

# THE BOTTOM TEN DRIVABILITY PROBLEMS— YOU'RE NOT ALONE

**B**ack in the 50s, 60s, 70s, and early 80s, when we bought a new car, we expected it to run properly right? Well, the truth is that many cars had drivability problems straight from the factory. These typically included hesitation, flat spots and hard starting when hot. Some engines and specific years were worse than others. Combine these built-in problems with today's gasoline and you will probably be frustrated with the performance of your vehicle. Installing a "kit" will do nothing to solve the problem. The staff at Pony Carburetors, Inc. have re-engineered all carburetors to overcome virtually all of the original design shortfalls, allowing you to use today's pump gasoline, meet emission standards, and enjoy driving your car.

Here is a list of some problems applications that either had the most chronic or multiple set of factory engineered problems:

**1955-56:** Ford 272, 292, 312 with Holley 4000-4V teapot carburetor.

**Problems:** Rough idle, hesitation, flat spots, weeping fuel from needle and seat access plug, weeping fuel from air horn gasket and hard starting when engine was hot.

**1958-64:** Autolite 2100-2V, 4100-4V all engines.

**Problems:** Rough idle, hesitation, hard starting when hot, difficulty in cold starts to keep running due to poor choke design. These are the long snout early design.

**1963-69:** Autolite 1100-1V all engines 144, 170, 200, 250

**Problems:** Rough idle, hesitation, flat spots, hard starting when hot and general lack of power.

**1965-67:** 289 HiPo Shelby Only (except Hertz) Holley 4150 List 3259, S2MS-A and List 3259-1.

**Problems:** Hesitation, flat spots caused mostly by carburetor being grossly oversized (enough carb for over 9500 RPM @ 90% volumetric efficiency), hard starting when hot and secondary's opening very late, actually almost not opening at all!

**1966-67:** California Emissions all engines.

**Problems:** All of the drivability problems (hesitation, flat spots, surging, very poor fuel economy, etc.) We have re-engineered these to perform wonderfully. From the factory, these have no chance to perform properly!

**1967-68:** 390 GT Holley 4150 C70F-A,B,C,D and C80F-C,D

**Problems:** Would not idle when brand new, hesitation, flat spots, hard starting when hot. 1968's were much worse than the 67's.

**1967-74:** Autolite 4300-4V

**Problems:** Rough idle, hesitation, flat spots surging and a big bog down on hard acceleration, leaking fuel out the center, and really hard starting when hot.

**1968:** 289 Auto Transmission Autolite 2100-2V C8ZF-G

**Problems:** Would barely idle, big hesitation and flat spots. This was really the only 2100 that was poorly engineered. Met 1968 emissions, but would not run.

**1983-85:** 302 HO Holley 4180, E3ZE-BGB E4ZE-SA, YA E5ZE

**Problems:** Very poor and rough idle, huge hesitation on acceleration, flat spots, and secondary's had a huge bog on hard acceleration, hard starting when hot. We can really help these carbs. This was undoubtedly the worst of the Holley's.

### There are three notable years during this era:

1968 was the first year of the Federal emissions and tighter standards caused problems with the carburetion.

1973 saw the use of EGR (Exhaust Gas Recirculation) valves. Once again performance decreased, mostly because of compression ratios and late valve timings.

1975 forget it! This was the first year of the Catalytic Converters and mandated use of unleaded fuels. Initial timing specs were retarded, camshaft timing was retarded, and compression ratios lowered. Fuel economy dropped by as much as 30%, small V8's ran like six cylinders and big blocks performed like old small blocks.

A final note, there is much improvement that can be made on these carburetors. Today, with the widespread use of fuel injection, people think of carburetors as some ancient device. In actuality, they are precision devices that will not tolerate any error in either engineering or assembly. With meticulous calibration and precise workmanship, they may well out perform the fuel injection systems without having to use complex computer systems.

Pony carburetors run tests on each and every carburetor on an actual engine with normally available pump gas to ensure that they are calibrated to precise standards. We provide a one year warranty on our work and an installation guide along with the proper fuel filter and gaskets for your application. For answers to specific questions call us at 866.662.3003 or Email us at [customerservice@ponycarburetors.com](mailto:customerservice@ponycarburetors.com). You can also visit our website at [www.ponycarburetors.com](http://www.ponycarburetors.com).

Happy Driving!

*Jon M. Enyeart*  
**JON ENYEART**  
Contributor &  
President of Pony Carburetors



Email: [sales@ponycarburetors.com](mailto:sales@ponycarburetors.com)  
Phone: 866.662.3003 (Toll Free)