HOLLEY (WEBER) MODEL 6500 & 6510-C 2-BARREL

VEHICLE APPLICATION

FORD MOTOR CO.
BOBCAT & PINTO

Application	Ford Carb. No. Man. Trans.	Auto. Trans.
2.3L (2300 cc) 4-Cyl.		
California	D8EE-AMA①②	D8EE-EA①
	D8EE-ANA②④	D8EE-HA④
	D8EE-FA①③	
	D8EE-GA③④	

① — Without A/C.
② — With 2.73 axle.
③ — With 3.18 axle.
④ — With A/C.

GENERAL MOTORS
MONZA, STARFIRE & SUNBIRD

Application	G.M. Carb No. Man. Trans.	Auto. Trans.
2.5L (151") 4-Cyl.		
California		10001056①
		10001058②

① — Without A/C.
② — With A/C.

CARBURETOR IDENTIFICATION

Carburetor identification number may be found stamped on the fuel bowl assembly or on a metal tag attached to the carburetor.

DESCRIPTION

The Holley (Weber) Model 6500 and 6510-C carburetors are similar to the 5200 and 5210-C models. The 6500 "Feedback" series carburetors are equipped with an externally variable auxiliary fuel metering system instead of an enrichment (power) valve as used on 5200 series units. The 6500 models feature an internal choke pulldown vacuum passage in place of the external vacuum connection found on 1978 model 5200s.

This carburetor is equipped with a check valve built into the fuel inlet filter to prevent fuel spillage during vehicle rollover, and an electrically heated automatic choke . General Motors 6510-C models incorporate a vacuum delay valve to control the carburetor vacuum break.

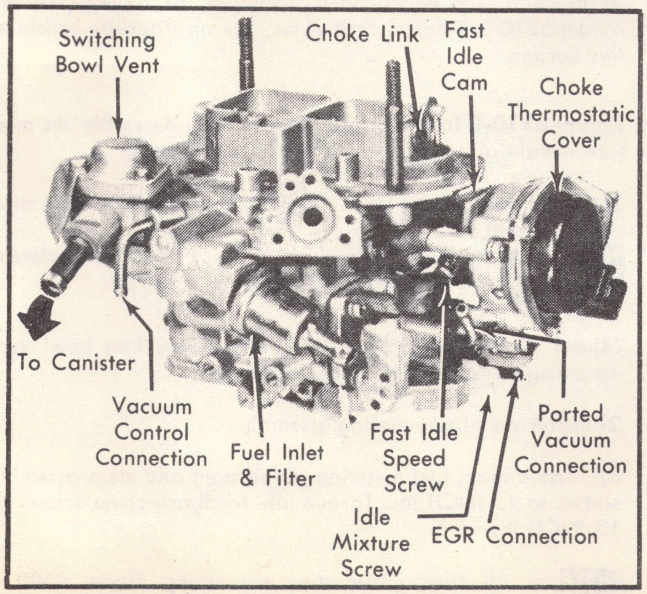

Fig. 1 External View Of Model 6500 Carburetor Used On Ford Motor Co. Applications

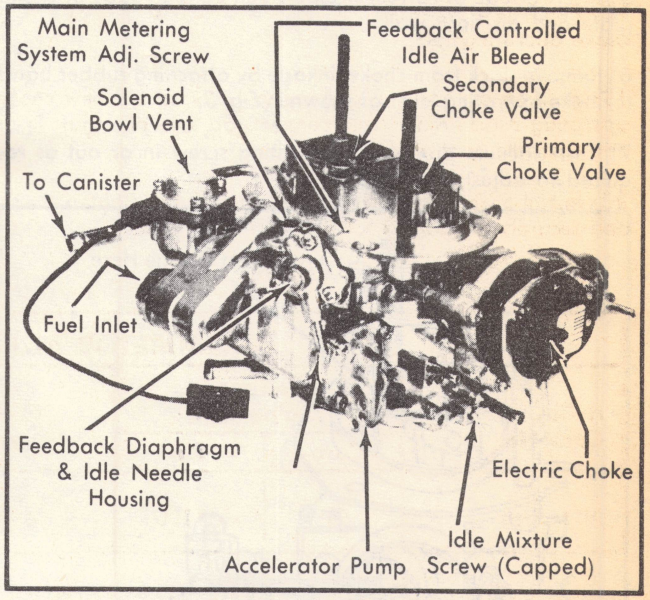

Fig. 2 Model 6510-C Carburetor (General Motors Application Shown)

ADJUSTMENTS

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP Section.

IDLE MIXTURE

See appropriate article in TUNE-UP Section.

COLD (FAST) IDLE RPM

See appropriate article in TUNE-UP Section.

NOTE — *Model 6500 carburetors used on Ford Motor Co. vehicles, utilize the same adjustment procedures as the Model 5200 units EXCEPT for the Choke Plate Vacuum Pulldown Adjustment. For all other adjustments on the Model 6500 carburetor, refer to the Holley (Weber) Model 5200 2-Barrel article in this Section.*

HOLLEY (WEBER) MODEL 6500 & 6510-C 2-BARREL (Cont.)

CHOKE PLATE VACUUM PULLDOWN ADJUSTMENT

Ford Motor Co. – 1) Remove 3 hex head screws and ring holding choke thermostatic spring cover.

2) Remove choke cap, bi-metal heater assembly and plastic shield.

3) Place fast idle speed screw on HIGH step of fast idle cam.

4) Use suitable tool to push diaphragm stem back against its stop. See *Fig. 3*.

5) Insert gauge of correct size between LOWER edge of choke plate and air horn wall.

6) Remove slack from choke linkage by attaching rubber band to choke operating lever as shown in *Fig. 3*.

