

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-133-13
Relating to Exemptions under Section 27156
of the Vehicle Code

REDLINE, INC., A SUBSIDIARY OF IMPAC
REDLINE CARBURETOR CONVERSION KITS #K8602 AND #K8662
USING ONE (1) WEBER MODEL 32/34 DFT9 A OR 32/34 DFT11 A

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the Redline Carburetor Conversion Kits #K8602 and #K8662 using one (1) Weber 32/34 DFT9 A or 32/34 DFT11 A carburetor have been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, are exempt from the prohibitions of Section 27156 of the Vehicle Code for the vehicles listed below:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1972-1975	Chevrolet	LUV Pick-up	1.8, 110.8	K8602
1976-1979	Chevrolet	LUV Pick-up	1.8, 110.8	K8662

The following modifications to the exhaust emission control system are permitted:

- 1) The throttle positioner or dashpot, on vehicles so equipped, may be disconnected and removed.
- 2) The deceleration control valve (Coasting Richer valve), on vehicles so equipped, may be disconnected and removed.
- 3) The throttle switch may be disconnected and removed along with the original carburetor.
- 4) The vacuum hose routing may be changed as specified in the installation instructions.

All other original equipment emission control devices must be retained. The vehicle must be tuned to the vehicle manufacturer's specifications.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the device, as exempted by the Air Resources Board, that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of this device using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of a kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of a kit as an individual device.

This Executive Order does not constitute any opinion as to the effect that the use of this device may have on any warranty either expressed or implied by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE REDLINE CARBURETOR CONVERSION KITS #K8602 AND #K8662.

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes untrue or misleading advertising unlawful, and Section 17534 makes violation punishable as a misdemeanor.

Section 43644 of the Health and Safety Code provides as follows:

"43644. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the state board for certification of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been certified by the state board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this subdivision is a misdemeanor."

REDLINE, INC.

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(Page 3 of 3)

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at El Monte, California, this 16th day of October, 1986.

A handwritten signature in dark ink, appearing to read "K. D. Drachand", written in a cursive style.

K. D. Drachand, Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF THE REDLINE CARBURETOR CONVERSION KITS
NO. K8602 AND NO. K8662 USING ONE (1) 32/34 DFT9 A OR 32/34 DFT11 A
WEBER CARBURETOR FOR EXEMPTION FROM THE
PROHIBITIONS OF VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13
OF THE CALIFORNIA ADMINISTRATIVE CODE

OCTOBER, 1986

EVALUATION OF THE REDLINE CARBURETOR CONVERSION
KITS NO. K8602 AND NO. K8662 USING ONE (1) MODEL 32/34 DFT9 A OR 32/34 DFT11 A
WEBER CARBURETOR FOR EXEMPTION FROM THE
PROHIBITIONS OF VEHICLE CODE SECTION 27156
IN ACCORDANCE WITH SECTION 2222, TITLE 13
OF THE CALIFORNIA ADMINISTRATIVE CODE

by

Mobile Source Division
State of California
AIR RESOURCES BOARD
9528 Telstar Avenue
El Monte, CA 91731

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Redline, Inc., a distributor of Italian made Weber carburetors, has applied for exemption from the prohibitions of Vehicle Code Section 27156 for the Redline Carburetor Conversion Kits No. K8602 and No. K8662 using one (1) Weber model 32/34 DFT9 A or 32/34 DFT11 A carburetor.

These Redline Carburetor Conversion Kits are designed to replace the Hitachi carburetors found on 1972-1979 Chevrolet LUV pick-up trucks with 1.8 liter engines.

Comparative exhaust emission tests and other information submitted demonstrate that the aftermarket Redline Carburetor Conversion Kits No. K8602 and No. K8662 using one (1) Weber model 32/34 DFT9 A or 32/34 DFT11 A carburetor do not adversely affect emissions of the applicable vehicles. Based on the results of the tests and the evaluation of the Redline Carburetor Conversion Kits, the staff recommends that the exemption be granted as requested for the following vehicle applications:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1972-1975	Chevrolet	LUV Pick-up	1.8, 110.8	K8602
1976-1979	Chevrolet	LUV Pick-up	1.8, 110.8	K8662

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EVALUATION OF THE REDLINE CARBURETOR CONVERSION KITS NO. K8602 AND NO. K8662 USING ONE (1) MODEL 32/34 DFT9 A or 32/34 DFT11 A WEBER CARBURETOR FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE CALIFORNIA ADMINISTRATIVE CODE

I. INTRODUCTION

Redline, Inc. of Compton, California, a subsidiary of Imported Parts and Accessories Corporation (IMPAC), is a distributor of Italian made Weber carburetors. The company has applied for exemption from the prohibitions of Vehicle Code Section 27156 for two Carburetor Conversion Kits designated as Redline Kits No. K8602 and No. K8662 using one (1) Weber model 32/34 DFT9 A or 32/34 DFT11 A carburetor to replace the original equipment manufacturer (OEM) Hitachi two-barrel carburetors found on the following vehicles:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Engine (liter, CID)</u>	<u>Redline Kit No.</u>
1972-1975	Chevrolet	LUV Pick-up	1.8, 110.8	K8602
1976-1979	Chevrolet	LUV Pick-up	1.8, 110.8	K8662

This report describes the evaluation of the Redline Carburetor Conversion Kits and the findings.

