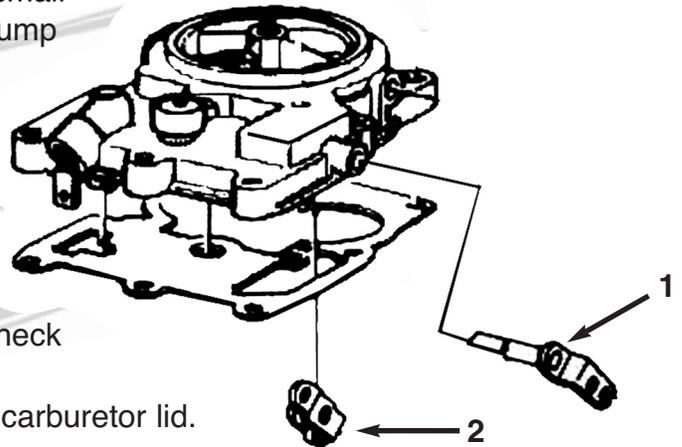
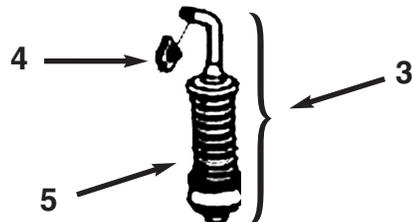


## FACTORY VACUUM REPLACEMENT LINKAGE

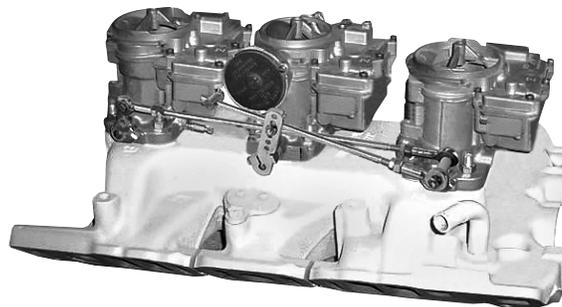
- 1) Remove stock air filter. Keep track of the cork gaskets.
- 2) Remove gas lines and choke tube.
- 3) Remove center carburetor from manifold.
  - a) Remove all factory vacuum lines and diaphragms. Plug the vacuum booster line in the fuel pump with a suitable plug.
- 4) Grind or file off excess metal that holds the stamped steel control arm to the carburetor shaft. Be careful not to harm the steel control arm which must be used with the new shaft.
  - a) Note exact position of each butterfly so that they may be replaced correctly.
  - b) Remove butterfly screws, and butterflies, as well as the old butterfly shafts. Insert the new shaft and carefully reassemble, using new butterfly screws and paying particular attention to the proper seating of the butterflies.
  - c) Insert 1/4" plug in back of carburetor..
  - d) Replace carburetor on manifold.
- 5) Remove accelerator pump assembly. Remove small horseshoe clip securing pump plunger to inner pump lever. Remove spring retainer clip and remove main pump spring from plunger assembly. Cut 5 coils from the main pump spring and reassemble the accelerator pump. Those Rochesters that have a light return spring in the pump well should have their light spring cut in half. Be sure to replace the factory finished (full coil) end into the well to hold the check ball in place.
- 6) Reassemble the accelerator pump and replace carburetor lid.



- |                               |
|-------------------------------|
| 1-Pump shaft & lever assembly |
| 2-Inner pump lever            |
| 3-Pump plunger assembly       |
| 4-Horseshoe clip              |
| 5-Main pump spring            |



- 7) Repeat this same operation on rear carburetor.
- 8) Remove 3/16" connecting rod from between the two end carburetors.
- 9) Remove one return spring. Try to use as little spring pressure as possible. The light spring furnished may work better on your set-up.
- 10) Assemble the long threaded rod with right and left handed nuts and rod ends.
- 11) Attach the bearings to the carburetor arms by means of hex screws and lock-nuts. The front carburetor uses the longest thread of the Hex coupler on the carb arm and bearing side.
- 12) Assemble the short rod and rod end with a nut and attach it to the short end of the Hex coupler by means of a lock-nut.
- 13) Place the new carb arm on the center carb shaft at about 45 degrees toward front of the car.
- 14) Place the slip pin in the top hole and secure it with locknut. **CAUTION:** Do not tighten locknut. The slip pin must have the freedom to pivot on the throttle arm.. Slip the non-threaded end of the short throttle rod through the slip pin. Make sure that rod slides freely trough slip pin. Place adjusting stop on end of rod.
- 15) Adjust the stop so that all the carbs reach full open at the same time.
- 16) Replace the choke line using aluminum or soft steel tubing. Fabricate a new line which clears the linkage. The factory furnished steel tubing would be extremely difficult to reshape.
- 17) On hydramatic installation, it may be necessary to remove 1-4 coils from the hydramatic kick-down spring to avoid the kick-down coming on before the end carbs are opened sufficiently.
- 18) Many Rochester carbs set-ups already have bent stops on the control arm from too much foot pressure. A little braze will reinforce this after it has been straightened out. Watch for this condition while you are installing this linkage and correct it if it exists.



# IMPORTANT

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