

INSTRUCTIONS FOR INSTALLING CARBURETOR AND FUEL DEFLECTOR ON F-HEAD, L-HEAD AND SIX CYLINDER STATION WAGONS AND JEEPSTERS

A—Remove your present carburetor, intake manifold gasket and two stud bolts.

B—INSTALL NEW CARBURETOR:

1. Place one or two manifold gaskets, adjusting to depth of manifold, in proper position on top of intake manifold.
2. Place deflector Fig. 1 into intake manifold opening. Controls on new carburetor will be in same position as controls on old carburetor.
3. Bolt adapter Fig. 2 to intake manifold with two $\frac{3}{8}$ " cap screws and flat washers.

C—CONNECT:

1. Throttle Rod (F-Head) Fig. 3. Bend throttle rod to conform to Fig. 3. (L-Head and station wagon throttle rod remains same.)
2. Connect throttle rod to throttle arm Fig. 4.

NOTE: Be sure the accelerator opens and closes all the way.

3. Connect choke cable to choke cable bracket Fig. 5.
4. Connect choke wire to choke arm Fig. 6.

NOTE: Make sure the choke in the top of carburetor is completely open when the choke button inside the vehicle is pushed in. This is very important.

5. Connect gas line to gas inlet hole Fig. 7.
6. Vacuum advance adapter plug. Inserted in Fig. 8. Remove plug and connect vacuum line from distributor.
7. Connect air cleaner horn.

1. Remove steel washer inside of air horn clamp, F-Head. Place horn on top of carburetor throat Fig. 9.
2. L-head, place air horn inside adapter, tighten clamp.

FIG. 3

D—ADJUSTING CARBURETOR:

1. Warm engine to normal temperature. Adjust idle fuel mixture which is controlled by the idle adjusting screws Fig. 10. Turn the screws in to lean the mixture and out to enrich the mixture. Make the initial mixture adjustment by turning the screws in until they lightly touch the seat. Then back off the screws $1\frac{1}{4}$ turn or less, adjusting one needle at a time; first turn the needle in until the engine lags, then turn the needle in slowly until the smoothest idle is reached. Repeat the adjustment with the other needle. Final setting should not exceed $\frac{1}{2}$ turn difference between screws.
2. Adjust idle set screw Fig. 11 for proper idle.
3. Accelerator pump arm Fig. 12 is set at proper setting. If carburetor gas mixture is too rich place arm in the middle hole. If carburetor gas mixture is too lean place arm in outside hole Fig. 14.

NOTE: If motor runs better without AIR CLEANER attached, it indicates your present Air Cleaner is restricting the flow of air. If a thorough cleaning does not relieve this condition we recommend installing our DRY AIR CLEANER which may be purchased at a nominal price.

WARNING

- 1—Set Points:
If distributor shaft is tight set points at .018.
If distributor shaft is worn set points at .016.
- 2—Spark Plugs:
Clean and gap plugs at .030.
- 3—Timing of Motor:
Retard distributor until motor starts loping then slowly advance distributor until motor is idling at smoothest point. Tighten distributor, pull throttle to fully open position; if a hesitation appears, the timing is not correct; recheck timing. To further check timing, road test.

