Carburetor Mount Installation

NOTE: ZENITH-STROMBERG TYPE GASKETS ARE NO LONGER AVAILABLE. SU-TYPE GASKETS WILL WORK PROPERLY.

Remove the old rubber mounts. Clean the mounting faces of the manifold 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 recessed in their cutouts on the manifold side of the adapters.

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 there 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.

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 ever used.

You will find that the adapter has a slight amount of play on the 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 two "SU-style" gaskets (they have two straight edges, and sometimes two curved edges, with no funny little tab on one side). The curved edges, if present, should be aligned on the left and right sides, not the top and bottom. You may 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 reamed 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. *[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 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 piecess 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. If you do not use the original throttle linkage then the cross-piece (or individual square spacers), and the gasket (#3) are optional.]*

5) The Zenith-Stromberg gasket. Be sure to align the little cutout on the inner edge of the gasket with the matching location of the carburetor. Again, be sure to remove the old gasket material from the carburetor and verify that it is smooth and flat.

5a) If you ordered your kit to fit SU carburetors or the Pierce Manifolds 32/36DGV carburetors, then you will have four or six identical gaskets, so there is no question of which gasket to use at any of the locations.

6) Now mount the carburetors. New nuts and lock washers have been provided in the kit.

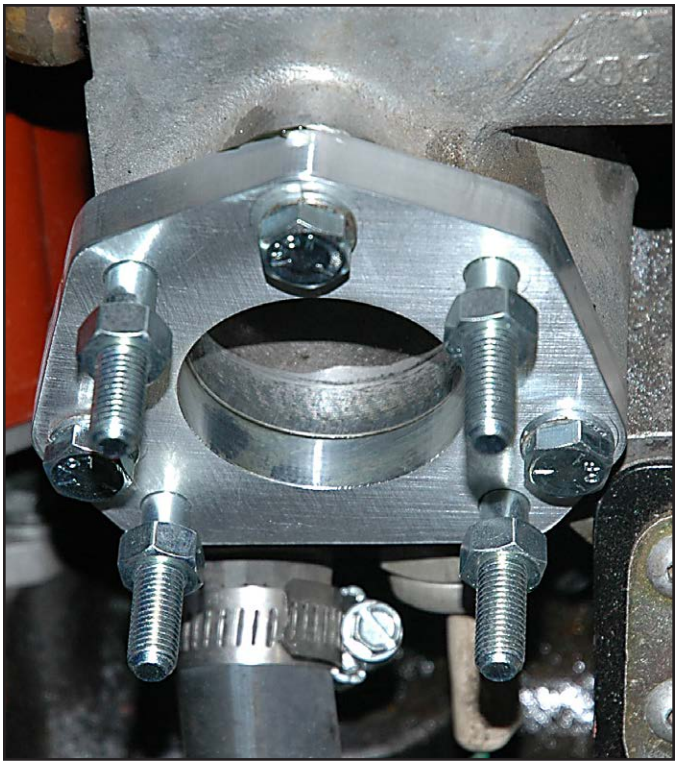

Photo showing the intake manifold with the aluminum adapter centered and secured in place. Be sure to have the studs in place before fitting the adapter. Use sealing compound between the manifold and the adapter.

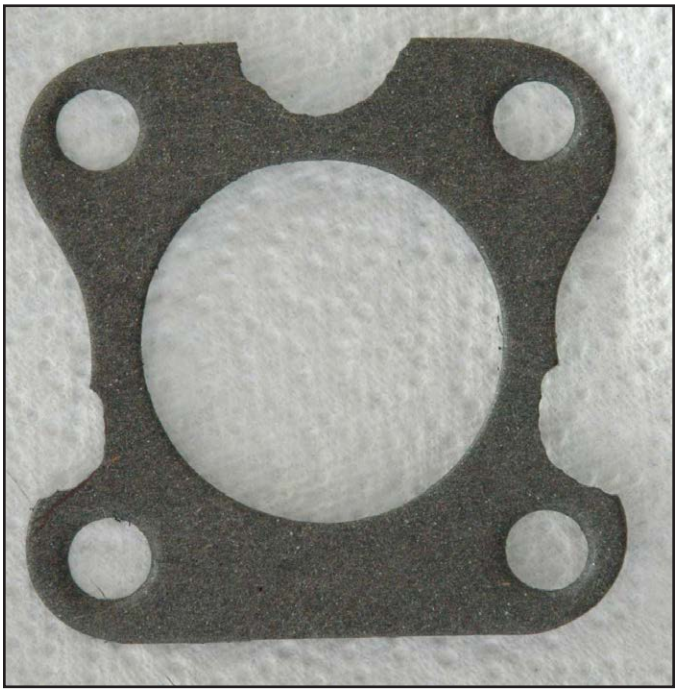

Photo of a gasket trimmed to provide clearance for the adapter mounting bolts heads. Only trim enough to just clear the bolt heads. NOTE: some of these gaskets do not have the inward-curved sides.

