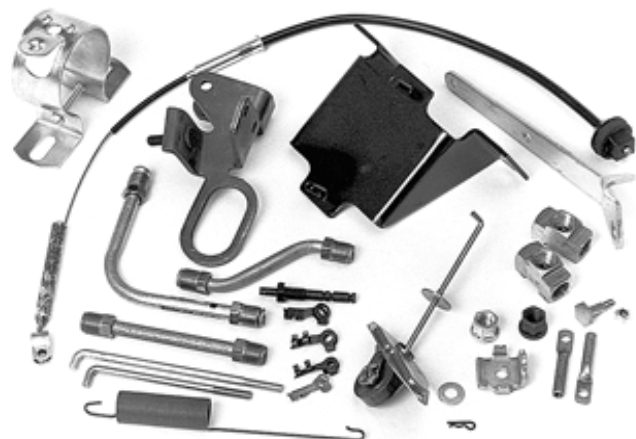




INSTRUCTION SHEET

MP SIX PACK INSTALLATION KITS

PART NUMBER P4529058 – Small Block “LA” 318/340/360
P4529059 – Big Block “B” 383/400, RB” 413/426W/440, and 426 Hemi®



Six Pack Installation Kit Components

This kit includes the fuel lines, choke, throttle cable and bracket, throttle return spring and bracket, carburetor linkage, pivot, rods, and clips, and ignition coil bracket. The contents of the kit are slightly different for each of the two part numbers.

Read all instructions before beginning installation.

Warnings and Cautions

Mopar Performance recommends professional installation by an ASE Certified technician. Torque wrenches and specialized removal and installation tools are required.

Applications

P4529058 is for use with “LA” small block engines with the Six Pack Intake manifold.

P4529059 is for use with “B” or “RB” engines with a Six Pack intake manifold.

Hemi® Six Pack

The big block six pack installation kit P4529059 can be used on a 426 Hemi® engine with intake manifold P5153738. The standard choke cannot be used with the Hemi® engine since the port layout did not allow enough room for the exhaust heat and choke well. The coil bracket included with this kit will not

fit the Hemi® intake manifold, but you can use the stock style Hemi® coil bracket instead.

Accessories

For successful installation, the customer must have a suitable engine, intake manifold, three Six Pack carburetors, air filter and other accessories (not included but available from Mopar under separate part numbers).

Description / Recommended Part Numbers:

Intake Manifold:	P4529054-“LA” Engine P4529055-“B” Engine P4529056-“RB” Engine P5153738-426 Hemi® Engine.
Air Filter Assembly:	P4529057AB-Non Cold Air P5007737AB-Cold Air
Carburetors:	P4349235-Center 1969-’70 “B/RB” P4349236-Outboard 1969-’70 “RB” P4349237-Center 1971 “RB” MTX P4349238-Outboard 1971 “RB” P4349239-Outboard “B” or “LA” P4349241-Center “LA” ATX
Intake Manifold Gasket:	P4286569-“LA” Engine P4529103-“B” Engine P4529105-“RB” Engine P4120086-426 Hemi® Engine

Throttle Bracket

The throttle cable bracket mounts at the driver’s side rear of the engine by cylinder #7 on the cast bosses (see photo #1), and is secured by two bolts.



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Photo #1

Throttle Return Spring

The throttle return spring bracket mounts at the drivers side front, by cylinder #1 (see photo #2) and is secured by an intake manifold bolt.

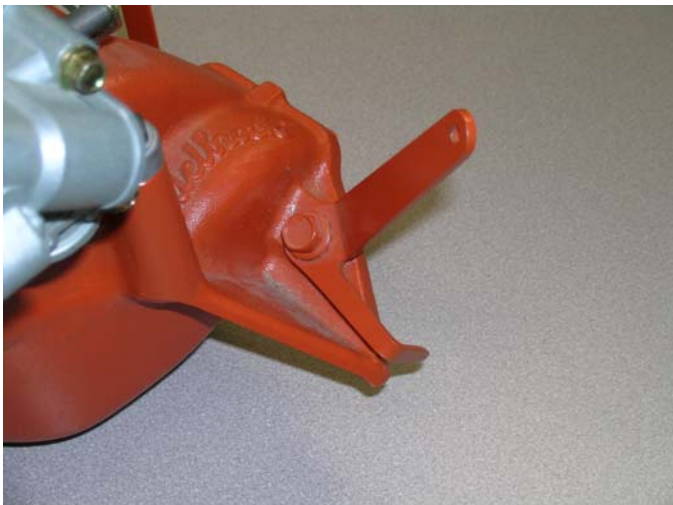


Photo #2

Coil Bracket

The coil brackets mount at the passenger side rear straddling cylinders #6 & #8 (see photo #3) and is secured by two intake manifold bolts.