II. CONCLUSION

Comparative exhaust emission data and other information submitted by the applicant demonstrated that the Redline Kits No. K8602 and No. K8662 using one (1) 32/34 DFT9 A or 32/34 DFT11 A Weber carburetor meet the Air Resources Board (ARB) requirements for exemption from the prohibitions of Vehicle Code Section 27156.

III. RECOMMENDATION

Based on the submitted information and the emissions test data on the Redline Carburetor Conversion Kits, the staff recommends that Redline, Inc. be

granted exemption from the prohibitions of Vehicle Code Section 27156 for the Redline Carburetor Conversion Kits No. K8602 and No. K8662 for use on the vehicles described above and that Executive Order No. D-133-13 be issued.

IV. DEVICE DESCRIPTION

The Redline Carburetor Conversion Kits No. K8602 and No. K8662 are similar in design. Each kit uses one (1) model 32/34 DFT9 A or 32/34 DFT11 A Weber carburetor as an economical replacement for the OEM carburetors found on the 1972-1979 Chevrolet LUV pick-up trucks described previously.

These vehicles are equipped with Hitachi carburetors. These Hitachi carburetors are of the progressive two-barrel design (See Appendix 1).

The Weber 32/34 DFT is a progressive two-barrel carburetor which is similar in basic design to the OEM carburetors (See Appendix 2). The Weber 32/34 DFT is a slightly different version of the Weber DFT (Ford 740) carburetors used as original equipment on some Ford imports originally sold in California. It has provisions for vacuum operated emission control systems, including distributor vacuum advance/retard units, EGR and air injection control systems.

A variety of emission control devices are used on these vehicles. Some are integral to the OEM carburetor and others are external devices which either control specific functions of the OEM carburetor or are activated by movement of the throttle. The installation of the Weber carburetor retains most of these devices or duplicates the functions of the devices in a different manner, however, some devices cannot be retained. These devices and their disposition after the installation of the Weber carburetor are:

- 1) The throttle positioner (dashpot), on vehicles so equipped, is removed.

- 2) The deceleration control valve (Coasting Richer Valve) and accelerator switch, on vehicles so equipped, are disconnected and removed.

The Redline Kits No. K8602 and No. K8662 come complete with a Weber DFT carburetor, an air cleaner adaptor and all the hoses, gaskets and hardware necessary to install the Weber carburetor on the Chevrolet LUV pick-ups.

Installation instructions, which are included in every kit, show the kit installer how to properly install the Weber carburetor. Vacuum hose routing diagrams, contained in the instructions, show the proper vacuum hose connections to the Weber carburetor (see Appendix 3). An underhood label, included in the kit, is to be affixed to the vehicle near the OEM vacuum hose routing diagram which states that the vehicle is equipped with a Redline Kit and that appropriate vacuum hose routing diagrams may be found in the applicable Redline Kit installation instructions. For persons who may have technical questions or need a copy of a vacuum hose routing diagram, the Redline technical information phone numbers (Tech Lines) are included on this label (see Appendix 4). The carburetor calibrations for the kits No. K8602 and No. K8662 are shown in Appendix 5. Facsimilies of the identification labels are shown in Appendix 6.

V. DEVICE EVALUATION

The applicant performed comparative cold-start CVS-75 exhaust emission tests at Import Certification Laboratories in Anaheim, California. A 1979 Chevrolet LUV pick-up truck with a 1.8 liter engine and a 4-speed manual transmission was used as the test vehicle. The 1979 model-year vehicle was used for testing since vehicles of 1979 model-year were required to meet more stringent emission standards than vehicles of the previous model-years. It

would be expected that vehicles of previous model-years would have the same degree of performance/emissions impact as the vehicle tested when using the same Redline Kit.

The results of the submitted data are shown in Table 1.

Table 1

Test Results: 1979 Chevrolet LUV Pick-Up
Test Procedure: Back-To-Back CVS-75

<u>Condition</u>	Exhaust Emissions gm/mi			Fuel Economy	
	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>City</u>	<u>mi/gal</u>
Baseline	1.68	28.20	0.72	23.65	
	1.77	30.96	0.84	22.33	
Average	1.73	29.58	0.78	22.99	
Redline Kit	1.01	12.72	0.71	21.33	
	1.09	13.90	0.66	20.65	
Average	1.05	13.31	0.69	20.99	

No confirmatory testing was performed for this evaluation because previous confirmatory testing of the Weber DFT on similar vehicles, with similar modifications, showed reasonable correlation to the results of the tests performed at Import Certification Laboratories.

VI. DISCUSSION

The results of the emission testing show no increase in emissions. This demonstrates that the installation of the Redline Kit. No. K8662 and the modifications to the original exhaust emission control system required for the installation did not have an adverse effect on emissions from the 1979 Chevrolet LUV pick-up test vehicle which was selected to be representative of all the vehicles on this exemption application. Since Redline Kits No. K8602 and No. K8662 are similar in design, it would be expected that the conversion kit No. K8602 would achieve the same level of emission control when installed on the same type of vehicles to replace OEM carburetors of similar designs.

Redline has submitted all the required information and fulfilled the requirements for an exemption.

