

Carburetor Mount Installation

Remove the old rubber mounts. Clean the mounting faces of the manifold and the carburetors so they are smooth and flat.

Place four of the eight 5/16" fine thread bolts through the four holes in the adapter. Be sure to have the heads of these bolts fully recessed in their cutouts on the manifold side of the adapters. They may have a snug fit.

In the package you will find six 5/16 coarse-thread bolts. Use these to mount the aluminum adapters to the manifold. Lock washers for the bolts holding the mount to the manifold are included in the kit but the insulator is fairly thin and the extra height of the lock washer may interfere with mounting of the carburetor. No problems have been reported with the using the lock washers, but observe the clearance of the bolt heads. Instead of a lock washer, you might consider using Lock-Tite™ to lock the bolts into the manifold. Additionally, the Lock-Tite™ will provide a gas-tight seal around the bolts. I believe that no lock washers were used with the original carburetor mounts.

Place a small amount of sealer (e.g. FormaGasket™) between the adapters and the manifold. No gaskets are available for this purpose, and as far as I can tell, none were used originally.

You will find that the adapter has a slight amount of play on the three bolts. This allows precise alignment of the 1.75" hole in the adapter to the port in the manifold. When centered, tighten the three bolts the rest of the way. Wipe away any excess sealer that may have extruded into the port after tightening.

The order of assembly from here is:

- 1) One of the three "SU-style" gaskets (they have two straight edges, and sometimes two curved edges,. The curved edges, if present, should be aligned on the left and right sides, not the top and bottom, for the first two gaskets. You will likely want to cut out a curved piece from the edge of these gaskets to clear the three bolt heads. A hand-held single hole paper punch works well for this purpose to nibble away a small section of gasket.
- 2) The insulator. Observe that the insulator has three machined cutouts to allow the three mounting bolt heads to not interfere with the insulator. Align the top and two side cutouts with the bolt heads.
- 3) The second of the "SU-style" gaskets.
- 4) Your original steel bridge piece that cross connects the two carburetor mounts. Be sure to remove the old gasket material. I recommend that you reuse the original bridge piece. You may use it whole, especially if you have any of the original items that sometimes are connected to the cross-piece. If the bridge is not necessary then you may cut off the bridge cross-piece leaving two independent square steel pieces. If you have the original throttle cable linkage it is important to maintain these pieces because they act as shims. Not having these pieces will change the geometry of the throttle linkage. Great pains were taken during the design of the adapters to reproduce the original geometry precisely, so these extra steel pieces are necessary if you need to reproduce the exact geometry of the throttle linkage. They are also necessary if you are using Stromberg carburetors.
- 5) Gasket #3. If you have SU carburetors, then the narrow edges should be on the left and right as it was with the other two gaskets. **HOWEVER, if you are using the original Stromberg carburetors**, then I have found with the newest shipment of gaskets, that the narrow section is so narrow that it may not completely cover the slot in the base of the carburetor. This could create a tiny manifold air leak and could adversely affect the mixture. See the last 3 photos.
- 6) Now mount the carburetors. New nuts and lock washers have been provided in the kit.

