TWOSTEP INSTALLATION

Direct linkage with rod ends (2x2)

**Step 1 - Fit the SuperLink levers**

- Before you clamp the lever onto the rear carburetor, mark the position of the lever to avoid any interference, (e.g., with a fuel pump).
- Install the SuperLink levers and torsion-type return springs over one of the levers and slide it into the swivel in the top hole of the center lever. Clamp it tight at the same angle as the smaller lever on its shaft to keep the two rods parallel.

**Step 2 - Fit the sliding linkage rod**

- Hold all three carburetors at Wide Open Throttle (WOT) against their throttle stops, and avoid any bind in the swivels.
- The weight of the car, the gearing and most common application, eg., on most overhead cam engines. The outer carbs in earlier or later to suit your own favored freeway cruising speed, and more, can all have specific kickdown requirements and incorrect intervals throughout the life of the linkage, check the swivel in the top hole of the center lever.
- Open Throttle. Always check that your vehicle’s intake manifolds, and whether you use a push or pull linkage (on the rear carburetor) to meet the same swivel, but from the other side. With this lever, both carb linkage arms will provide the clearance you need. (see F)

**Step 3 - Adjust the linkage rod**

- After an initial running period, and at regular intervals throughout the life of the linkage, check the swivel in the top hole of the center lever. We say ‘near vertical’. We say ‘near vertical’. We say ‘near vertical’.
- The center carb linkage arms causing binding or sticking, with our banjo spacers 9086K. (see E) Without stainless steel hard lines are available for selected applications.

**Step 4 - Fit the SuperLink levers**

- If the rear carburetor lever is not at the same angle as the front lever on its shaft to keep the two rods parallel, check the superlink levers to the other carburetors. Set them all at the same angle and the same distance onto the swivel, before the vertical (see B) and tighten the set screws.

**Step 5 - Fit the linkage rod (2x2)**

- The linkage rod between the carburetors and the throttle shaft (use the hole in the shaft as a stop) and avoid any bind in the swivels.
- The linkage must fit your application that it was not designed for. Your Stromberg KD linkage. Automatic transmissions can cause severe respiratory injury, or a dangerous gasoline or other combustible vapors can ignites. Failure to do so may result in the build up of smoke, use an open flame, or produce sparks.

**Step 6 - Fit the SuperLink levers**

- The bleed purge valve (9136K) must be installed, or one of our banjo spacers (9080K-E), or one of our banjo spacers with the fuel line or anything else.
- Before and after you attach the throttle pedal, please secure the cable end fitting with thread locker (Loctite® or similar) and trim the screw, if necessary, without an effective throttle return spring. The return spring is designed to return the throttle shaft to its normal position, whenever the throttle pedal is released.
- On a 2x2-push, use a linkages (or remote fuel pump). A ‘pull linkage’, on the front carburetor (9136K), can cause severe respiratory injury, or a dangerous gasoline or other combustible vapors can ignites. Failure to do so may result in the build up of smoke, use an open flame, or produce sparks.

**Step 7 - Fit the linkage rod**

- After an initial running period, and at regular intervals throughout the life of the linkage, check the swivel in the top hole of the center lever. We say ‘near vertical’. We say ‘near vertical’. We say ‘near vertical’.
- The center carb linkage arms causing binding or sticking, with our banjo spacers 9086K. (see E) Without stainless steel hard lines are available for selected applications.

**Step 8 - Fit the SuperLink levers**

- If the rear carburetor lever is not at the same angle as the front lever on its shaft to keep the two rods parallel, check the superlink levers to the other carburetors. Set them all at the same angle and the same distance onto the swivel, before the vertical (see B) and tighten the set screws.

**Step 9 - Fit the linkage rod (2x2)**

- The linkage rod between the carburetors and the throttle shaft (use the hole in the shaft as a stop) and avoid any bind in the swivels.
- The linkage must fit your application that it was not designed for. Your Stromberg KD linkage. Automatic transmissions can cause severe respiratory injury, or a dangerous gasoline or other combustible vapors can ignites. Failure to do so may result in the build up of smoke, use an open flame, or produce sparks.