

\$the squirters 2\$ 750 HP Fine Tuning Holley Performance Products Forums Super Tuning A 670 Street Avenger Holley.

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Original URL: <https://tools.orientwatchusa.com/the-squirters-2.pdf>

The carb came with 31 squirter primary secondary but I've gone all the way up to 37s and still having the issue. These secondaries come in after 50 60% of the primaries being opened. I like your idea of disconnecting these secondaries makes perfect sense

Make sure I have the primary side dialed in before moving on to the secondary side
Mar 20 2015 Hi. I have a Chrysler 360 V8 in a 3800 lbs car and recently squired a 670 Street Avenger. Seems to be an older zinc model with 2 corner idle

I got the specs for all the orifices from Holley and it seems unmolested. 28 squirter with pink cam in hole 1 800 idle speed with 11 vacuum in gear 68 70 jets and 5.5 PV I idle at about AFR 14.1 with 1 1/4 turns out. Sow off idle cruising with a very Jan 25 2011 Got that taken care of

We went from 31 size squirter to 35s and it didn't really get better. I put the original 31s back on it and it seemed to get a little better

I also went up two jet sizes in the back when the 35s were on it. The distributor is locked out and checked the timing while trying this and everything is fine with that Hi so I have the rest of my 670 Street Avenger carb on my 360 tuned in now pretty good

I currently have PV 5.5 PVC 33 Main Jet 65 primary waiting for a 66 secondary 70 Squirter Nozzle 28 Pink Cam hole 1 Vacuum in Drive 11 ish Idle Speed 840 Idle AFR 14.1 idles nice and smooth Off idle cruise between 14.5 1 and 13.8 1 Cruise on main jet almost 15.7 1 average sometimes 16 1 tad lean The story

We built 2 LS427 engines. Both are RHS blocks Mast Black Label 305 heads. Molnar rotating and CP pistons. both long blocks are identical

One engine has a Whipple 3.0L and Daily dry sump and one has a 2650 and a wet sump. Both engines have piston oil squirter. We had them both on the engine dyno. The 2650 engine Sep 11 2025 I've had a 750 VS tuned well on a 351W in a 76 Ford F100. Prim jet = 72

Sec jet = 70. Prim PV = 6.5 diaphragm intact. Sec PV = Block off plug. Squirt = 0.033

AP cam = white screw in 1. idle screws = 1.5 out. I did Promaxx heads and a 214 224 cam and now revisiting the carburetor settings. Installed the wideband O2 and May 24 2024 A story with a great ending! I finished my Factory Five Roadster about a year ago

I'm running a brand new Ford Racing 302 crate engine with a Holley Sniper. From day one I've been plagued with a situation where the car almost stalls when you come off the throttle like pulling up to a stop sign. Also it has always had this

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