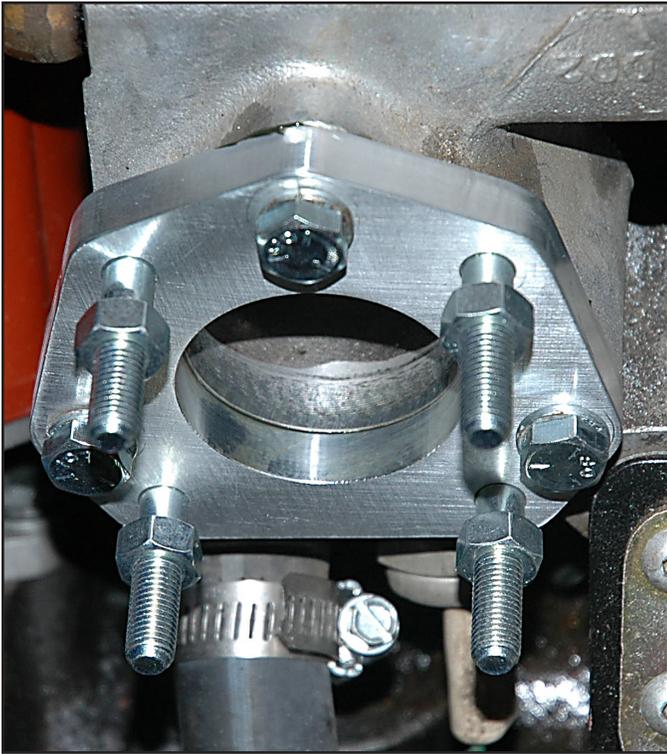


Photo 1. Showing the intake manifold with the aluminum adapter centered and secured in place. Be sure to have the studs in place before fitting the adapter. Use sealing compound between the manifold and the adapter.

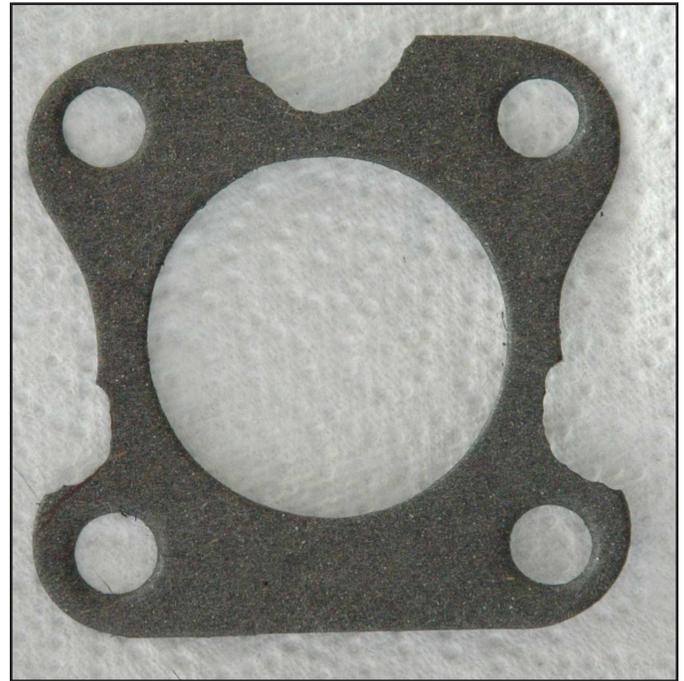


Photo 2. A gasket trimmed to provide clearance for the adapter mounting bolts heads. Only trim enough to just clear the bolt heads. The narrow sides should be on the left and right.



Photo 3. Showing, in order from the manifold, the aluminum adapter bolted in place, trimmed gasket, insulator, and gasket.#2.

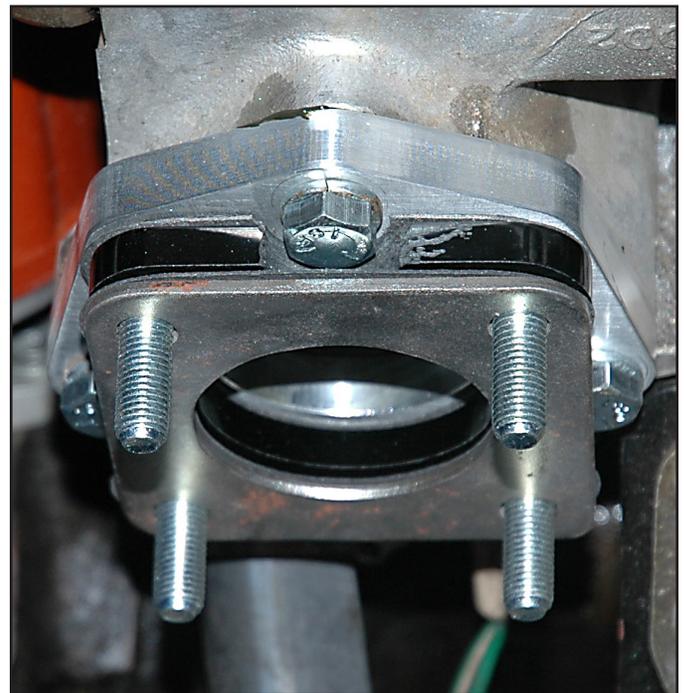


Photo 4. Similar to photo #3, now with the bridge piece added. The bridge piece was cut into 2 squares, removing the actual bridge. This is one of the two squares.