7) Turn vacuum diaphragm adjusting screw in or out as required to adjust clearance.

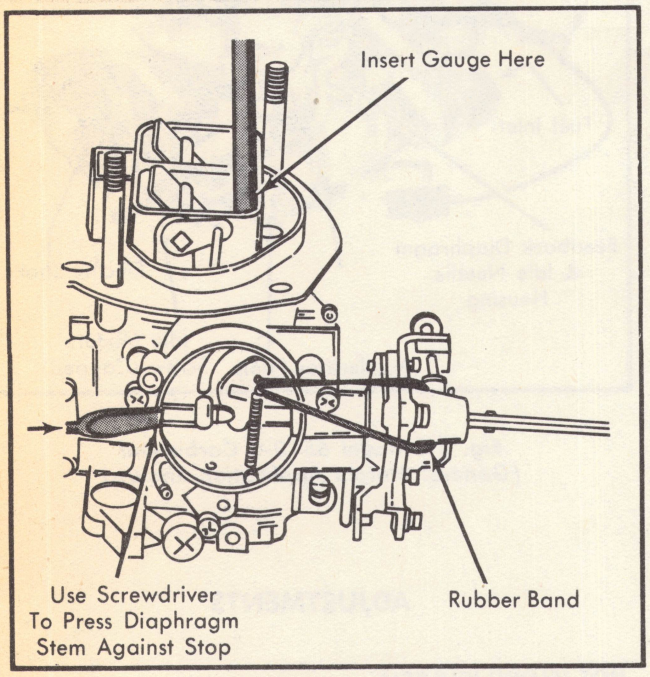

Fig. 3 Choke Plate Pulldown Measurement & Adjustment Locations

NOTE – *All General Motors Model 6510-C adjustments are identical to the adjustment procedures for the Model 5210-C carburetors. Refer to Holley (Weber) Model 5210-C 2-Barrel article in this Section.*

OVERHAUL

NOTE – *Disassembly and Reassembly procedures are identical to the Model 5200 & 5210-C carburetors with the exception of the following:*

DISASSEMBLY

Model 6500 – Procedures are same as for Model 5200 series Holley (Weber) 2-Barrel carburetor. *See appropriate article in this Section.*

Model 6510-C Air Horn – 1) Air horn is equipped with a main fuel metering assembly. This assembly must be removed after removing float and fuel inlet needle and seat assembly.

2) Remove idle needle assembly.

3) Do not try to remove idle needle plastic guide. Use care not to damage guide when cleaning air horn.

Model 6510-C Idle Mixture Needle – 1) Idle mixture needle is recessed into main body of carburetor and is covered by a cup plug.

2) Remove staking around edges of cup plug.

3) Insert #4 screw extractor. Turn COUNTERCLOCKWISE until plug is removed. Pull outward from main body.

NOTE – *Do not drill a hole in plug to remove.*

4) Remove idle mixture needle and cork seal.

Model 6510-C Main Fuel Metering Valve – 1) Carburetor utilizes a main fuel metering valve in place of a power valve.

2) After removing primary and secondary main metering jets, remove main fuel metering valve.

3) Proceed with Disassembly procedure for Holley (Weber) Model 5210-C 2-Barrel carburetor in this Section.

REASSEMBLY

Model 6500 – Procedures are same as for Model 5200 series Holley (Weber) 2-Barrel carburetor. *See appropriate article in this Section.*

Model 6510-C Main Fuel Metering Valve – 1) After installing pump discharge check and weight balls and discharge nozzle, install main fuel metering valve in main body.

2) Proceed with Reassembly procedure for Holley (Weber) Model 5210-C 2-Barrel carburetor. *See appropriate article in this Section.*

Model 6510-C Idle Mixture Needle – 1) Assemble idle mixture needle and cork seal. Install in main body.

2) Seat mixture screw LIGHTLY. Back out screw 1½ turns as a starting point.

NOTE – *Do not install cup plug yet. Final mixture adjustment must be made on vehicle before plug is installed.*

Model 6510-C Air Horn – 1) After installing bowl vent diaphragm, install idle needle assembly.

2) Install main fuel metering assembly.

3) Torque main fuel metering diaphragm and stem assembly screws to 15 INCH lbs. Torque idle feedback cover screws to 15 INCH lbs.

NOTE – *All other information concerning Model 6500 & 6510-C 2-Barrel carburetors is identical to Model 5200 & 5210-C units. Refer to appropriate article in this Section.*

HOLLEY (WEBER) MODEL 6500 & 6510-C 2-BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Carb. No.	Idle Speed (Engine RPM)		Float Level Setting	Float Drop Setting	Fast Idle Cam	Auto. Choke	Choke Pulldown Vac. Break	Choke Unloader	Sec. Vac. Break
	Hot	Fast							
Ford Motor Co. Model 6500									
D8EE-AMA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-ANA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-EA	①	①	29/64"	.....	3.0 mm②	1 NR	6.0 mm③	6.0 mm	.....
D8EE-FA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-GA	①	①	29/64"	.....	3.0 mm②	2 NR	6.0 mm③	6.0 mm	.....
D8EE-HA	①	①	29/64"	.....	3.0 mm②	1 NR	6.0 mm③	6.0 mm	.....
General Motors Model 6510-C									
10001056	①	2400	.520"	1.0"	.150"	1 NR	.325"	.350"	.....
10001058	①	2400	.520"	1.0"	.150"	1 NR	.325"	.350"	.....

① – See Emission Control/Tune-Up Decal.
② – ±.5 mm: at kickdown.
③ – ±.5 mm: at 75° F.

NOTE – *Accelerator pump lever location, on ALL FORD models, is hole #2.*