HITACHI DCH 340 & DCP 340 2-BARREL (Cont.)

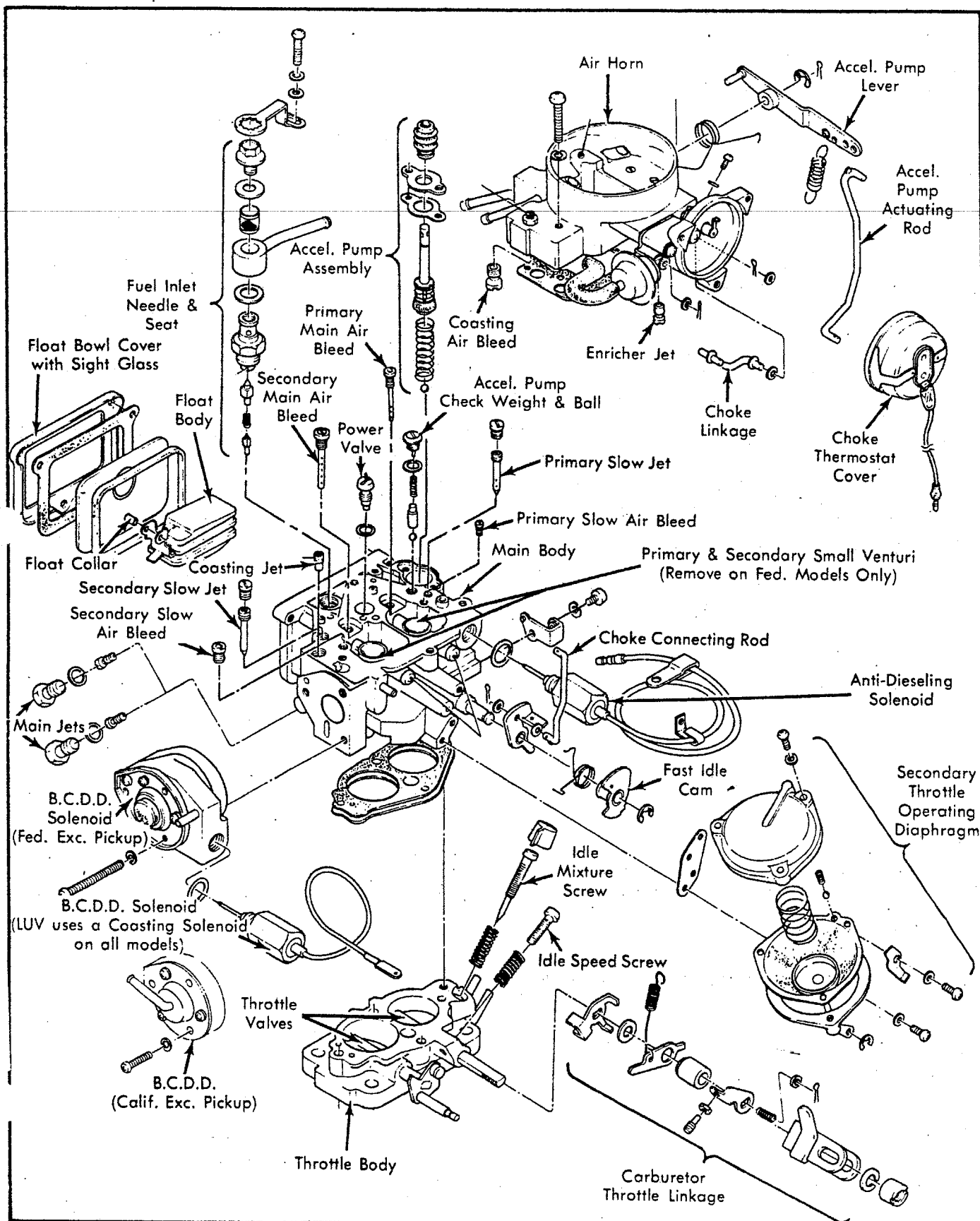


Fig. 8 Exploded View of Hitachi DCH Carburetor Assembly

32 / 34 DFT 4

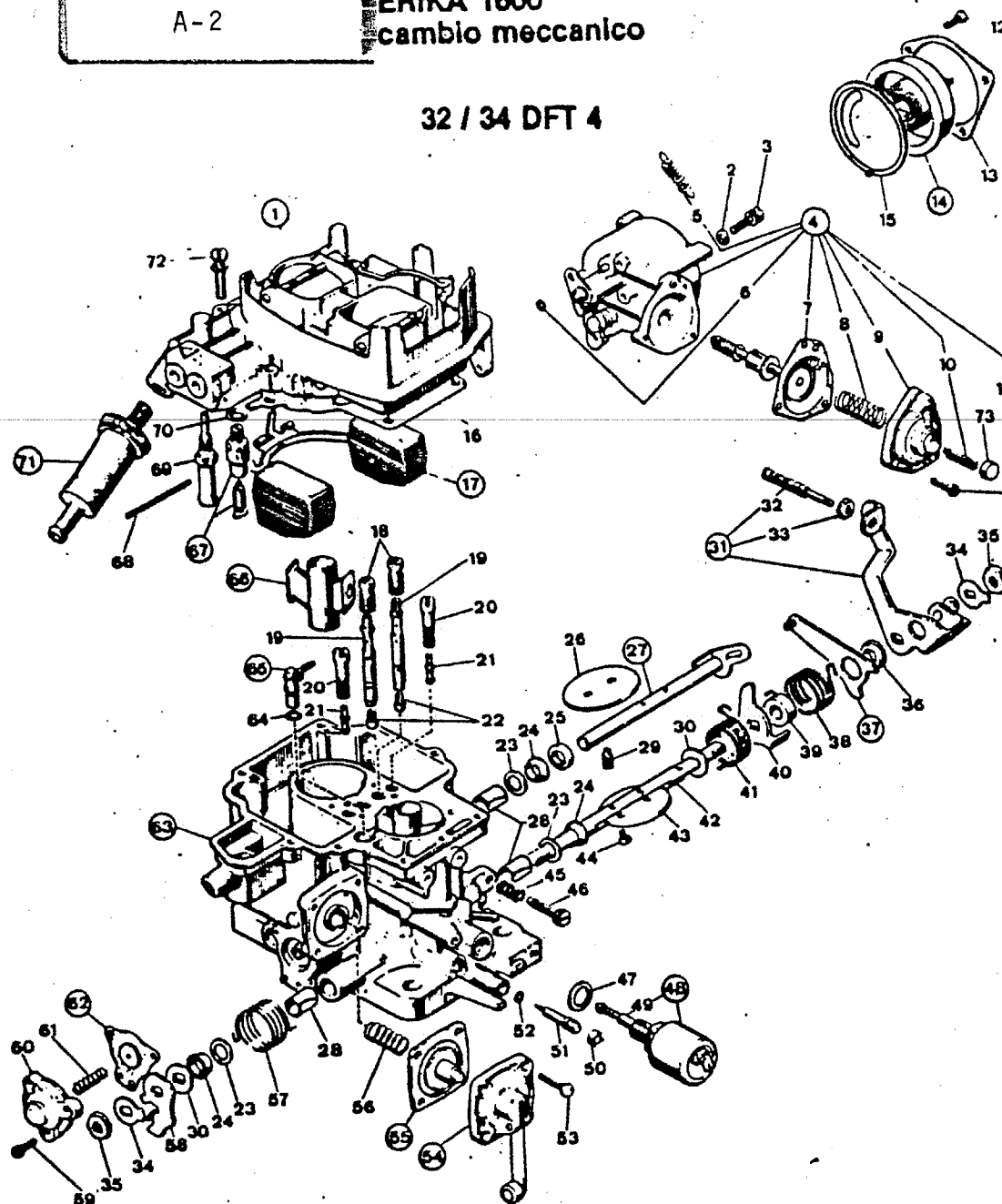


Fig.	Q.tà	Denominazione	Matricola	Fig.	Q.tà	Denominazione	Matricola
1	1	Coperchio carburatore	31716.751	20	2	Portagetto del minimo	52570.004
2	3	Rosetta	55510.107	21	1	Getto minimo primario	74403.050*
3	3	Vite fissaggio dispositivo avviamento	84700.004	21	1	Getto minimo secondario	74403.080*
4	1	Dispositivo avviamento completo di:	67804.400	22	1	Getto principale primario	73405.112*
5	1	— Molla avviamento	47805.042	22	1	Getto principale secondario	73405.125*
6	1	— Guarnizione	41565.008	23	3	Rosetta di fermo piastrina teflon	55510.087
7	1	— Membrana	47407.158	24	3	Guarnizione tenuta alberini	41575.010
8	1	— Molla per membrana	47800.141	25	1	Boccola di ritengo guarnizione alberino	12750.085
9	1	— Coperchio per membrana	32384.041	26	1	Valvola a farfalla secondaria	84005.018
10	1	— Vite registro membrana	84595.022	27	1	Alberino principale secondario	10015.311
11	3	— Vite fissaggio coperchio membrana	84560.004	28	3	Piastrina supporto alberino	52130.010
