



EMPI CARBURETOR CONVERSION KIT INSTALLATION INSTRUCTIONS

PART # 47-1453 (EPC 32/36F)

(Legal in California only on off-road vehicles)



THIS KIT IS FOR THE FOLLOWING APPLICATION:

* VEHICLES WITH HOLLEY 5200 SERIES CARBURETORS

EMPI's (EPC) Performance Carburetors conversion kits will enhance the performance of your engine while maintaining reliability and fuel efficiency. The installation instructions cover old carburetor removal, carburetor installation, and new carburetor adjustments. Before installation please read this guide thoroughly.

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The list of tools that will be needed to install this conversion kit are as follows:

- Socket and Wrench Set
- Allen Key Sets SAE & Metric
- Screwdrivers
- Pliers (needle nose)
- Gasket Scraper
- Wire Brush

The list of supplies that are needed to install this conversion kit are as follows:

- Carburetor Cleaner
- Clean Rags
- Engine Cleaner
- Tags (these are needed to label hoses etc.)
- Thread sealer for manifold and base adapter bolts and studs.

The list of optional items that are very helpful in installing this conversion kit are as follows:

- Vacuum Gauge/ Tester
- Fuel Pressure Gauge/ Tester
- Flashlight
- Magnet
- Vehicle Shop Manual

PLEASE FOLLOW THE SUGGESTED SAFETY PRECAUTIONS BELOW:

- ALWAYS WEAR EYE PROTECTION.
- USE CLAMPS ON ALL FUEL HOSES. DO NOT ALLOW FUEL TO SPILL.
- DO NOT USE GASKET SEALERS, USE GASKETS PROVIDED.
- WHEN REMOVING OLD CARBURETOR LABEL ALL HOSES AND WIRES.
- USE THREAD SEALERS ON HARDWARE INSIDE AIR CLEANER AND INTAKE MANIFOLD STUDS.
- IF REWIRING IS NEEDED ALWAYS USE INSULATED CONNECTORS.
- NEVER ALLOW DIRT IN THE CARBURETOR.
- DO NOT OVERTIGHTEN JETS OR THROTTLE LINKAGE.
- NEVER OPERATE THE ENGINE WITHOUT A FUEL FILTER.
- BE CAREFUL NOT TO CUT OR DENT THE ALUMINUM GASKET SURFACES OF THE INTAKE MANIFOLD OR CARBURETOR.

PLEASE PERFORM THE FOLLOWING STEPS BEFORE INSTALLING YOUR EMPI CONVERSION KIT:

- Replace or clean the fuel filter.
- Verify that the vehicle does not have any mechanical problems.
- EMPI carburetors require 3.5 p.s.i. of fuel pressure. If your fuel pressure is more than 3.5 p.s.i, obtain a fuel pressure regulator from your EMPI dealer.
- EMPI carburetors are preset at the factory. Only make adjustments to the carburetor after the installation, and running the vehicle for the first time. After the carburetor is installed record the factory settings if needed in the future.
- The electric choke and idle cut-off solenoids require a key hot 12-volt source.
- Connect the idle cut-off solenoid to the vehicles exiting power source using a jump wire.

REMOVAL OF OLD CARBURETOR

- Remove the Battery's negative cable.
- Take off the original Air Cleaner Assembly.
- Remove the Fuel Supply hose that is attached to the carburetor. Label it and temporarily plug it to prevent fuel leaks.
- Remove the Fuel Return hose (if equipped) and plug it.
- Remove and label the vacuum hoses connected to the carburetor.
- Remove and label all of the electrical connectors attached to the carburetor.
- Remove and label all electrical and vacuum connections to the vacuum switching valves and remove them along with the vacuum manifold.
- Remove the PCV hose from the carburetor.
- Remove carburetor and gaskets from the intake manifold. Place a clean rag in the intake opening to keep dirt and tools etc. out.
PLEASE MAKE SURE THE RAG IS REMOVED BEFORE INSTALLING THE EMPI CARBURETOR.
- Remove any excess gasket material from intake manifold. You can use a gasket scraper, wire brush and carburetor cleaner.

