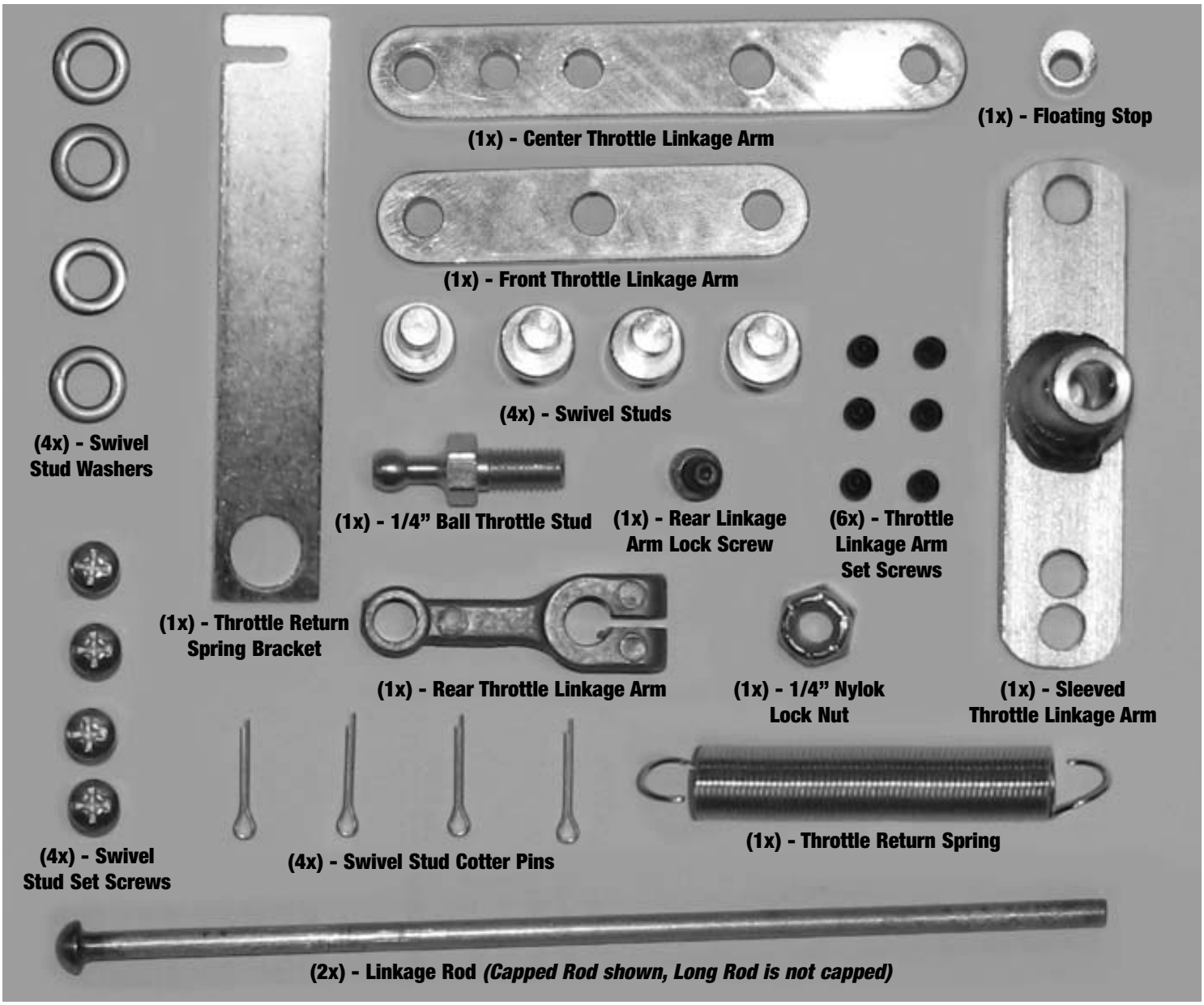
PROGRESSIVE THROTTLE LINKAGE
For Edelbrock 94 Two Barrel Carburetors
Part #1033
INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: The Edelbrock Progressive Linkage Kit is designed to smooth throttle response, eliminate flat spots and improve fuel economy. It achieves this by only opening the center carburetor at less than 50% (or 33%) pedal travel thus sharpening the venturi signal and eliminating the bottom end bog found in traditional multiple carburetor setups that open simultaneously. This kit can also be installed in a non-progressive configuration, if so desired, or can progressively operate a dual two-barrel carburetor configuration.

