



GENERAL INFORMATION

1. It is advisable to periodically (every six months or 6000 miles) recheck the torque on the manifold bolts to minimize the possibility of a vacuum leak.
2. If the cylinder heads have been milled or the cylinder block "decked", the cylinder head faces and the end surfaces of the manifold must be milled to compensate. This is necessary to maintain correct port alignment, minimize the possibility of manifold vacuum leaks, and assure proper engine performance.
3. Ignition timing should be set to factory specifications. Any attempt to further advance the initial setting will result in (1) an adverse effect on exhaust emission levels and (2) improper engine operation. Since idle speed increases as the ignition is advanced, the only way to bring the idle speed down to an acceptable level is to close the throttle plates with the idle speed adjustment screw. Closing the throttle plates in this manner will change the geometry between the throttle plates and the idle fuel ports. This can cause idle quality deterioration and make it difficult to get the idle mixture rich enough. If more advance is desired, it should be done in the distributor advance curve.
4. When changing from a 2BBL intake manifold (NOTE: Check legality in your state), it is sometimes necessary to adjust the transmission kick-down linkage to the carburetor in order to obtain WOT. This adjustment is made by loosening the locking grommet to achieve full throttle. Lock the grommet against the kick-down cable and connect the kick-down linkage to the carburetor. Consult the appropriate chassis service manual for more detailed adjustment instructions.

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