



Methanol Main Body to E85 Calibration Instructions

To properly utilize your new carburetor main body please follow these simple step-by-step instructions. Please use proper safety precautions when handling gasoline or similar fuels.

1. After removing the carburetor from the engine, drain all gasoline from the fuel bowls. This can be accomplished by removing one of the lower fuel bowl screws and allowing the fuel to drain into an approved container. With a funnel, turn the carburetor upside down; activate the throttle several times to drain the fuel out of the accelerator pump cavities.
2. In order for your new carburetor to run properly using E85 fuel you must convert your new main body from its standard methanol calibration to the desired E85 calibration. First install the supplied #42 squirts in place of the original ones followed by the 0.025" high speed air bleed (these are the bleeds closest to the squirts) followed by the 0.061" idle air bleed.
3. Before proceeding any further, you should check to be certain that your new carburetor main body will fit your carburetor. With your carburetor upside down, measure the diameter of the venturi at its lowest point (where it attaches to the throttle body). This measurement should be equal to that of your existing throttle body, i.e. 1.69" or 1.75"
4. Once the fuel bowl has been emptied, you can now remove the remaining three fuel bowl screws.
5. With the fuel bowl screws removed attempt to separate the fuel bowl, metering block from the main body. If these components cannot be removed by hand it is likely your carburetor has been assembled with "sticky" adhesive coated gaskets.
6. Separating these components can be somewhat difficult but not impossible. With a soft-faced hammer, tap repeatedly on the sides of the fuel bowl and metering block in an effort to break the gasket seal. If this method proves to be unsuccessful it will then become necessary to pry the components apart. This is a last resort, when all other methods fail. Wedge a large blade, common tip screwdriver between the air cleaner ring and the center the metering block. With a gentle rocking motion, push the metering block away from the main body. Once the fuel bowl

and metering block separate from the main body turn over the assembly and attempt to pry the metering block away from the fuel bowl, using the accelerator pump housing as an anchor and press outward on the accelerator pump boss on the bottom of the metering block (where the aluminum plug is located).

7. Now remove the throttle body from the main body, using a number 2 Phillips head or larger screw driver.
8. Prepare the metering block and fuel bowl for reassembly by removing all gasket material. Although with “sticky” type this is a difficult and time consuming process, optimum performance can only be achieved with clean sealing surfaces. Softening the gasket material with a quality carburetor cleaner is an effect way to dislodge the gasket and sealant.
9. **Reassembly** begins with reinstalling the throttle body. If your throttle body has two locator dowel pins, install the provided gasket on the throttle body. If your throttle body does not have locator pins, with the carburetor upside down, position the gasket to line up with the bolt holes.
10. Insert the six retaining screws (yes, there are only six not eight, the two center screws are not used) and tighten in a criss-cross pattern. Target torque specification is 30 inch pounds (2.5 ft. pounds) with a minimum torque value of 20 inch pounds (1.7 ft. pounds)
11. Install the new metering block and fuel bowl gaskets on the metering block(s). These gaskets should align with the cast-in pins. **NOTE:** for **vacuum secondary** carburetors, install the metering block gasket provided (the one **without** the large cut out in the center) insert the small paper gasket between your old metering plate and the new steel reinforcement plate provided. Position this assembly on the new carburetor main body so the alignment pins enable the metering plate assembly to fit flush to the main body gasket. Insert the six clutch head screws and tighten in a criss-cross pattern to the target torque value of 18 inch pounds (1.5 ft. lbs.)
12. On the primary side, position the metering block on the new main body so the alignment pins allow it to sit flush. With the accelerator pump arm in the upright position, install the fuel bowl. Note: be sure the accelerator pump arm is positioned on top of the fuel bowl accelerator pump operating lever. It may be necessary to slightly rotate the fuel bowl clockwise to put the fuel bowl on. Once in position, install the new nylon fuel bowl gaskets provided (be sure to remove the entire old gasket) and insert the fuel bowl screws. Tighten in a criss-cross pattern to a target torque value of 30 inch pounds (2.5 ft. lbs.). It is important these screw be tight as poor idle and off-idle performance will result.

13. Secondary installation is the same as the primary side.

14. **You are now ready to reinstall your upgraded carburetor!** There are numerous outstanding books available to help you tune your new carburetor. We highly recommend you purchase one of these books as they will walk you through the fine tuning process step-by-step. Recalibration will enable you to achieve the maximum performance potential available from your new state-of-the-art main body.