12	3	Vite fissaggio piastrina	84815.004	29	1	Vite registro farfalla secondaria	84595.013
13	1	Piastrina bloccaggio scatola termostatica	52135.029	30	2	Rosetta rasamento alberino primario	55565.018
14	1	Scatola con spirale termostatica	57804.426	31	1	Lava comando valvola a farfalla completa di:	45041.165
15	1	Guarnizione tenuta calore	41840.056	32	1	— Vite registro minimo veloce	84595.025
16	1	Guarnizione coperchio carburatore	41705.057	33	1	— Dado	34715.018
17	1	Galleggiante	41030.012	34	2	Rosetta di sicurezza	55520.002
18	1	Getto aria di freno primario	77501.160*	35	2	Dado fissaggio alberino primario	34715.014
18	1	Getto aria di freno secondario	77501.150*	36	1	Boccola per leva allentata	12776.053
19	1	Tubetto emulsionatore primario	61450.229*	37	1	Lava allentata	45069.015
19	1	Tubetto emulsionatore secondario	61450.229*	38	1	Molla richiamo leva allentata	47810.082

5/13/86

THIS VEHICLE IS EQUIPPED WITH A REDLINE/WEBER CARBURETOR CONVERSION KIT. (See carburetor identification tag for kit number) PLEASE REFER TO THE APPROPRIATE VACUUM DIAGRAM SUPPLIED WITH THE KIT FOR PROPER VACUUM HOSE ROUTING. IF NEEDED, COPIES OF THE APPLICABLE VACUUM MAP ARE AVAILABLE THROUGH REDLINE, INC.