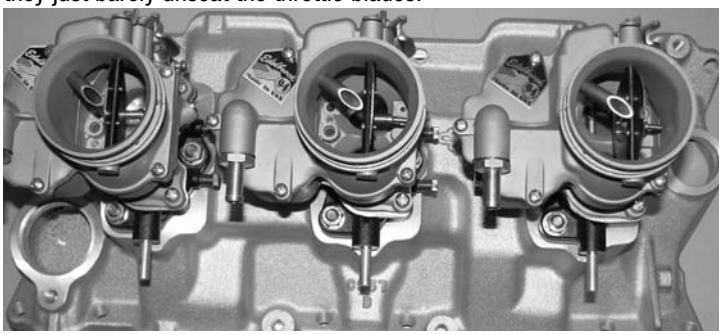
PARTS GUIDE:



INSTALLATION:

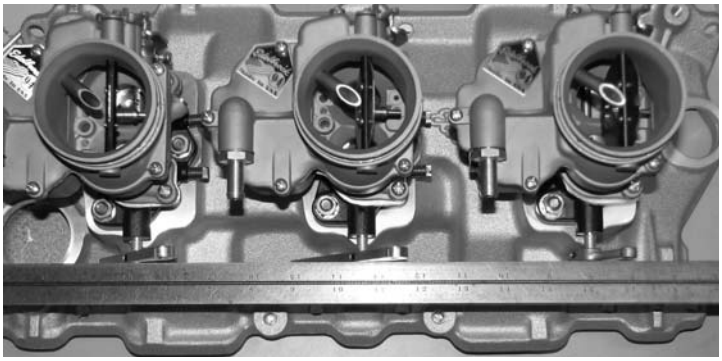
NOTE: Due to the need for making fine adjustments and inspections, Edelbrock recommends installing the carburetors and linkage kit prior to installing the manifold on the engine. If you have another make or model of manifold, it may be necessary to alter some of the details of this installation. This kit has a relatively universal application and can be safely installed in a variety of configurations.

1. Before beginning, push each choke arm all the way back so that the choke blades are held open, then back out each idle speed screw until they just barely unseat the throttle blades.



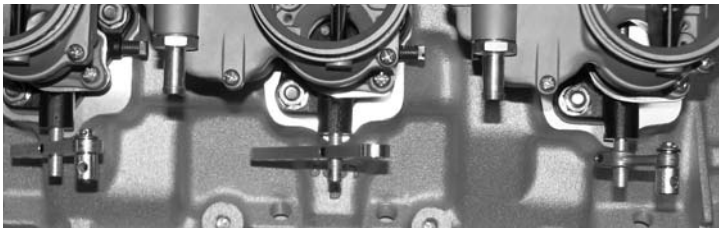
2. Install the three throttle arms as close to the carb body as you can without causing interference. The largest arm goes on the center carb with the single hole on top, while the arm with three holes goes on the front carb and the arm with two holes goes on the rear carb.

3. Rotate each arm so that it will point back at roughly a 45° angle and tighten the set screws just enough to hold them in position. Use a straight edge to ensure that the linkages are installed at the same depth on the throttle shafts and that the throttle arms remain in line down the long axis of the manifold throughout their full range of movement. It may be necessary to loosen the carb nuts and adjust the carbs' position in order to achieve the correct alignment.

