

## INSTALLATION INSTRUCTIONS

### FALCON and COMET MANIFOLD WITH PROGRESSIVE LINKAGE

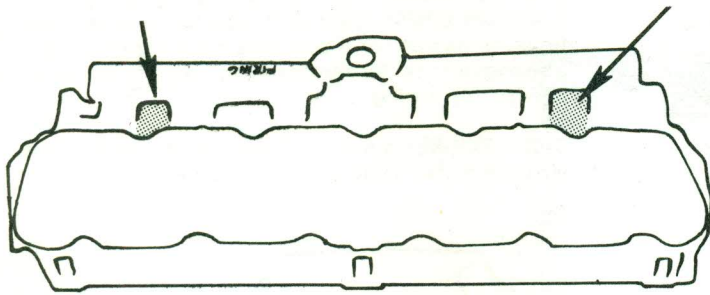


FIGURE 1

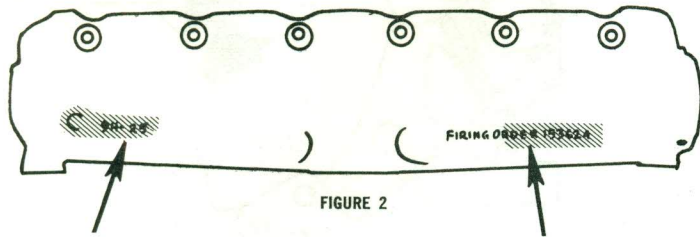


FIGURE 2

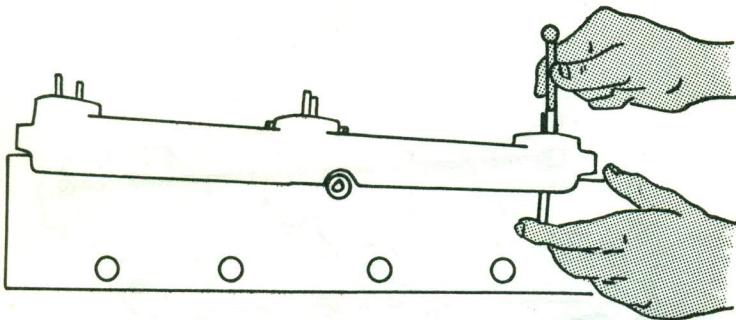


FIGURE 3

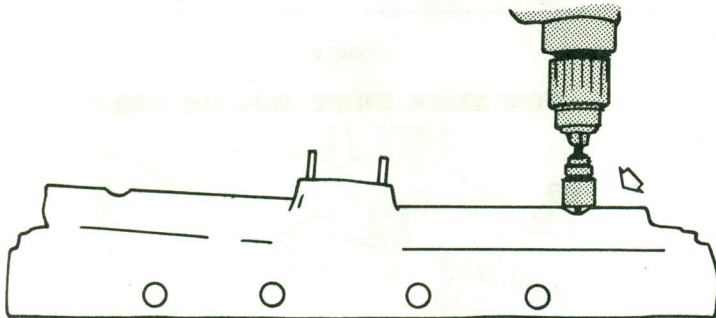


FIGURE 4

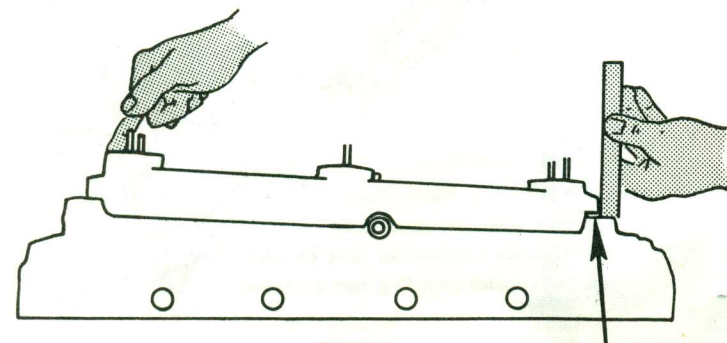


FIGURE 5

(OVER)

SPECIAL NOTE . . . The stock vacuum type distributor is most unsuitable for this type of installation. The use of a governor type is most important. We recommend a Mallory, part #414A-236 3001

Remove cylinder head. Remove valves. This is a good opportunity to mill the head. ~~.060~~ off the head will help to improve performance. We highly recommend this operation.

