

INSTALLATION OF TRIPLE STROMBERG MANIFOLD KIT

- 1) Remove the air cleaner, carburetors, throttle linkage, and intake manifold from engine noting the location of vacuum hoses for refitting. Loosen the flexible carb shaft couplers before removing the carbs.
- 2) Replace the gasket between the manifolds and head.
- 3) **Optional:** Install a $\frac{5}{16}$ " x $\frac{3}{4}$ " roll pin if your head is drilled for one between intake ports 3 and 4. This will help to align the center manifold.
- 4) Clean any foreign matter from the inside of the triple manifolds then assemble them with the interconnecting hoses. Clamps are not required on the balance tube hoses. Wait to tighten clamps on the water hoses until the manifolds are bolted in place.
- 5) Bolt the manifold assembly to the head. Align each manifold to a straight edge laid across the carb studs before tightening the bolts. Tighten the bolts evenly so the gasket is not compressed more in one area, misaligning the manifold. The straight edge may also be laid across the face of the three flanges to check alignment in that direction. Torque the $\frac{5}{16}$ " bolts to 12-14 ft/lbs and the $\frac{3}{8}$ " bolts and studs to 20-22 ft/lbs. Note that the manifold clamps are rotated properly on the studs before tightening to specified torque. Tighten the water hose clamps.
- 6) Good Parts triple accelerator linkage is recommended but for the TR6, but the original linkage will work with slight modification. Bend the ends of the support bracket and elongate the mounting holes if needed to achieve a hole spacing of $6\frac{3}{4}$ ". Replace the front part of the horizontal link that connects the bell crank to the throttle lever at the firewall with the shorter threaded rod supplied with the kit. The end closest to the bend goes to the rear and the bend goes down. The shaft at the firewall end of the link must be bent up at a 45-degree angle. Place the bend as close as possible to the hexagonal section and keep the bent section at the end horizontal so that it still fits into the lever at the firewall. Good Parts triple accelerator linkage should be adaptable to GT6 with mechanical linkage. GT6 with accelerator cable will require fabrication of a bracket to support the cable sheath.
- 7) Install three rebuilt, matched Stromberg 175 CD carbs. Your original carbs will work in the front and rear positions. The throttle linkage will connect to the center carb, which will in turn operate the front and rear carbs. Therefore, the center carb must have a long shaft extending out the front as does the original rear carb and a long nut and locking tab washer on the rear of the shaft like the original front carb. The linkage lever supplied with the kit will bolt next to the original carb lever and angle up and toward the air cleaner at a 45-degree angle. You may need to eliminate one or both of the thick washers to leave room for the lever. Slide a shaft coupler onto the long shaft of the center and rear carbs before installing them. Install the three carbs with insulator spacers and new gaskets to the manifolds with the linkage support bracket on the front lower studs of the rear and center carbs. Check that the throttle shafts are as closely in line as possible and that there is clearance between the shafts then tighten the bolts.
- 8) Back out the idle screws of each carb until the butterfly closes completely. Slide the carb shaft couplers into position and tighten. Turn the idle screw of the center carb in about one turn for an approximate idle

setting. Idle speed will be set with this screw only. Adjust the length of the vertical link so the bell crank rests on the stop at idle and bolt the link to the carb lever. Tighten the lock nuts on the link making sure that it is not binding. Connect the horizontal link to the lever at the firewall, adjust its length for proper pedal position, and check for smooth operation. Move the linkage to full throttle and check that the lever on the rear carb does not hit the horizontal link and that the lever at the firewall does not push on the clip holding the link in place. If it binds with the clip you may need to rotate the lever forward on its shaft so that it is vertical at full throttle then re-adjust the length of the horizontal link. Check that the throttle operates smoothly and allows the butterflies to open and close fully. Check that the throttle returns freely to idle.

- 9) Connect any vacuum and breather hoses needed. Install the gas supply pipe and fill the carb bowls with gas by pumping the manual lever on the fuel pump.
- 10) Start the engine and adjust the idle speed. Check the airflow into each carb with a flow indicator. Stop the engine and adjust the shaft couplers as needed to achieve proper balance. The adjustment may be checked at higher RPM also.
- 11) Install ram air box and remote air cleaner or individual air cleaners.



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