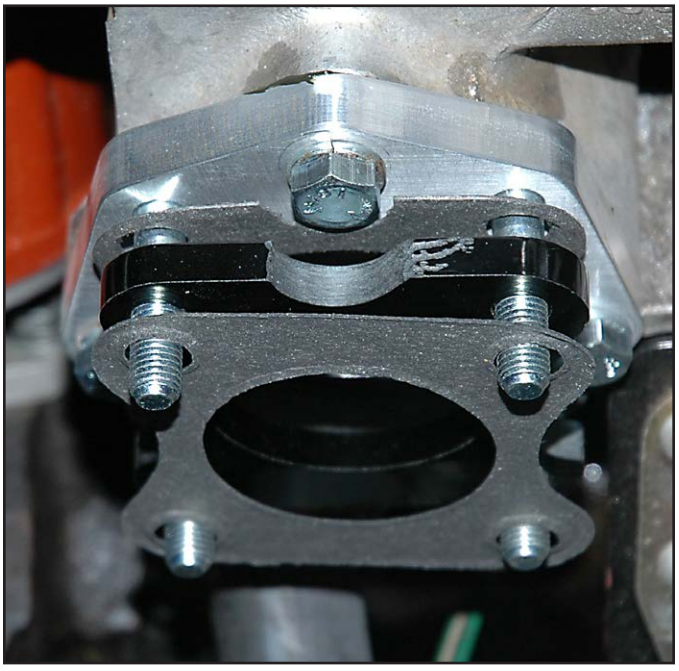

Photo showing, in order from the manifold, the aluminum adapter bolted in place, gasket, insulator, and gasket.

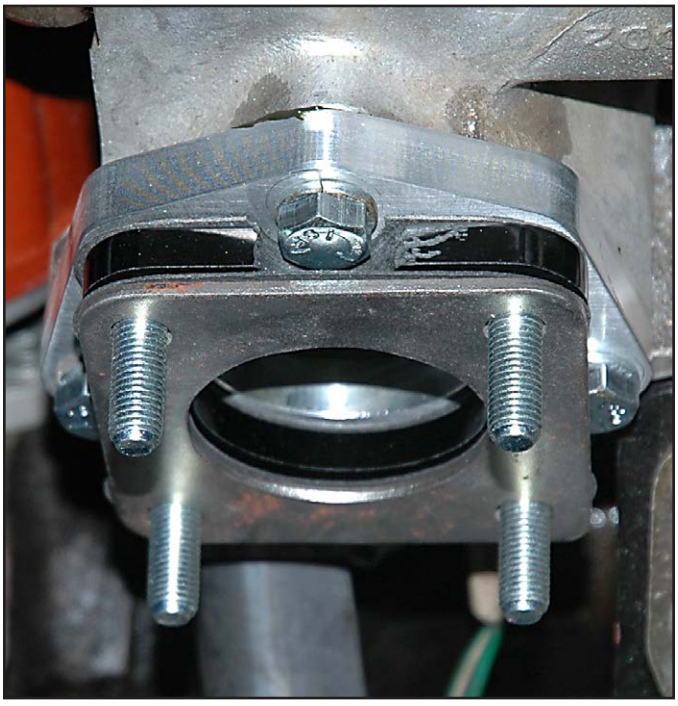

Photo similar to that on the left, now with the bridge piece added. The bridge piece was cut into 2 squares, removing the actual bridge. This is one of the two squares.

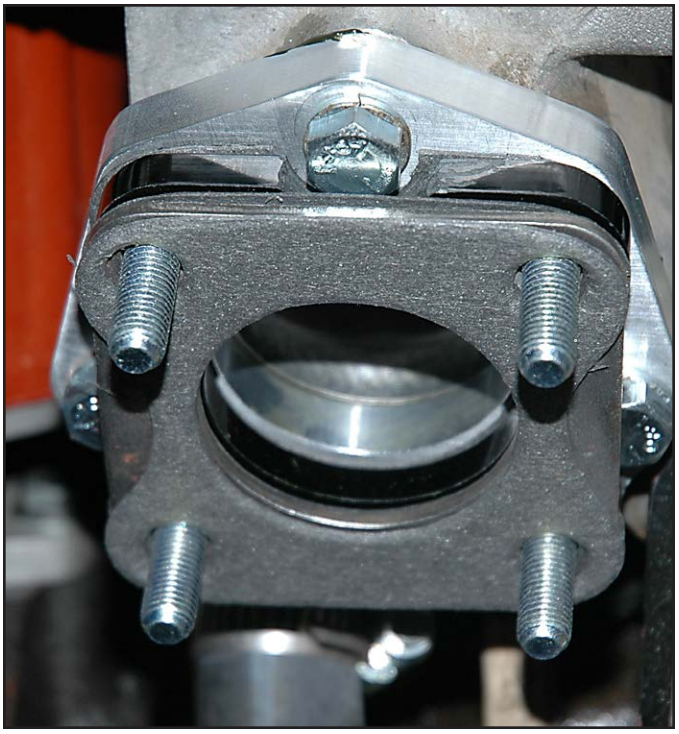

Photo showing all the items in sequence, with the final gasket in place. In this case an SU carburetor was going to be mounted so that type of gasket was used. For mounting a Zenith-Stromberg carburetor, one of the special gaskets for that carburetor would be used (included in kit).

Photo from the top of the adapter showing all the parts installed, with the carburetor fully mounted.