EMPI CARBURETOR INSTALLATION

- Install the EMPI carburetor on the four mounting studs. Using a criss-cross pattern tighten evenly. Fuel inlet faces the front of the vehicle. **DO NOT OVERTIGHTENED.**
- Reinstall the throttle linkage rod to the carburetor.
- Throttle linkage adjustment (cable or rod): While holding the choke plates open turn the throttle linkage by hand to release the fast idle cam from the screw then release the throttle lever. Now adjust the rod or cable until you have some free play. To check for full throttle operation have a helper hold the accelerator pedal to the floor and check the throttle lever by hand for additional travel you can shorten the cable or lengthen the rod as required to eliminate additional travel. Hold the choke plates open and release the accelerator pedal and check again for any free play. You must have free play in the cable or rod and throttle lever must return to the idle position every time you press on the accelerator pedal.
- If vehicle is equipped with an automatic transmission, make sure that the A/T kickdown cable pulls till its end when the accelerator is to the floor.
- Locate the fuel inlet pipe (See photos on page 4) on the carburetor and connect the supply line to it.
- Locate the vacuum advance hose and connect it to the vacuum advance port on the carburetor. (See photos on page 4).
- Locate any open vacuum ports and hoses and plug them (Check local laws).
- Locate the wire for the idle cut-off solenoid (If applicable).
- Please make sure that all hose clamps are tightened and that all of the electrical connectors are connected and insulated.
- Reconnect the Battery's negative cable.
- Crank engine without starting and check for fuel leaks.
- Remove air cleaner from packaging. Connect plastic breather tube to air filter base then bolt air filter base to carburetor using the four bolts provided.
- Attach the breather hose from the valve cover to the air cleaner.
- Put the air filter element on the air filter base and attach the air cleaner top with the clips provided.

CARBURETOR ADJUSTMENTS (Refer to photos for identification of components)

- If necessary, make the following adjustments:
- To adjust the idle speed make sure that the engine is warm, set the speed to the vehicle manufacturer's setting. To raise the speed turn the idle screw (clockwise) in, and to lower the speed turn the speed screw (counter clockwise) out.
- To adjust the idle mixture turn the idle mixture screw in slowly (clockwise) counting the amount of turns you make until the idle speed drops off. Turn the screw out (counter clockwise) counting the turns until the idle drops off again. Turn the screw back in half the distance that you turned it out. Now the mixture is set.
- To adjust the fast idle make sure that the engine is cold. Press the accelerator pedal to the floor and let go. Start the engine (do not touch the accelerator pedal) once you touch the accelerator after the engine is running the fast idle cam is disengaged. The engine should be running between 2000 and 2500 RPM's. Turn off the engine. To adjust the fast idle speed turn the fast idle screw in (clockwise) to increase engine RPM, to decrease engine RPM turn the fast idle screw out (counterclockwise) Do not touch the accelerator and restart engine to check RPM.
- The choke is pre-set. To adjust the choke make sure that the engine is cool (below 68°F) Turn the throttle linkage all the way open to set the choke. The plates should be closed. Make a mark on the plastic choke cap and the carburetor where the two surfaces meet. Loosen the three screws one turn. Hold the throttle about one third open and start twisting the thermostat cap (counter clockwise) until the choke plates fully close, then slowly turn the cap 1/8" (you should feel the spring tension in the choke tightening). Retighten the three screws (**DO NOT OVER TIGHTEN**). You may now have to go back and check the fast idle speed and adjust if necessary.

TROUBLE SHOOTING GUIDE (If there is a problem starting the vehicle, please perform the following:)

If the vehicle will not start please check the following:

- Check that the fuel pump is functioning properly. Check with pressure gauge.
- Make sure that the ignition system is functioning properly.

If the engine idles too high or too low, or stalls please check the following:

- Make sure that you have no vacuum leaks. You should check all engine vacuum line connections and at the carburetor base (including the adapter plates).
- Check all Carburetor adjustments. Idle mixture, idle speed, and fast idle. In this order.
- Check that the idle cut-off solenoid is working. You can check this by listening for a clicking noise coming from the solenoid when the key is turned on or off.

