



INSTALLATION INSTRUCTIONS FOR DUAL EMPI EPC 34 KITS w/ TWIST LINKAGE



READ THOROUGHLY ALL STEPS OF THESE INSTRUCTIONS BEFORE BEGINNING THIS INSTALLATION.

TOOLS AND EQUIPMENT NEEDED:

Combination, box or open end wrenches (metric + U.S.)
Socket set metric
Screwdriver (Regular and Phillips)
Pliers
Gasket Scraper
Rags
Cleaning Solvent
Knife
Gasket Sealer

3/8" Drive Ratchet
3/8" Drive Swivel
3/8" Drive Extension (10-12")
3/8" open-end Wrench
Allen Wrenches
Wire Cutters

PARTS SUPPLIED WITH INSTALLATION KIT:

1 - Gasket set
1 - Hardware Kit
2 - Linkage Mounts
2 - EMPI Carburetors
2 - Intake Manifolds
2 - Air Filter Assemblies
1 - Fuel Line
1 - Manifold Equalizer Line

Your EMPI carburetor(s) come equipped with the Main, Air, and Idle jets most often used in the kit's particular application. Although it is a bolt-on kit, with the necessary hardware, gaskets and linkage to install the carburetor(s) onto the desired motor. The carburetor(s) are jetted not engine size specific. Multiple engine displacements, compression, camshafts, ignition, cylinder heads, and many other items such as operating elevation, will affect the overall requirements of the air/fuel ratio and may require additional jetting and tuning. A wide variety of jets and components are available at your EMPI dealer

The following instructions are based on an engine in stock condition. If you have made modifications to your engine, some of the following steps may not apply to your application.

NOTE: ON CARS WITH ORIGINAL FUEL INJECTION, A LOW PRESSURE FUEL PUMP (41-2000-8) AND CENTRIFUGAL ADVANCE DISTRIBUTOR (00-9443-B) MUST BE USED. ALL APPLICATIONS WILL BENEFIT FROM USING A CENTRIFUGAL ADVANCE DISTRIBUTOR.

1. Remove the vehicle's gas cap.
2. Disconnect the battery.
3. Remove the stock air filter and attached components.
4. Remove the distributor cap and ignition wires. Identify the wires for correct reassembly.
5. Disconnect the ignition coil wires and remove the coil and bracket from the fan shroud. Identify the coil wires for correct reassembly.
6. Remove the fan belt, pulley nut and pulley from the generator.
7. Remove fuel line from the pump to the carburetor. Plug the outlet to prevent leakage.
8. Disconnect the throttle cable and electric choke wire/idle cut-off solenoid wire from the carburetor. (Insulate the wire connectors to prevent any shorts. These wires will not be reused).
9. Disconnect the stock heat riser tubes.
10. Remove the rear engine sheet metal.
11. Remove the clamps securing the intake manifold boots. Unbolt and remove the end castings from the heads. Insert a clean rag in the intake ports to prevent dirt and debris from entering the engine.
12. Loosen the side bolts on the fan shroud. Remove the manifold center section securing bolt.
13. Loosen the generator retaining strap and slide it back toward the shroud. Disconnect the wires from the generator. Identify the wires for correct reassembly.
14. Lift the generator and fan shroud enough to remove the intake manifold and carburetor as a complete unit. (Removal of fan and generator completely will make this step easier on some applications).
15. Thoroughly clean the intake mounting surfaces using a gasket scraper.
16. Replace the fan shroud and generator in their original position. Replace the generator pulley, nut and fan belt.
17. Replace the rear engine sheet metal and screws.

18. Remove the rear fuel pump-mounting nut. If the intake manifold was not previously secured to the engine case, remove the engine case nut directly behind the fuel pump. If the intake manifold was secured to the engine case, the stud to which it was attached must be removed. **NOTE: IF THE CORRECT STUD TOOL IS NOT AVAILABLE, THE “DOUBLE NUT” METHOD CAN BE USED. LOCK TWO NUTS APPROXIMATELY 1/3 OF THE WAY DOWN THE STUD. USING A SUITABLE WRENCH ON THE BOTTOM NUT, REMOVE THE STUD FROM THE FLANGE.**
19. Place the coil adapter over the rear fuel pump stud and center the slot over the hole directly behind the fuel pump. Reinstall the fuel pump nut and case nut to secure the bracket. (If the case stud was removed, install the M8 x 45mm bolt supplied in the kit). Torque the case nut/bolt to 15FT/LBS.
20. Reuse the original screws or use the M6 x 10 bolts & washers supplied, to install the coil on the adapter, with the wire terminals facing towards the #3 & #4 cylinders. Reconnect the coil wires.

BENCH ASSEMBLY

- (A) Install the studs into the intake manifolds.
- (B) Install the flange gaskets and carburetors onto the manifolds. Secure them in place using the lock washers and nuts from the kit. **DO NOT OVER TIGHTEN THE CARBURETOR HOLD DOWN NUTS. (12-14 FT/LBS MAXIMUM).**
- (C) Install the two fittings for the equalizer hose into the left and right side manifolds manifolds.

FINAL INSTALLATION

21. Remove the rags from the intake ports and install the manifold gaskets supplied in the kit. Install the left-side (Driver's side) manifold and carburetor assembly first. Secure the manifold in place using the nuts from the kit. Install the right side (Passenger's Side) manifold and carburetor in the same manner.
22. Install the 1/2" hose to the left carburetor and route behind the fan shroud to the right side carburetor
23. Install throttle linkage as shown on instructions included in this kit.
24. Reinstall the distributor cap and ignition wires.
25. Remove the plug from the fuel pump outlet and install the new fuel lines supplied in the kit. **BEFORE STARTING ENGINE TO SYNCHRONIZE THE CARBURETORS, BE SURE CARBURETOR LINKAGE MOVES FREELY AND IGNITION PLUG WIRES HAVE BEEN REPLACED IN PROPER FIRING ORDER.**
26. Replace the gas cap and reconnect the battery.
27. Start the engine and check for fuel and vacuum leaks. Correct, if necessary, before proceeding.
28. Synchronize and set idle mixture as per the special instructions included with this kit.
29. After carburetor synchronizing is completed, turn engine off and proceed with throttle cable installation.
30. Install the throttle cable trunnion and shortener. Align the center pull lever on the hex bar with the throttle cable and tube. Secure it in place by tightening the set screw.
31. Position the stock throttle cable next to the shortener and measure the excess cable to be cut.
32. Once you have correctly measured the amount of cable to be removed, cut the cable. Install the new cable end into the shortener. Lock the cable in place by tightening down the set screw. **NOTE: WHEN SETTING THE CABLE ADJUSTMENT AT CENTER PULL LEVER, BE SURE TO SET AT “FULL THROTTLE POSITION”. THIS MEANS THE ACCELERATOR PEDAL SHOULD BE AT “FULL STOP” AND THEN CABLE IS SET AT CARBURETOR “FULL THROTTLE STOP”. THIS WILL KEEP YOU FROM OVEREXTENDING YOUR CARBURETOR LINKAGE AND THROTTLE SHAFTS.**
33. Complete the installation of the air filter assemblies.
34. A 90° plastic elbow is included in this kit for crank case breather hookup. If desired, you can drill a 9/16" hole into the top of the air cleaner (Do this off the engine!) and install the elbow for breather hose hookup.
39. **CHECK FOR ADEQUATE HOOD CLEARANCE BEFORE CLOSING THE HOOD.**