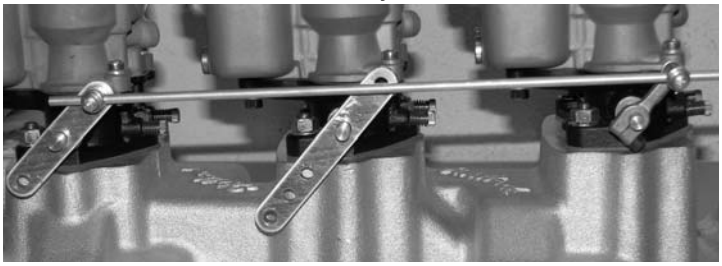


4. Once the correct angle and depth have been achieved, apply a small amount of Loctite to the small set screws and fully tighten them to secure the arms to the shafts. Twist each linkage to make sure that the arms will not slip on the shafts. It may be necessary to tighten the set screws several times before they bite into the throttle shafts and are locked in place.

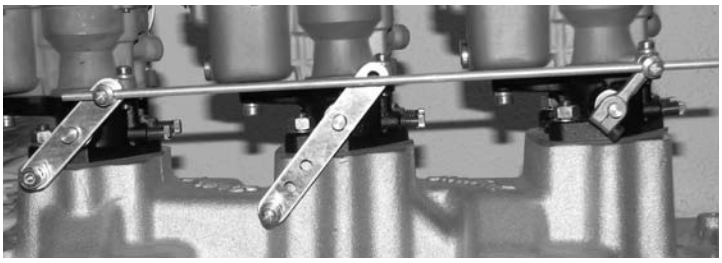
5. Install two of the threaded swivel studs into the top holes of the front and rear carburetor throttle arms so that the threaded holes point away from the carburetors. Slide a washer over the back of the swivel studs then secure each of them with a cotter pin.



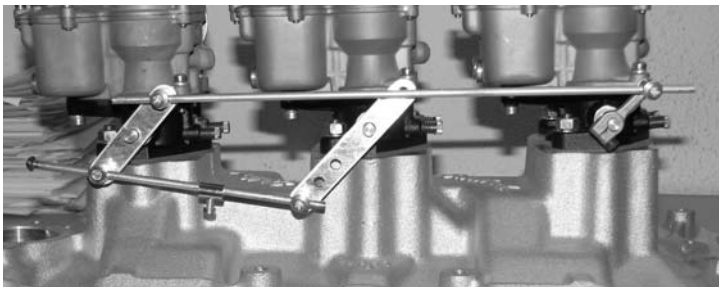
6. Insert the long rod through both swivel studs and tighten down the set screws. Verify that both the front and rear carburetors now open and achieve full throttle simultaneously.



7. Install the last threaded swivel stud in one of the lower holes of the center carburetor's throttle arm and secure it with a washer and cotter pin as before. (Installing the swivel stud in the bottom hole will prevent the secondaries from opening until the pedal is depressed to roughly half of its travel length; using the other hole will open the secondaries at approximately one third of pedal travel.) Next, install the unthreaded swivel stud in the bottom hole of the front carburetor's throttle arm and secure it in the same manner.



8. Install the capped rod, with the capped end forward, through the front and center carburetor swivel studs being sure to install the floating stop between. Leave roughly 1.5" between the rod cap and the front carburetor's swivel stud then tighten the swivel stud set screw on the center carburetor's throttle arm. Do not tighten the set screw on the floating stop at this time.



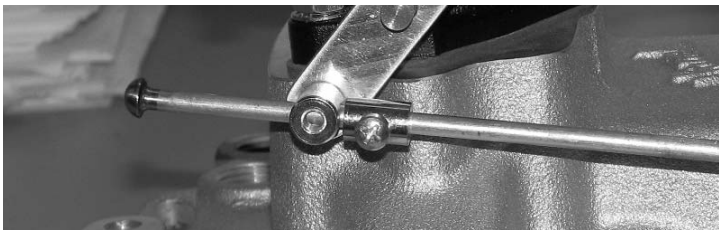
9. Twist the throttle arm on the center carburetor to wide open then inspect the other side to see that the pump cam is against the stop.

