

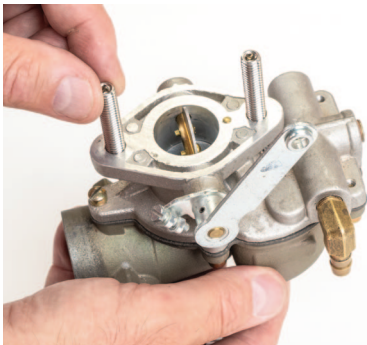


This kit is necessary when installing a late model carburetor on an early model Atomic 4 engine. The kit's primary purpose is to provide a 1/8" NPT threaded port which is necessary when installing a scavenge tube (since there was no such threaded port on early model manifolds).

Kit installation:

Note: It will be easier to preinstall the scavenge tube (not included) by tightening one of its elbows in the flange, and the other elbow in the bottom of the carburetor, prior to mounting the kit to the engine. We have found the scavenge tube to be less intrusive when installed behind the carburetor, however you may mount it in the front if you prefer. The second 1/8" NPT port in the flange should remain plugged with the provided Allen head brass plug.

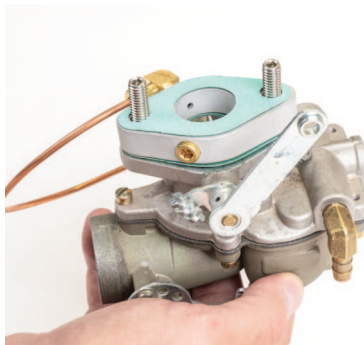
- 1) Install studs (Allen heads facing up) until stud bottoms are flush with the underside of the carburetor mounting flange (fig. 1).
- 2) Preinstall the complete scavenge tube (not included) in the flange (fig. 2).
- 3) Install one flange gasket, then the flange/scavenge tube assembly, then the second flange gasket on top (fig. 3).
- 4) Gently bend and shape the scavenge tube down so its bottom elbow lines up with the carburetor 1/8" NPT port under the intake throat (fig. 4).
- 5) Remove the elbow from the bottom end of the scavenge tube, then tighten the elbow in the bottom 1/8" NPT port (fig. 5).
- 6) Reattach the scavenge tube compression fitting to the scavenge tube. The flange kit assembly is now complete (fig. 6).
- 3) Work the entire flange kit / carburetor assembly up through the manifold flange holes (fig.7).
- 4) Add lock washers, and nuts to both studs, then tighten the nuts until assembly is secure, using Allen wrench if needed to keep the studs from turning as the nuts are tightened. When done, the nuts should be flush with the top of the studs (fig. 8)



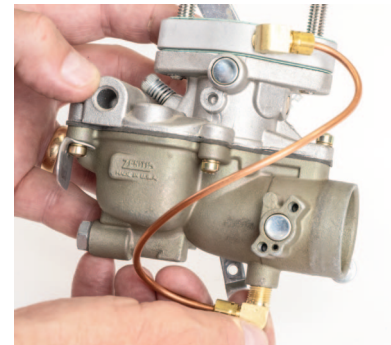
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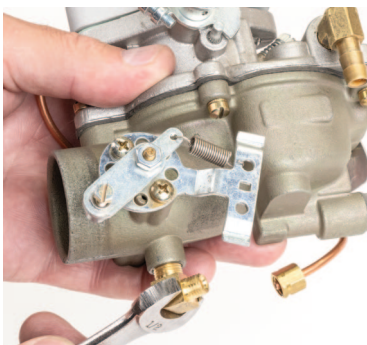
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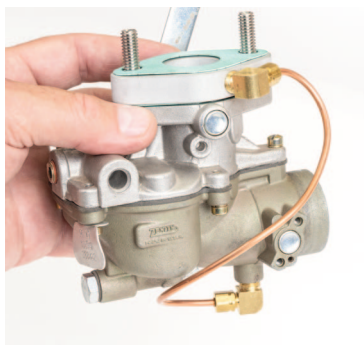
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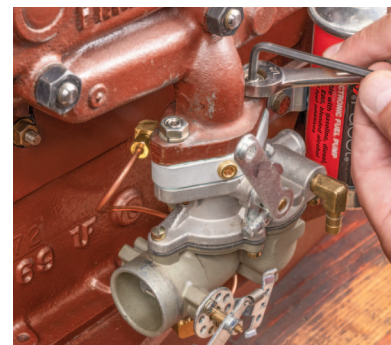
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