See figure 1 . . . Remove casting flashing on stock manifold as outlined in white, see arrows. Be sure to remove the flashing in the entire area as you will need this space later on.

See figure 2 . . . Remove numbers and letters as outlined in white, see arrows. These may be removed by filing or grinding. Be careful to maintain casting radius. Do not gouge or undercut this surface.

Install studs in manifold. The six 1 1/4" length studs are to be used in the carburetor flanges. The two 1 1/2" studs are to be installed in the carburetor flange of the stock manifold. The four 2 1/4" studs are for the bottom of the special manifold.

Set special manifold on head as in Figure 3. Use a scribe and mark stock manifold for flange openings as shown. Lift off special manifold and cut 1 1/8" hole as shown in Figure 4. A hole saw is by far the best method. Use extreme care not to cut beyond scribed lines.

Clean head thoroughly, install valves, install head. Manifold must be installed after head is replaced on engine.

\*See figure 5 . . . Now to space up the special manifold to obtain the proper relationship between the end ports and the stock manifold carburetor flange. Don't place the O rings in the manifold at this time. Place a sufficient number of furnished gaskets on the carburetor flange of the stock manifold to produce a rocking motion or vertical movement of 1/16" at either end of the manifold while pushing down on the other end. This is to give you the proper crush on the O rings when they are installed.

Place O rings in grooves in special manifold. Now place the proper predetermined number of gaskets on stock manifold flange. Set manifold in place and install end hold down straps as shown in \*figure 6. Tighten end brackets just enough to allow special manifold to align with stock manifold. Now place steel washers and nuts on center flange hold down bolts and tighten firmly making sure it is seated perfectly. Now finish tightening clamps on each end of manifold. Tighten sufficiently to assure seating of O rings.

Remove water hose bracket from firewall brace. Connect water hose with short tube provided.

Carburetors . . . Use standard stock carburetors with stock jetting. Install throttle return springs as shown in \*figure 7 on end carburetors only. Invert clip (see arrow), also lock chokes in off position. Relocate accelerator pumps on end carburetors to lean position, (hole nearest throttle shaft). Set idle air screws 1/2 turn open, this will be close for a start. Back off fast idle screws until you can feel butterflies stick-



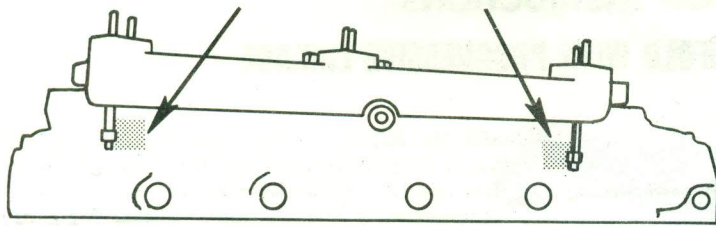


FIGURE 6

ing, then screw in stop screw until sticking ceases, then screw in one more full turn. This will be close enough for starting. Remove fast idle dash pots from end carburetors. Retain dash pot on center carburetor. Install carburetors. Hook up choke cable to center carburetor.

Install throttle linkage and fuel line assembly. See \*figure 8 and \*figure 9, install as shown. Adjust the sliding stops A and B as follows. Hold center carburetor wide open, adjust stops A so that end carburetors are wide open, this is the key to the whole set up. Sliding stops B are to be set only after engine is running and all carburetor adjustments are made. The correct setting for sliding stops B is to leave 1/16" clearance between stops B and swivel pins C. The purpose of these stops is for emergency purposes only. In case of return spring breakage or failure, stops B will mechanically bring end carburetors to idle position.

Tuning . . . We highly recommend the use of a Uni-Syn gauge when synchronizing carburetors,  
Set idle 500-550 R.P.M. Set ignition timing 10 degrees B.T.C. Set valves to .018 engine hot.

