



INSTALLATION INSTRUCTIONS FOR TYPE 1 DUAL ICT WEBER LINKAGE

READ THOROUGHLY ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION.

The following instructions are based on an engine in stock condition. If you have made modifications to your engine, some of the following steps may not apply to your application.

1. Remove the rear fuel pump-mounting nut. If the intake manifold was not previously secured to the engine case, remove the engine case nut directly behind the fuel pump. If the intake manifold was secured to the engine case, the stud to which it was attached must be removed. **NOTE: IF THE CORRECT STUD TOOL IS NOT AVAILABLE, THE "DOUBLE NUT" METHOD CAN BE USED. LOCK TWO NUTS APPROXIMATELY 1/3 OF THE WAY DOWN THE STUD. USING A SUITABLE WRENCH ON THE BOTTOM NUT, REMOVE THE STUD FROM THE FLANGE.**
2. Place the coil adapter over the rear fuel pump stud and center the slot over the hole directly behind the fuel pump. Reinstall the fuel pump nut and case nut to secure the bracket. (If the case stud was removed, install the M8 x 45mm bolt supplied in the kit). Torque the case nut/bolt to 15FT/LBS.
3. Reuse the original screws or use the M6 x 10 bolts & washers supplied, to install the coil on the adapter, with the wire terminals facing towards the #3 & #4 cylinders. Reconnect the coil wires.

BENCH ASSEMBLY

1. Install the throttle levers and spacers onto carburetors (See Figures 2, 3 & 4). Prior to installing throttle lever, inspect throttle shaft spacers on carburetor. The thicker spacer must be between the throttle return spring arm and the newly installed throttle lever. If thicker spacer is not towards the outside position, swap it with the narrower spacer. This will provide ample clearance for the nylock nut that holds the throttle lever spacer on (See Figure 4). Install long linkage spacer on left carburetor and short linkage spacer on right carburetor. **(DO NOT OVER TIGHTEN NUTS, 4-5 FT/LBS MAXIMUM)**. Bend lock tab against nut to hold nut tight.
2. Slide the center pull-lever and the left and right extension arms onto the hex bar so there is approximately 60° between the centerline of the arms compared to the center pull lever (See Figure 1). Install retention hardware onto the parts, but **DO NOT** fully tighten at this time. Install the jam nuts onto the ball-ends and thread the ball-ends into each end of the hex bar.