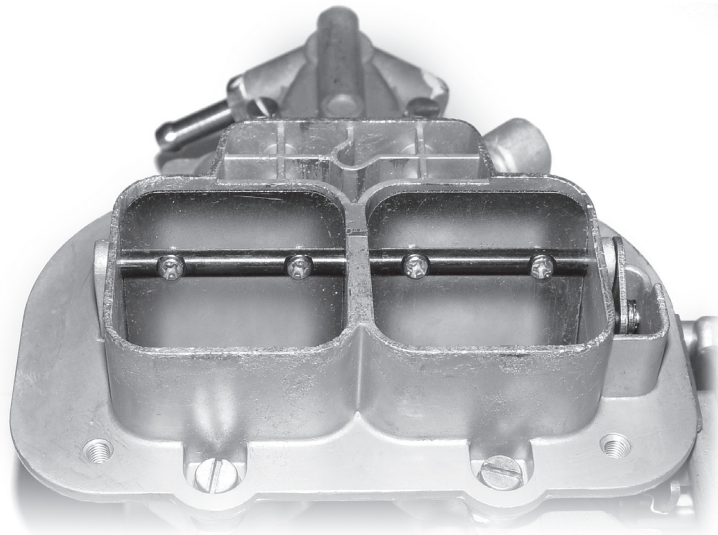
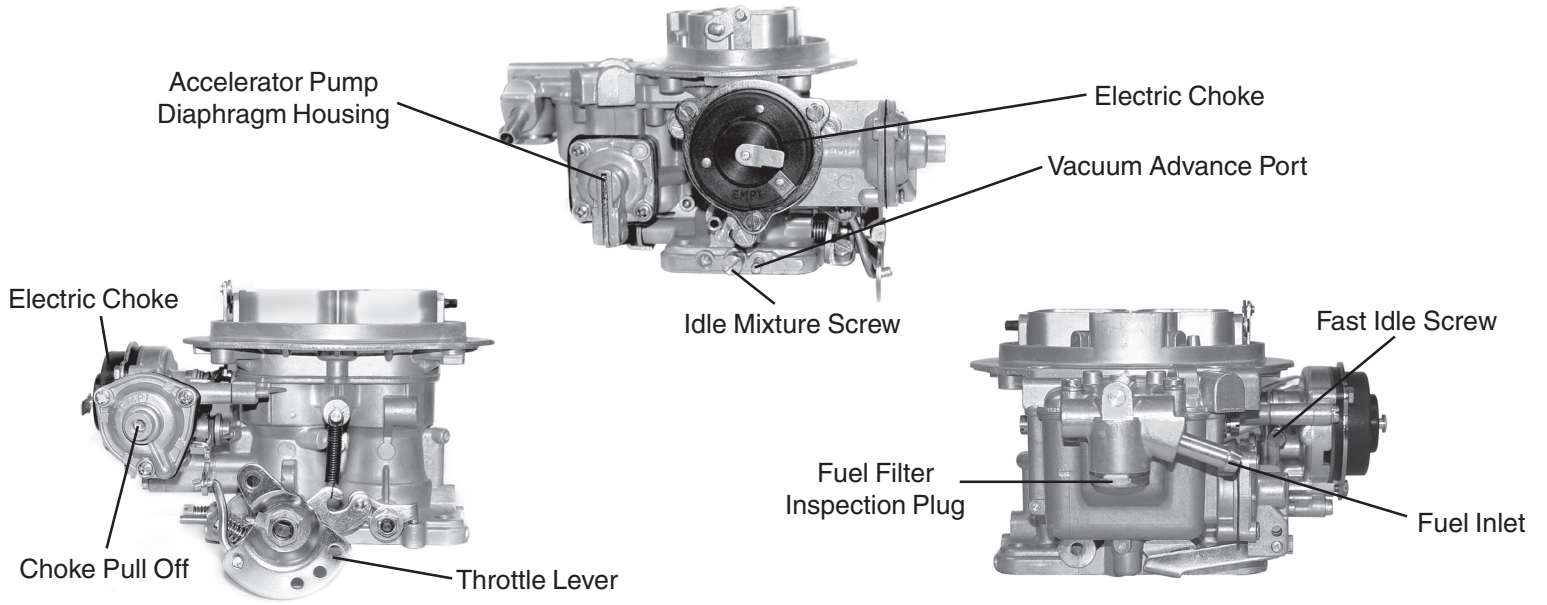
If the engine acts as if it is running out of fuel when driving please check the following:

- If new fuel filter was not installed install one now. The old fuel filter may be clogged.
- Check that the fuel pump is functioning properly. Check with pressure gauge.
- Check all fuel lines. Make sure that the lines are not pinched or kinked.
- Check that the vehicle has not run out of gas.
- Check the fuel tank venting system. (Refer to vehicle shop manual)

If the engine runs rough like it is missing at idle please check the following:

- Make sure that you have no vacuum leaks. You should check all engine vacuum line connections and at the carburetor base (including the adapter plates).
- Check the idle mixture adjustment.
- Please remember that any additional engine modification may require that the carburetor be recalibrated.

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Carburetor top with choke plates open