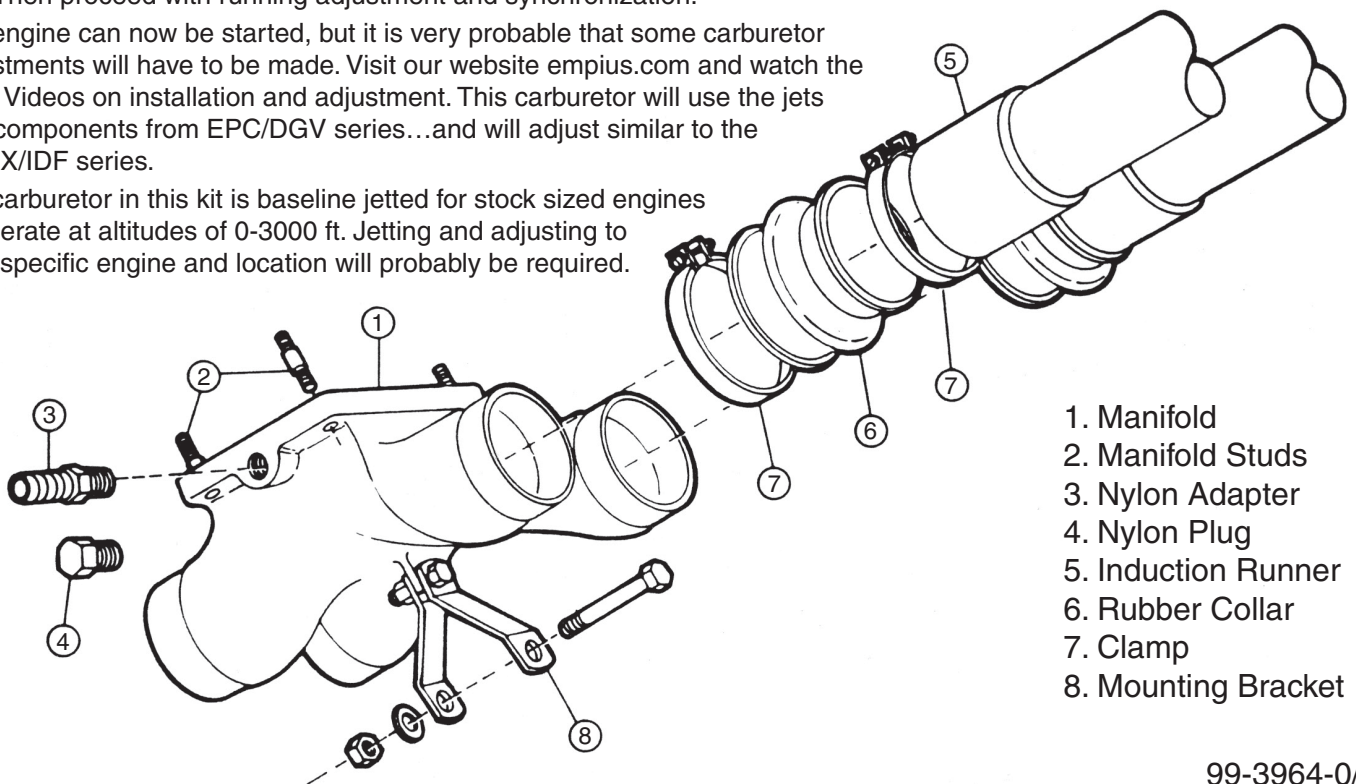
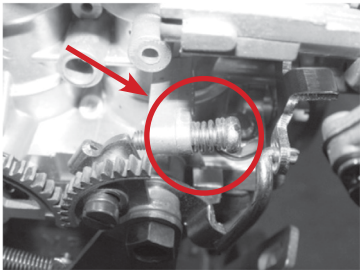