FINAL INSTALLATION

1. Install the left-side (Driver's side) manifold and carburetor assembly first. Install the right side (Passenger's Side) manifold and carburetor in the same manner.
2. Install the linkage mount on the left-side (Driver's Side) carburetor, using the lockwashers and bolts provided. **NOTE: DO NOT INSTALL THE RIGHT SIDE COMPONENTS AT THIS TIME. DUE TO THE LENGTH REQUIRED FOR THE HEX BAR TO SEAT PROPERLY IN THE BRACKET, THE RIGHT AND LEFT SIDE ASSEMBLY OF PARTS CANNOT BE DONE SIMULTANEOUSLY.**
3. Insert bushing and centering spring into left linkage bracket.
4. Insert the left hand ball-end of the hex bar assembly into the left bracket bushing against centering spring. Temporarily support to perform next step.
5. Insert bushing and centering spring into right linkage bracket. Unbrace the hex bar and insert the ball-end into the right bracket bushing. Install the linkage mount on the right-side carburetor using the lockwashers and bolts provided. **NOTE: THE HEX BAR AND BALL-ENDS HAVE BEEN DESIGNED WITH SUFFICIENT THREAD LENGTH TO ACCOMMODATE CUTTING THE BAR IF NECESSARY OR EXTENDING THE BAR ENDS OUT TO GAIN PROPER INSTALLATION. BAR CAN BE CUT APPROXIMATELY 1" ON EITHER END AND STILL HAVE SUFFICIENT THREAD FOR BALL-END INSTALLATION.**
6. Adjust the hex bar ball-ends to achieve a 1/32" clearance between the bushing flange and ball flange. Once the ball-ends are adjusted correctly, lock the jam nuts in place (See Figure 2).
7. Install the carburetor linkage rods to each of the extension arms on the hex bar and to the spacers on carburetor throttle levers (See Figures 2 & 3). **NOTE: LINKAGE RODS, ROD ENDS & JAM NUTS ARE LEFT HAND & RIGHT HAND THREAD TO FACILITATE EASE OF CARBURETOR LINKAGE ADJUSTMENT. GOLD NUTS & ROD ENDS WITH GROOVE ARE LEFT HAND THREAD.** At this time tighten rod ends fully at carburetor spacers, set linkage rod length to center of adjustment with jam nuts loose, and fully tighten rod ends at hex bar extension arms. Location of hex bar arms should be positioned so down rods are "centered" vertically. Extension arms (on hex bar) should be fully tightened at this time. **CAUTION: BE SURE CENTER PULL LEVER IS POSITIONED FOR CORRECT THROTTLE CABLE HOOK-UP, AT IDLE AND FULL THROTTLE POSITIONS.** Install carburetor return springs in holes on carburetor arms and linkage mounts. **CHECK THROTTLE OPERATION FOR FREE MOVEMENT. IF THERE IS ANY INDICATIONS OF STICKING OR BINDING, CORRECT AS NECESSARY BEFORE PROCEEDING.**
8. Install the throttle cable trunion and shortner. Align the center pull lever on the hex bar with the throttle cable and tube. Secure it in place by tightening the set screw.
9. Position the stock throttle cable next to the shortner and measure the excess cable to be cut.
10. Once you have correctly measured the amount of cable to be removed, cut the cable. Install the new cable end into the shortner. Lock the cable in place by tightening down the set screw. **NOTE: WHEN SETTING THE CABLE ADJUSTMENT AT CENTER PULL LEVER, BE SURE TO SET AT "FULL THROTTLE POSITION". THIS MEANS THE ACCELERATOR PEDAL SHOULD BE AT "FULL STOP" AND THEN CABLE IS SET AT CARBURETOR "FULL THROTTLE STOP". THIS WILL KEEP YOU FROM OVER-EXTENDING YOUR CARBURETOR LINKAGE AND THROTTLE SHAFTS.**
11. Complete the installation of the air filter assemblies.
12. **CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.**

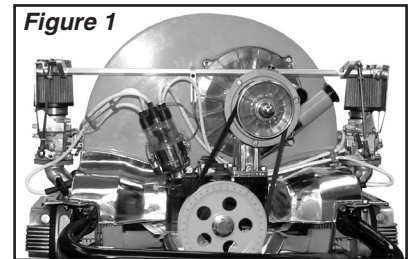


Figure 1

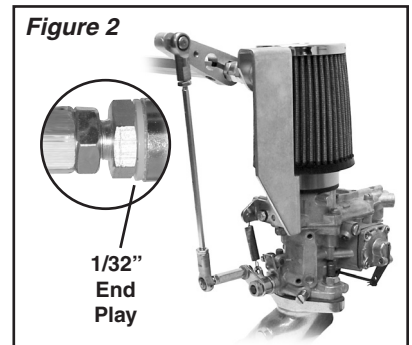


Figure 2

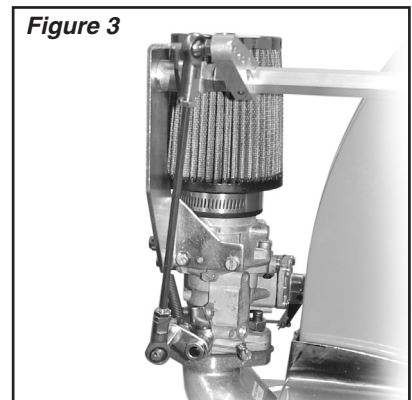


Figure 3

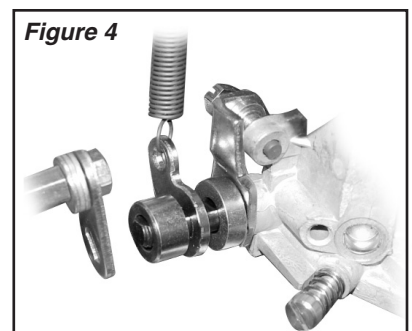


Figure 4