TECH LINES

California 1-800 932-3722
U.S. 1-800 932-3787

e of Development 1Date: 5-4-84Prototype # 1007Location of # Dashpot BossCarburetor Model 32/34 DFT 9APart # 22670 602Application: Model Luv Year 72-75 Month _____NA-Not Applicable
AF - As FactoryEngine Size 1.9L Air Cond. - (Y) NTransmission: (MT) AT

Calibrated Parts

Adjustments

Value

Main venturi 24/25 Float levelling:Auxiliary venturi 4.0/4.0 with gasket (brass) mmMain jet 110/115 with gasket (plastic) 7 mmAir corrector jet 155/160 without gasket (brass) mmEmulsion tube F21/F30 without gasket (plastic) mmFull power fuel bush 1.00 from face to carburetor bowl mmFull power air bush N/A Maximum float stroke 19 mmPower valve spring 47600 .131 P.n.Fuel enrichment bush N/A Accelerating pumpAir enrichment bush N/A 10 complete pump strokesMixture enrichment tube/hole 2.00 delivery cm³Auxiliary venturi mixture enrichment bush Pump Cam Throttle opening pump 14850.130

stroke adjustment mm

Calibrated Parts , Con't.

Adjustments, Con't.

		Value
Idle jet	52/60	Main throttle plate adjustment
Idle air bush	175/70	1st throttle opening at start of 2nd one
Irreversibility hole	NA	7.2 mm
Idle mixture adjusting hole/bush	1.20	Dash-pot
Idle mixture bush	NA	Throttle opening at dash pot
Sonic idle air bush/hole	NA	contact
By-pass idle air hole		mm
By-pass idle mixture hole		Manual starter
Spark Advance hole	STD	Mechanical pull-down
Progression hole	A/F T1	mm
	A/F T2	Fast idle
	A/F T3	Pneumatic pull-down
	T4	mm
	T5	Minimum pneumatic pull-down
		Max pneumatic pull-down (half
		choke)
		mm
		Starter rod complete
		P.n.
		Starter spring
		P.n.
Progression slot	NA	Automatic starter
Throttle plate angle	78°/78°	Starter plate clearance adjustment
Needle valve	1.50	mm
Fuel recycle hole	.50	Mechanical pull-down
		7
		Fast idle on starter piston
		Fast idle
Pump jet	.50	Fast idle cam timing
		(mm/step nr.)
Pump discharge	NA	Pull-down lever/modular clear.
Inlet valve w/discharge pump	.45	mm
Pneumatic pump jet	NA	Minimum pneumatic pull-down
Pneumatic pump discharge	NA	5 mm
		Maximum pneumatic pull-down
		mm
		Fixed index mark
Mechanical pump diaphragm	47407.050 P.n.	Moving index adjustment

Calibrated Parts, Con't.

Adjustments, Con't.

		Value
Starter jet	Bimetal assembly 57804 416	P.n.
Starter air jet	Pull-down diaphragm spring	P.n.
Gasket kit	P.n. Starter spring	P.n.
Tune up kit	P.n. Starter spring	P.n.
Master repair kit	P.n.	

ADDITIONAL NOTES

STD EGR PORTING AS USED ON 32/34 DET 9A

Stage of Development Proto

Date: 10/2/86

Prototype # K-8662

Location of #

Carburetor Model 32/34 DFT

Part # 22670.045C

NA-Not Applicable
AF - As Factory

Application: Chev. Model Luv Year 1979 Month

Engine Size 1.8 Air Cond. - Y N

Transmission: MT AT

Calibrated Parts

Adjustments

			Value
Main venturi	<u>24/25</u> 32/34	Float levelling:	
Auxiliary venturi	<u>4.0/4.0</u>	with gasket (brass)	mm
Main jet	<u>"115"/"110"</u>	with gasket (plastic)	7 mm
Air corrector jet	<u>"185"/"165"</u>	without gasket (brass)	mm
Emulsion tube	<u>F-21/F-30</u>	without gasket (plastic)	mm
Full power fuel bush	<u>.50</u>	from face to carburetor bowl	mm
Full power air bush	<u>A/F</u>	Maximum float stroke	19 mm
Power valve spring	<u>47600.131P.n.</u>		
Fuel enrichment bush	<u>170</u>	Accelerating pump	
Air enrichment bush	<u>110</u>	10 complete pump strokes	
Mixture enrichment tube/hole	<u>2.00</u>	delivery	cm ³
Auxiliary venturi mixture enrichment bush		Pump Cam Throttle opening pump	14850.130
		stroke adjustment	mm

Calibrated Parts , Con't.

adjustments, Con't.