Photo #3

Fuel Lines

Install the fuel lines as shown (see photo #4). The two “S” shaped tubes go to the front and center carbs, the “L” shaped tube goes to the rear carb.



Photo #4

Choke

The choke installs on the manifold in the choke well located beside the center carburetor on the passenger side, and is secured to the choke shaft with one of the small clips (see photo #5).



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Photo #5

Throttle Linkage

The throttle linkage mounts through the slot on the driver's side of the center carburetor. Note that the linkage synchronizes and mechanically closes the two outboard (end) carburetors. The outboard carburetors are opened by the vacuum diaphragms on the passenger side of each carburetor. Assemble the center pivot as shown (see photos #6) and install it into the crescent shaped slot on the center carburetor (see photo #7). The two adjusting barrels to on the bolt first, then a flat nylon washer and then the small nylon bushing. Install the bolt in the carburetor slot so that the bushing will ride freely in the crescent, then install the second flat nylon washer and nut. Tighten the nut until it seats against the shoulder of the pivot bolt. **DO NOT OVER TIGHTEN THE NUT!** The pivot must be free to slide the length of the slot. The nut is self locking and will stay tightened without being over torqued down. Thread the adjustment rods into the pivot, long rod to the front carburetor, and short rod to the rear.



Photo #6

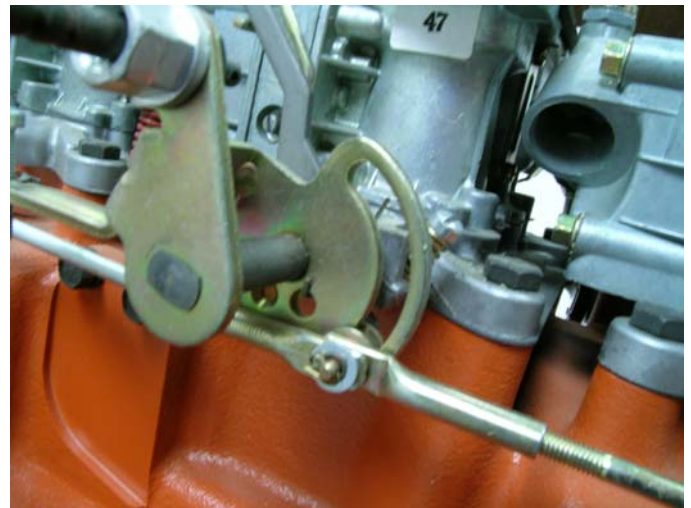


Photo #7

Throttle Linkage Adjustment

Adjusting the linkage rods is a simple procedure but a critical adjustment. Improperly adjusted linkage can result in an engine that will not return to idle and can be very dangerous.

To adjust the linkage rods, warm the car up and set the idle speed. Thread the adjusting rods in our out so they slide into the arms extending from the outboard carb throttle shafts. Turn the engine off and open all three carburetors by hand. Check to insure that the carb linkage completely closes both outboard carburetors when the center carburetor is closed.



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Check to insure the center carburetor closes all the way to the idle set screw. **THIS IS VERY IMPORTANT!** If any of the carburetors do not close completely, readjust the linkage rods. Secure the linkage rods with the large clips provided in this kit. Whenever readjusting the idle, disconnect the carb rods first, readjust the idle screw, and then readjust the carburetor linkage.

For technical assistance, please contact the Direct Connection Tech Hotline - Monday-Friday, 7:00am - 3:00pm EST at 1(888) 528-HEMI or 1(888) 528-4364.

NO PARTS WARRANTY – “AS IS”

Mopar Performance parts beginning with a “P” prefix are sold “as is” unless otherwise noted. This means that parts sold by Mopar Performance carry no warranty whatsoever. Implied warranties, such as warranties of merchantability, are excluded. (An implied warranty of merchantability means that the part is reasonably fit for the general purpose for which it was sold). The entire risk as to quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Chrysler, Dodge and Jeep® vehicle and parts warranties are voided if the vehicle or parts are used for competition. The addition of performance parts does not by itself void a vehicle's warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered by the vehicle's warranty, and any failure that they may cause is also not covered by the vehicle's warranty.