If the front and rear carburetor's throttle blades fail to reach wide open, loosen the swivel stud set screw on the center carburetor's throttle arm and decrease the gap between the rod cap and the swivel stud on the front carburetor. Retighten the swivel stud set screw on the center carburetor's throttle arm and repeat the test.

If the center carburetor's throttle blades fail to reach wide open, loosen the swivel stud set screw on the center carburetor's throttle arm and increase the gap between the rod cap and the swivel stud on the front carburetor. Retighten the swivel stud set screw on the center carburetor's throttle arm and repeat the test.

10. Continue adjusting the configuration of the capped rod until all three carburetors achieve wide open throttle simultaneously.

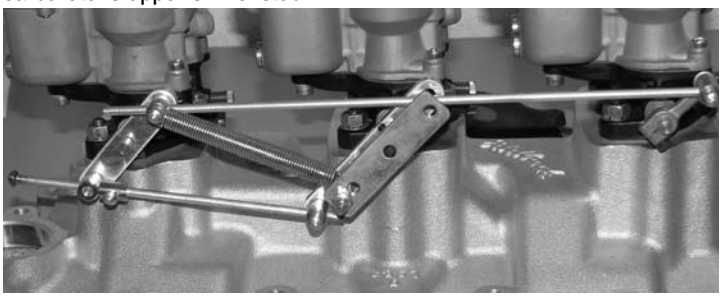
11. With the throttle fully closed on all three carburetors, slide the floating stop forward until it butts against the front carburetor's swivel stud, then tighten the set screw on the stop. This will help return the front and rear carburetors back to idle.



12. Vehicles equipped with a driver side throttle linkage should install the sleeved throttle arm on the end of the center carburetor's throttle shaft so that it is parallel with the linkage arm and the end with two holes points down and forward. Apply a small amount of Loctite to the two small allen set screws then tighten them firmly. Twist the linkage to make sure the arm will not slip on the shaft. It may be necessary to tighten the set screws several times before they bite into the throttle shaft and are locked in place. Install the throttle stud in the bottom hole of the sleeved arm and secure it with a nut on the back side.

Vehicles equipped with a passenger side linkage will need to purchase a Ball End Accelerator Pump Cam, PN 1159, and can disregard any steps referring to the sleeved throttle linkage arm.

13. Vehicles that use a driver side linkage are recommended to install one end of a return spring through the lower hole in the center carburetor's sleeved throttle arm that is not occupied by the throttle stud, then attach the other end to the set screw on the front carburetor's upper swivel stud.



Vehicles using a passenger side linkage may attach the back side of the spring to the lower hole on the center carburetor's throttle arm that is not occupied by the threaded swivel stud.

A return spring is needed for both primary and secondary systems. If the configuration described above causes any interference, you will need to find another way of installing the return spring to ensure that both the primary and secondary carburetors return to idle quickly and smoothly.

14. Operate the linkage by the throttle stud several times to check for any binding or slippage. Assuming that no problems are encountered, install the manifold on to the engine according to the manufacturer's instructions.

15. Install the supplied return spring bracket under one of the rear manifold bolts (bending the bracket as needed) and attach a return spring between the bracket and the swivel stud set screw on the rear carburetor's throttle arm.

16. Attach the vehicle's throttle linkage to the throttle stud on the sleeved throttle arm. Have an assistant operate the accelerator pedal in a variety of ways while you watch the linkage for any problems. Some vehicles will need to relocate the throttle stud to the other hole in order to achieve the smoothest and best possible operation. The top hole has been provided for transmission kickdown, when needed.

17. Once the linkage has been properly configured, any excess length on the long or capped rod can be trimmed off. Use the Uni-Syn (PN 4025) to synchronize the amount of air passing through each carburetor at idle. Refer to the carburetor owner's manual for more tuning tips.