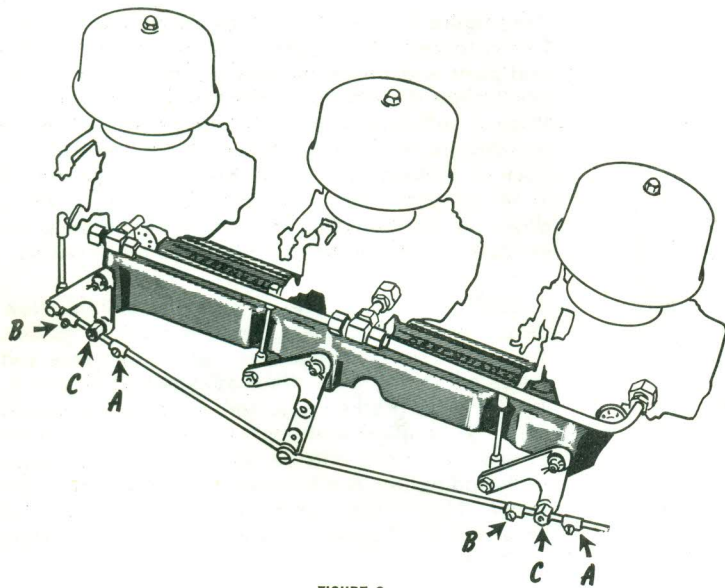


FIGURE 9

Installation shown was made on engine having automatic transmission. Stick shift installation is basically the same except for the throttle return spring. Hole is provided in center throttle arm assembly for hooking up this spring.

\*NOTE FIGURES 5-6-8 . . . These operations must be performed after head is installed on engine.

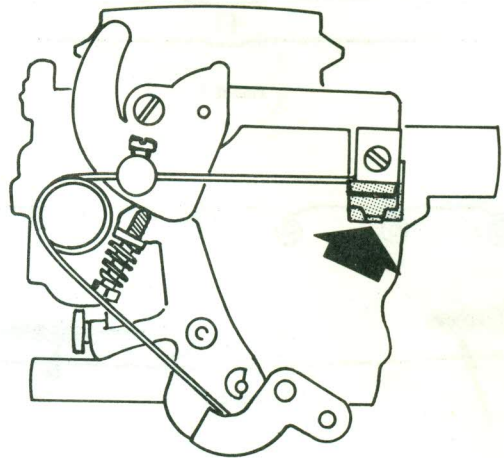


FIGURE 7

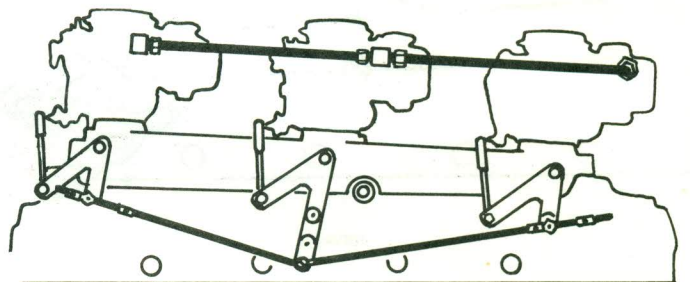
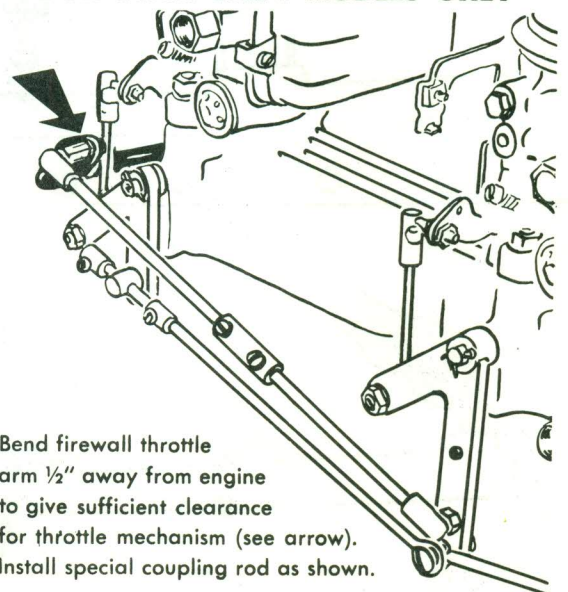


FIGURE 8

**FOR STICK SHIFT MODELS ONLY**



Bend firewall throttle arm 1/2" away from engine to give sufficient clearance for throttle mechanism (see arrow). Install special coupling rod as shown.

FIGURE 10

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