This linkage kit is designed for Speedway 9 Super 7 carbs and similar Holley and Stromberg carbs when using an extended throttle shaft. It can be used on 2 carb non-progressive and 3 x 2 progressive manifolds. It can also be used on a variety of other multiple carb systems with minimal modifications.

**WARNING:** It is the responsibility of the user that any modifications to throttle or carb linkage on their vehicles be done in such a manor as to assure positive spring return of throttle blades to avoid over rev of the engine or injury resulting from a stuck throttle.

### Two 2 BBL Non-Progressive Setup

1) Assemble the linkage rod by installing the jam nuts on the rod ends and inserting the rod ends into the swedge tube (note that they are right and left hand threads). Leave 2 or 3 threads exposed on each end. Do not tighten jam nuts at this time.

2) Install the long linkage arm on the carb shaft at approximately a 45 degree angle **Picture 1.** To accommodate your particular vehicles throttle pedal arrangement the long linkage arm may be installed on the front or back carb. The carb that the long arm is installed on is the master carb, the other will be the slave carb.
3) Install short linkage arm onto throttle shaft of slave carb. Orient at a 45 degree angle, either up and forward, or down and aft (* see following note ).

4) Connect linkage rod end into 3rd hole of long throttle arm, secure with locknut. Connect other end of linkage rod onto the short linkage arm, secure with locknut. Picture 2.

5) Connect vehicle throttle linkage into one of the upper holes of master carb throttle arm, install return spring in suitable location to assure positive throttle return. Make certain that throttle pedal travels freely and allows carbs to advance to wide open throttle.

NOTE: If the transmission kickdown cable or throttle linkage of your particular vehicle dictates that it be connected to the lower hole in the carb arm, the linkage kit may be installed in the upper holes of both throttle arms. Picture 3.

6) Back off idle speed screw of the master carb 2-3 turns, so that the throttle blades are lightly seated in the throttle bores. Unscrew and remove idle speed adjustment screw of the slave carb. With throttle blades of both carbs closed adjust the link length for an exact fit. Advance to Wide Open Throttle and verify that both carbs hit the max stop at the same time. Tighten rod end jam nuts. Turn idle speed screw of master carb in (clockwise) 1½ to 2 turns to establish a baseline. Engine idle speed adjustments will now be made at the master carb. Start engine and proceed with carb adjustment and synchronization.

NOTE: When using a carb synchronizing tool such as our 325-4025 UNI-SYN, take the baseline airflow measurement at the master carb and adjust linkage between carbs to match the slave carb airflow to the master carb. Re-tighten jam nuts on carb link.
Three 2 BBL Progressive Setup

1) Install throttle arms and secondary linkage between the front and rear carb as in steps 1-5 above. Rod end of linkage goes on the inboard side of throttle arms. In a 3 carb setup, the center carb is the primary (master) and the end carbs are the secondary (slave) carbs. Picture 4.

2) Back off idle speed screw of the rear carb 2-3 turns, so that the throttle blades are lightly seated in the throttle bores. Unscrew and remove idle speed adjustment screw of the front carb. With throttle blades of both carbs closed adjust the link length for an exact fit. Advance to Wide Open Throttle and verify that both carbs hit the max stop at the same time. Tighten rod end jam nuts. Turn idle speed screw of rear carb in (clockwise) 1 turn to establish a baseline. Engine idle speed adjustments will now be made at the primary (master) carb. Picture 5.

3) Assemble progressive slide link by installing jam nuts on rod ends and threading 1 rod end into hollow swedge tube and 1 rod end into stainless steel slider, leaving 2 or 3 threads exposed. Picture 5a.
4) Connect one end of slider link to the hole in rear carb throttle arm, with the rod end on the outboard side of arm. Picture 6.

5) Connect forward rod end of slide link to the throttle arm of the center carb. Adjust slider link so that all 3 carbs reach WOT at the same time. Picture 7.

**NOTE:** There are several adjustment holes in the primary carb throttle linkage arm. Hole positions close to the throttle shaft will start to pull the secondary carbs early, and slowly advance to WOT. Hole positions toward the end of the throttle arm delay secondary activation, but bring them to WOT at a quicker rate. Picture 8.

6) Start engine and proceed with carb adjustment and synchronization. On initial start up the idle speed will most likely be too high, reduce idle speed at the rear carb. Continue to adjust the rear carb idle screw until the throttle blades of both secondary carbs are lightly seated. Final mixture and idle speed adjustments are then made at the center carb.
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