



INSTALLATION INSTRUCTIONS

DUAL, TRIPLE AND QUAD INTAKE MANIFOLDS

PART #5414 #5415 #5416

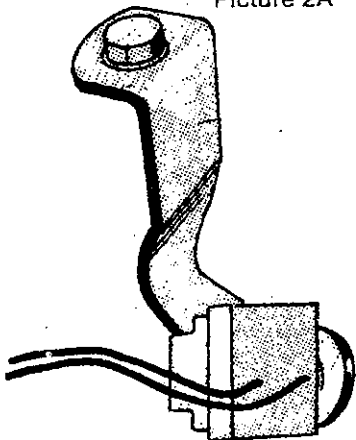
CHEVROLET 6 cyl - 194, 230, 250, 292 cu. in. Engines and PONTIAC 6 cyl - 215, 230, 250 OHV only.

1. Remove intake and exhaust manifolds.
2. Check exhaust heat damper, making sure it functions properly.
3. Place Offenhauser dual or triple manifold with new gaskets on exhaust manifold but do not tighten.
4. Install complete unit of exhaust and intake to cylinder head. Bolt both manifolds securely and evenly to cylinder head.
5. Use carburetors of the same make and type.
6. Ideal mixture -- Set all carburetors exactly the same at about 1/2 to 3/4 turn open.
7. Accelerating pump -- Set on shortest stroke that driving conditions will permit.
8. For Quad installation see special notes.
9. Linkage -- Connect the two carburetor arms with the linkage furnished. Use the threaded ball joint in center arm with ball facing toward fire wall. Install ball socket rod between linkage and bell crank. See reverse side for special notes.
- 9A. On three carb installation using progressive linkage, set up as shown in diagram. See special notes on reverse side.
10. Gas line -- Put "T" connection in forward carburetors and 5/16" inverted nut in rear carburetor. Connect the carburetors with gas line furnished. Connect gas line with pump in front carburetor.
11. Distributor Vacuum Line -- This line may be connected to any carburetor -- using plugs to close other carburetors. One choke control on only one carburetor is needed.
12. Connect fitting for windshield wiper to carburetor -- this is very similar to the way it was with your original equipment.
13. Studs for carburetors are furnished with manifold.
14. Now that you have a more efficient engine, you must make sure you have your distributor and spark plugs in good condition.
15. To give your automobile that "Custom" look is your next important step. Dress up your engine with OFFENHAUSER POLISHED VALVE COVER. Available from your dealer. Part #5417.

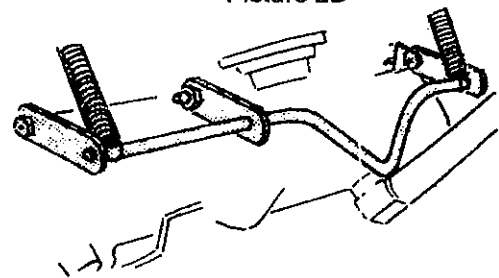
DUAL MANIFOLD INSTALLATION

1. The only necessary alteration is to replace the kick down bracket with the new one furnished in kit. SEE PICTURE 2A.
2. It is recommended that a hand choke cable be connected to one of the carburetors instead of using the automatic choke.
3. Connect linkage as shown in PICTURE 2B.

Picture 2A



Picture 2B

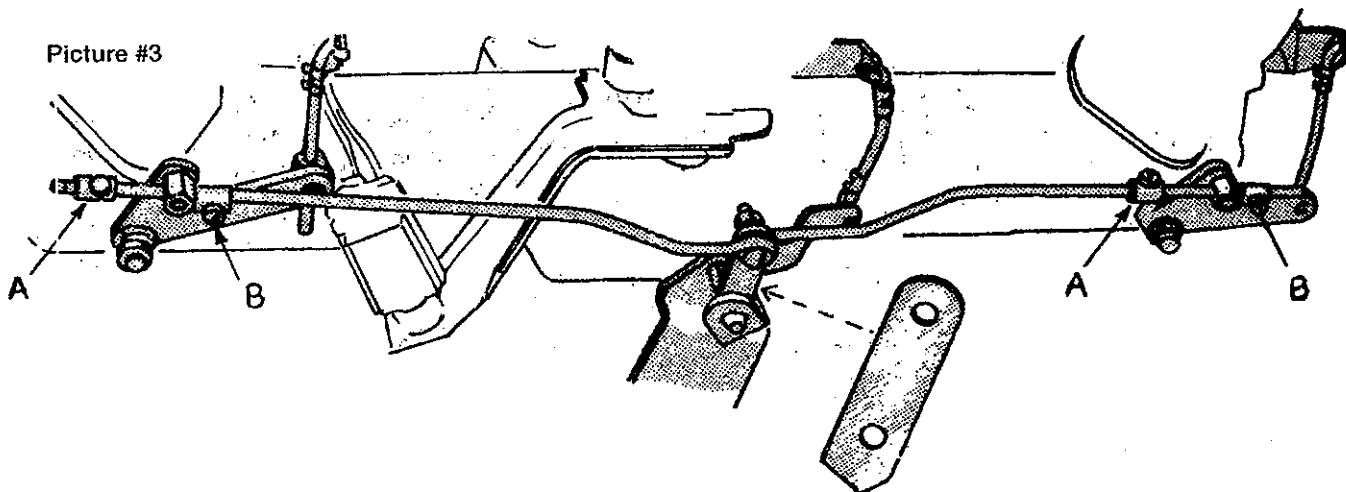


TRIPLE MANIFOLD INSTALLATION

1. PONTIAC only. Kick down switch must be moved 1/4" toward firewall. To do this you cut 1/4" out of bracket and reweld.
2. PONTIAC only. To make progressive linkage work you must weld or bolt arm furnished in kit to main bell crank. SEE PICTURE 3. This makes allowance for connecting carburetor linkage.
3. Both CHEVROLET and PONTIAC can use automatic choke on middle carburetor the same as it was on stock setup.

THREE CARB PROGRESSIVE LINKAGE

- A. Depress accelerator pedal linkage until CENTER carburetor is wide open.
- B. Set end carburetors wide open by moving stops "A" on linkage.
- C. Close center carburetor and adjust end carb with stops "B" until closed.
- D. Connect spring on end carburetors. Connect spring on center carb as stock.



QUAD MANIFOLD INSTALLATION

When installing the 5416 manifold, note that the bell crank arm "A" is provided with different holes to suite the various types of linkages used through the years on both CHEVROLET and PONTIAC 6 cylinder engines. SEE PICTURE 4.

If the stock foot pedal linkage opens the carburetor by pulling, connect the rod to one of the upper holes in section "B" of the bell crank. If the foot pedal opens the carburetor by pushing, then connect the rod to section "C" of the bell crank.

If you have an automatic transmission, you can set up the kick down linkage in the following manner. Determine at full throttle if the linkage to the transmission pushes or pulls to kick down. If it pulls, connect the kick down rod to section "D" of the bell crank. If it pushes, connect the rod to section "E" of the bell crank arm. This linkage will fit several years and models of cars. It will be necessary in some installations to either lengthen or shorten the carburetor rod/kick down rod as required by the particular circumstance.

To connect the linkage to the manifold, install lock nut "F" to stud bolt "G" and screw stud and nut into the threaded boss "H" on the manifold. Install fine thread nut to the stud on the outside followed by a flat washer, the bell crank arm, another flat washer, and finally the fine thread lock nut on the outside. Adjust the lock nut in so that the bell crank arm will move freely on the stud bolt.

The carburetor should be installed with the primaries toward the valve cover.

Picture #4