		Value
		<u>Main throttle plate adjustment</u>
idle jet	"55"/"55"	1st throttle opening at start
idle air bush	175/70	of 2nd one 7.2 mm
irreversibility hole	NA	
idle mixture adjusting hole/bush	1.20	<u>Dash-pot</u>
idle mixture bush	NA	Throttle opening at dash pot
Sonic idle air bush/hole	NA	contact NA mm
By-pass idle air hole		
By-pass idle mixture hole		<u>Manual starter</u>
Spark Advance hole	A/F	Mechanical pull-down mm
Progression hole	A/F T ₁	Fast idle mm
	A/F T ₂	Pneumatic pull-down mm
	T ₃	Minimum pneumatic pull-down mm
	T ₄	Max pneumatic pull-down (half
	T ₅	choke) mm
		Starter rod complete P.n.
		Starter spring P.n.
Progression slot	NA	<u>Automatic starter</u>
Throttle plate angle	78°/78°	Starter plate clearance adjustment .6 mm
Needle valve	1.50	Mechanical pull-down 5 mm
Fuel recycle hole	.50	Fast idle on starter piston
		Fast idle
Pump jet	.50	Fast idle cam timing (mm/step nr.)
Pump discharge		Pull-down lever/modular clear. mm
Jet valve w/discharge pump	.45	Minimum pneumatic pull-down mm
Pneumatic pump jet	NA	Maximum pneumatic pull-down mm
Pneumatic pump discharge	NA	Fixed index mark
Mechanical pump diaphragm	47407.050 P.n.	Moving index adjustment

Corated Parts, Con't.

Adjustments, Con't.

			Value
Starter jet	Bimetal assembly	57804.416	P.n.
Starter air jet	Pull-down diaphragm spring		P.n.
Gasket kit	P.n. Starter spring		P.n.
Tune up kit	P.n. Starter spring		P.n.
Master repair kit	P.n.		

ADDITIONAL NOTES

CARBURETOR

REDLINE-WEBER

32/34 DFT 9A

K 8602

CARB E.O. No. D133-X

CARBURETOR

REDLINE-WEBER

32/34 DFT 9A

K 8662

CARB E.O. No. D133-X

INSTALLATION INSTRUCTIONS



READ & UNDERSTAND ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION. AFTER UNPACKING, EXAMINE THE CARBURETOR AND OTHER COMPONENTS FOR SHIPPING DAMAGE.

WEBER TECH-LINE
800-WEBER CA Inside California
(932-3722)
800-WEBER US Outside California
(932-3787)

CHEVROLET LUV

1972 TO 1979

Redline Inc. Kit No. K8602 ('72-'75 Luv)

K8662 ('76-'79 Luv)

AND EQUIPMENT NEEDED

Combination, box or open-end wrenches (metric)	
Socket Set (metric)	
Screwdrivers (regular and Phillips)	
Wrenches	Gasket Scraper
Wiping Rags	Cleaning Solvent
Knife	Gasket Sealer

PARTS SUPPLIED WITH INSTALLATION KIT

1 - 32/34 DFT Weber Carb.
1 - Air Filter Adaptor
1 - Wire Assembly
1 - Hardware Kit

TUNE-UP SPECIFICATIONS

All tune-up specifications for the Weber Carburetor remain the same as those specified by the Factory for the original unit. Emissions tune-up should be carried out by a suitably qualified Dealer or Independent garage, using infrared gas analyzing equipment.

NOTE: Late model vehicles fitted with Emission Control Systems have many vacuum lines and electrical connections in their fuel systems. It is essential when dismantling, that disconnected lines be identified with a corresponding number tag or label system. To establish function, locate and identify the source of each line.

This kit meets original equipment performance levels and is offered as a direct replacement by Redline Inc.

PREPARATION FOR KIT INSTALLATION

After unpacking Redline Kit No. K8602 or K8662, examine the carburetor and other kit components for shipping damage. Before installing the kit, prepare the vehicle as follows:

1. Remove the vehicle gas cap.
2. Raise the hood and disconnect the vehicle battery.
3. Remove two bolts securing the filter to air filter bracket.

Wing nut on the clamp securing assembly to the carburetor.

filter, cover and filter
y up from the carburetor
following hoses:

ump
kcase Vent
nifold Vacuum Source
vaporative Emission Canister

a corresponding number system
identify the hoses for reinstallation.
figure 1.

Remove EGR and Spark Advance
nes from the carburetor.

7. If the vehicle has a manual choke,
remove the choke wire (will not be
used on the Weber Carburetor).

8. On '72 - '75 only remove the bolt
from the fuel line banjo fitting. Cut
off and remove approximately three
inches of the fuel line, along with the
fitting.