INSTRUCTIONS for 47-0640 & 47-0645 EPC-38 CARBURETOR KITS - TYPE 2, 3, 4

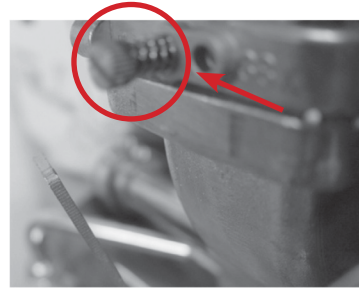
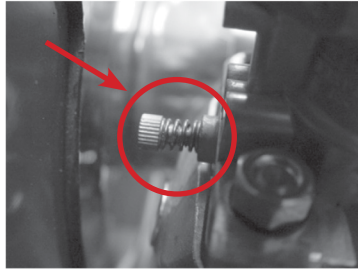
1. For the sake of safety, disconnect the battery. Then remove the distributor making sure to mark its position for correct replacement. Do not turn the engine over while the distributor is removed.
2. Remove the stock carburetor with its air cleaner, the intake manifold, fuel injection runners (if fitted), balance manifolds and throttle linkage.
3. If the car was fuel injected, a new fuel pump in the 3-8 psi range should be fitted (P/N: 41-2010) along with a pressure regulator (P/N: 00-9102 or 41-2601) which should be set a 1 1/2-2 psi. On carburetor models no changes are necessary.
4. Take the new manifold and screw the four 8mm studs into it making sure that they bottom out. If the car being worked on has power brakes, screw the nylon adapter into the manifold. If there are no power brakes, use the nylon plug to block off this hole. See diagram.
5. Attach the mounting bracket to the manifold as shown in diagram.
6. Loosely attach the manifold to the engine. Do not tighten down at this stage as some adjustments may be necessary. The nylon adapter (or plug) should point towards the front of the car.
7. Place the black rubber collars and their clamps on the new induction runners.
8. Thoroughly clean off the runners seating area on the heads, then using the new gaskets provided, bolt the runners in place. The bolts should be torqued to 14 ft/lbs.
9. The black rubber collars should now be slid over the manifold outlets and clamped down in place.
10. Now tighten down the manifold mounting bracket to the engine casing.
11. The new carburetor and gasket are now fitted to the manifold. The throttle linkage should face the left (driver) side of the car.
12. On some models it may be necessary to drill another hole for the throttle cable to pass through the engine sheet metal to align with the carburetor linkage.
13. Now attach the throttle cable to the linkage with the hardware provided in the kit.
14. Reconnect the electric choke wire to the new carburetor. On injected cars it will be necessary to run a 16 gauge wire with suitable connectors between the electric choke and the battery side of the coil (12V supply).
15. Reconnect the fuel line and vacuum lines. Replace the distributor and reconnect the battery. If a centrifugal advance distributor is being used, block off the vacuum outlet on the carburetor.
16. Lightly lubricate all moving parts on the linkage and then fit the new air cleaner.
17. Before starting up the engine, check that all parts have been correctly installed and tightened down. Also check the operation of the throttle cable and linkage making sure that it does not stick in any position and that the throttle fully closes on release and fully opens with full pressure on the pedal.
18. The engine is now ready to be started, but the Carburetor must first be adjusted.
The initial setting:
Idle Speed Screw – Turn out until the screw is not touching the arm, then turn in 1 turn
Idle Mixture Screws (2) - Turn in until lightly seated, then turn out 1 – 1½ turns
Then proceed with running adjustment and synchronization.
19. The engine can now be started, but it is very probable that some carburetor adjustments will have to be made. Visit our website empius.com and watch the Tech Videos on installation and adjustment. This carburetor will use the jets and components from EPC/DGV series...and will adjust similar to the HPMX/IDF series.
20. The carburetor in this kit is baseline jetted for stock sized engines to operate at altitudes of 0-3000 ft. Jetting and adjusting to your specific engine and location will probably be required.



Initial Carburetor Adjustment

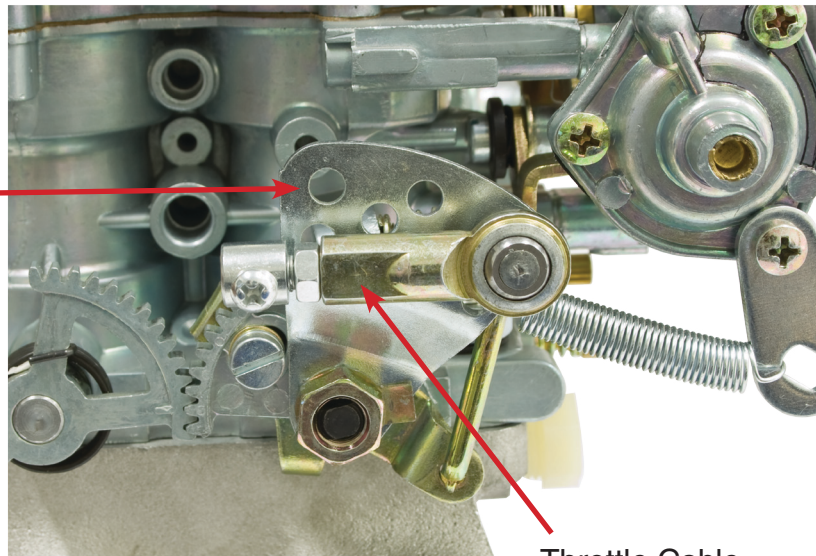


Turn Idle Speed Screw IN 1 Turn



Turn Mixture Screws in until lightly seated – then turn OUT 1 – 1 1/2 turns.

Multiple Positions
for Full Throttle



Throttle Cable
Linkage

Return Spring
Bracket