DEARBORN, MICH.	

MFG. DPT.	
M	
B	
BD	
LIN	
DAG	
BEL	
FRA	
GER	
HOL	
SPN	
RHM	
ARG	
DEN	
CORK	
MEX	
BRA	
JAP	
AUST	
SWED	

MATERIAL AND MAKE