9. Remove throttle cable from stock
carburetor lever.

10. Disconnect carburetor electrical
loom from the connector near the fire-
wall.

11. Remove the four carburetor base
nuts and remove the carburetor (and
its electrical loom) from the intake
manifold.

12. Remove the stock heat spacer and
gasket.

13. Clean mounting face of intake mani-
fold.

14. Install throttle quadrant supplied
in the kit on the Weber carburetor.
See figures 2 and 3.

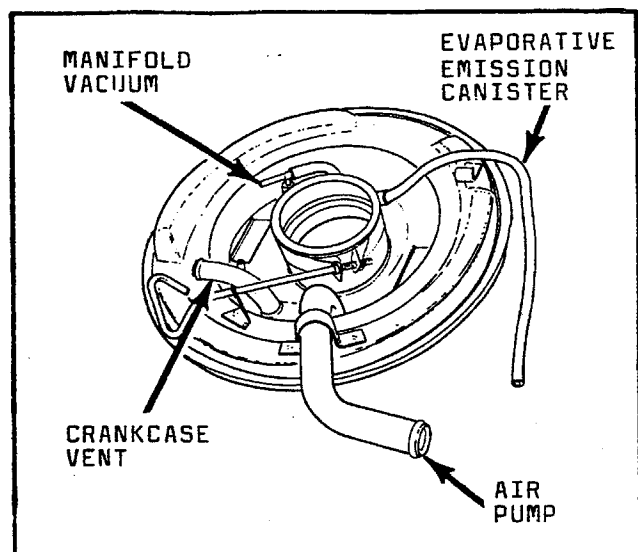


Figure 1

15. When installing the throttle lever
on the Weber carburetor **DO NOT OVER-
TIGHTEN THE NUT.** Proper tightness
can be achieved by installing the nut
just slightly more than finger-tight.
After tightening, open the choke by
hand and check for full throttle opera-
tion from idle position to wide-open
throttle. If any sticking or binding
occurs, loosen the nut and retighten
with reduced torque. If excessive torque
has been applied, recentralization of
the throttle plate may be necessary.
Check operation as above again. When
proper tightness of the nut and central-
ization of throttle plate have been
achieved, secure nut with the lock tab.

KIT INSTALLATION.

16. Coat manifold gasket lightly with gasket sealer and install on the intake manifold. See figure 2.

17. Install heat spacer supplied in kit above the manifold gasket.

18. Coat the carburetor base gasket lightly with gasket sealer and install above the heat spacer.

19. Install the Weber carburetor above the carburetor base gasket (Fig. 2).

NOTE: For '72-'75 vehicles install the carburetor with choke element toward the **REAR** of the vehicle. For '76-'79 vehicles install carburetor with choke element toward **FRONT** of vehicle.

20. Install the throttle cable bracket supplied in the kit to the two carburetor mounting studs nearest the left fender. Install the carburetor washers and mounting nuts and tighten the nuts.

21. Install throttle cable through the bracket and secure cable end to the throttle quadrant. Adjust cable jacket as required for proper throttle operation.

22. For '72-'75 only, use the short length of fuel line and clamps supplied in the kit and connect the fuel line from which the banjo fitting was removed in step 8 to fuel inlet tube in the carburetor.

23. Use the wire assembly supplied and connect the idle cutoff solenoid and choke element on the carburetor to the plug from which the carburetor loom was removed in step 10.

CAUTION: Make sure no hose or electrical wire insulation contacts the EGR valve. High temperature is present.

24. Connect the lines removed in step 6 to the Weber carburetor. The spark advance line is connected to the fitting on the choke end of the carburetor and the EGR line is connected to the other fitting. See figure 3.

25. Install the air cleaner adaptor supplied on the Weber carburetor. Secure the adaptor to the carburetor with two

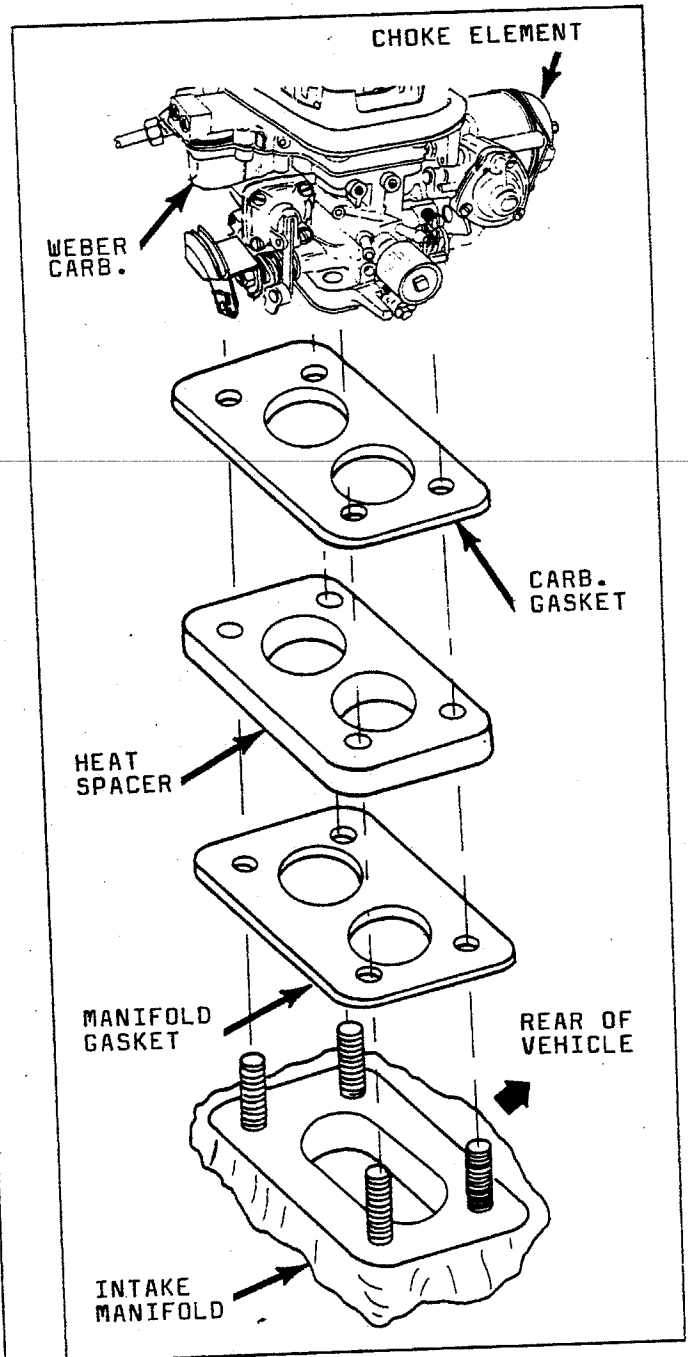


Figure 2

Allen bolts supplied in kit to replace original screws in the carburetor top.