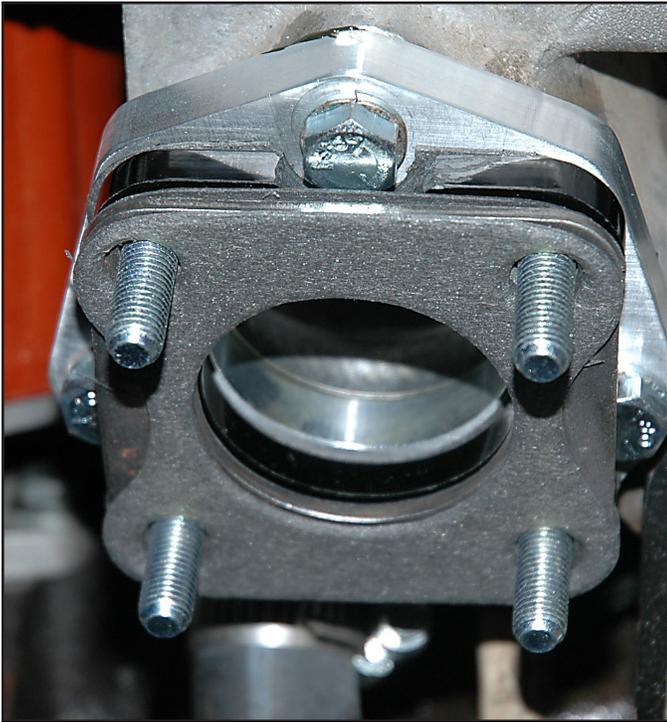


Photo 5. Showing all the items in sequence, with the final gasket in place. In this case an SU carburetor was going to be mounted. For Stromberg carburetors rotate the gasket so the narrow sides are at the top and bottom. See photo 9.



Photo 6. From the top of the adapter showing all the parts installed, with an SU carburetor fully mounted.

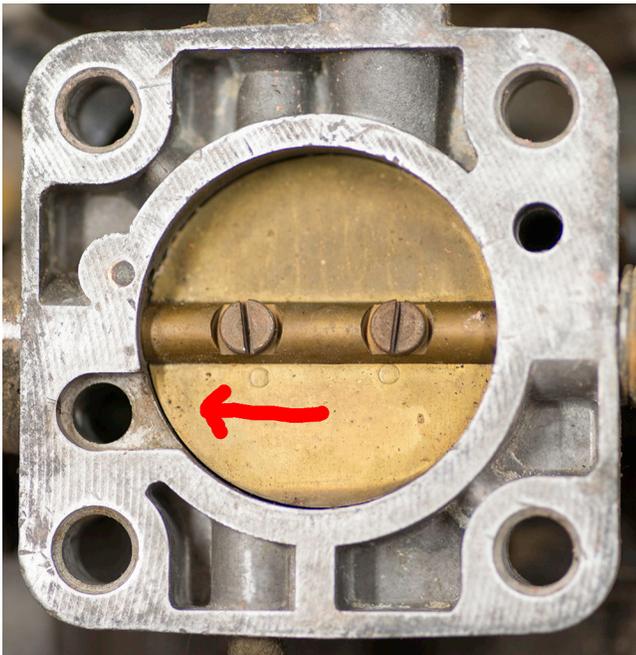


Photo 7. Showing the slot in a Stromberg carburetor that needs to be fully covered by a gasket (arrow).



Photo 8. Showing the uncovered portion of the slot that may occur and cause an air leak (arrow) if the gasket is oriented with the narrow sides on the left and right.



Photo 9. Showing gasket #3 oriented properly for the Stromberg carburetor with the narrows sides on the top and bottom.