26. Connect the four hoses removed in step 5 back on the stock air cleaner. Install air cleaner on the air cleaner adaptor. Secure the filter with the wing nut and clamp and air filter spacers and bolts supplied.

27. Reconnect the vehicle battery.

28. Before starting the engine, check for proper throttle cable operation and correct as necessary.

29. **START THE ENGINE.** After warmup check for air leaks around the carburetor mounting base and correct as necessary.

30. Check idle speed and adjust as necessary to Factory specifications. Idle mixture is preset at Weber factory. Refer to Tune-Up Specifications on page 1.

31. **CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.**

32. Close the hood.

NOTE: If difficulties arise during kit installation, Redline will make every effort to provide needed assistance. Contact our technical liaison through your distributor for this assistance.

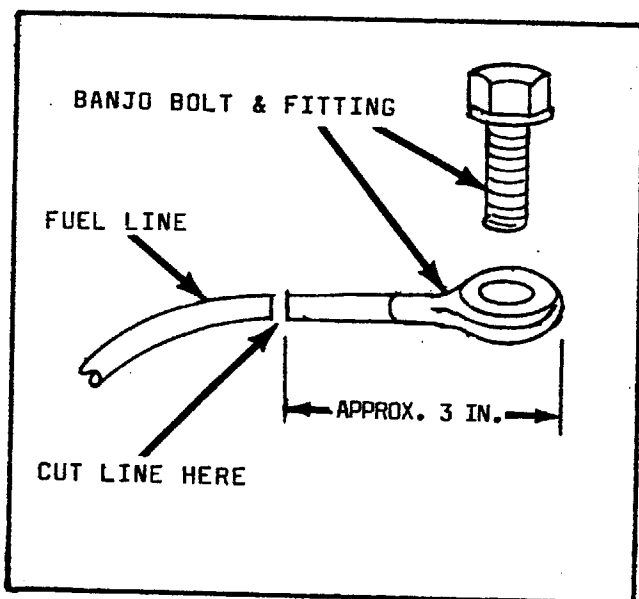


Figure 5
Fuel Line Modification

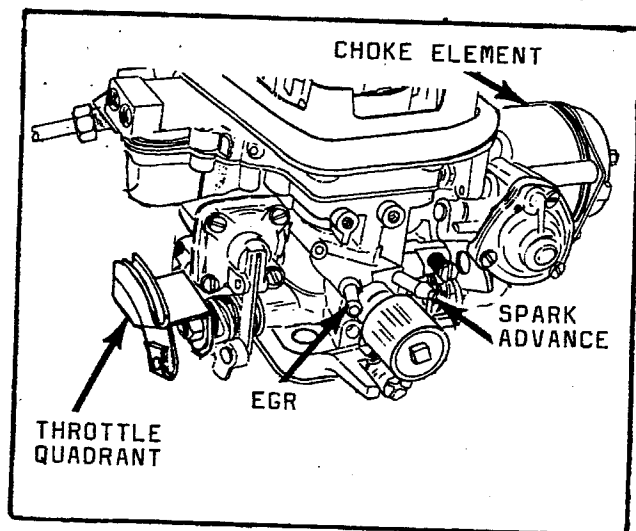


Figure 3

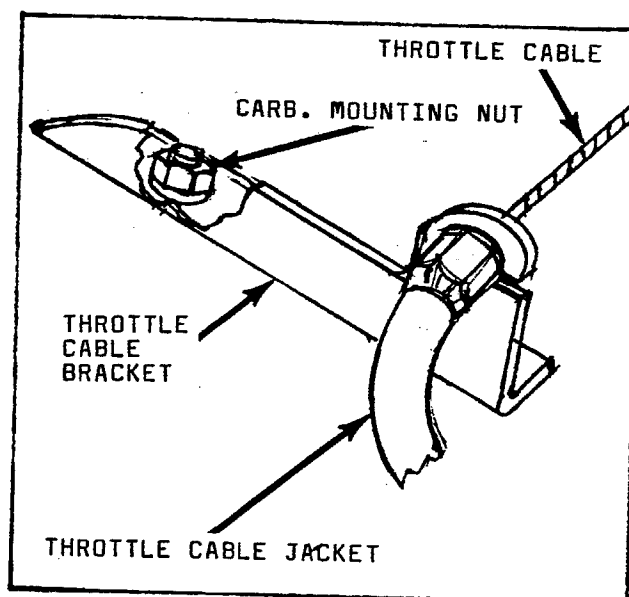


Figure 4
Typical Throttle Cable Installation

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