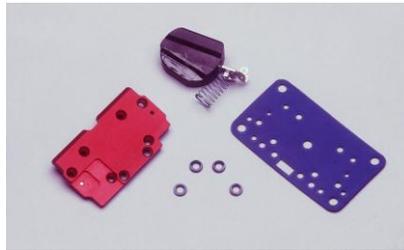




Billet Metering Plate Kit Installation Instructions 34-2 Side Pivot Float Conversion Kit



Congratulations on purchasing a **Quick Fuel Technology** billet secondary metering plate conversion kit. Your kit is comprised of the components pictured above (not shown are the transfer tube O-Rings and seals. There are a couple of precautions to take during disassembly and reassembly.

1. When removing the secondary fuel bowl be careful not to bend the fuel transfer tube. With “sticky” gaskets the fuel bowl is difficult to remove. Pull the fuel bowl off as straight as possible.
2. Once the fuel bowl is removed, you can then remove the original metering plate. The screws hold the plate are specialty fasteners and require the use of a #3 **Clutch Head** screwdriver or bit. This type of tool is available at most major brand name tool manufacturer.
3. Be certain to remove all gasket material to attain best sealing performance. Use a quality carburetor cleaner to soften the remaining gasket material.
4. Carefully remove the float “e” clip retainer with a thin blade screwdriver or pick. The float and spring can be removed together. It is not necessary to remove the needle and seat. Install the new notched float and spring assembly. Be certain the spring is properly seated in the casting perch. Install the “e” clip. Turn the fuel bowl upside down. The end of the float should be higher. If the float is level or the end is lower, then loosen the lock screw and turn the adjustment nut clockwise to raise the end of float. This should be a close dry setting. You should check the float level once the engine is running using the sight plug.
5. Install the non-stick fuel bowl metering plate gasket. Install the new billet metering plate. NOTE: It is not necessary to re-use the original metal shim plate behind your original metering plate if so equipped.
6. Install your six original clutch head screws and tighten sequentially starting in the center. The final torque value is 18 inch pounds.
7. Check the enclosed chart to cross reference the equivalent jet number to install.
8. Remove the transfer tube from the primary fuel bowl. Install new O-Rings or seals provided. If your original transfer tube has push on seals, install the new seals push the tube and seal into the primary fuel bowl, then install the secondary fuel bowl pressing the bowl onto the transfer tube seal.
9. If you have O-Rings, lubricate the O-Ring with light oil. With a twisting motion, insert the transfer tube and O-Ring into the primary fuel bowl. Position the rear fuel bowl for installation, with the transfer tube in the boss, with a twisting motion on the transfer tube, push the rear fuel bowl on until it makes contact with the main body. Install the fuel bowl screw gaskets, then the fuel bowl screws. Tighten the fuel bowl screws sequentially. The target torque value is 35 inch pounds. When completely tight, you should be able to turn the transfer tube with your fingers. This is an indication that the O-Rings are properly installed and will not leak.
10. Install the carburetor. **CAUTION:** Upon initial start up have an assistant check for fuel leaks around the transfer tube O-Rings when you activate the electric fuel pump or crank the engine if equipped with a mechanical (engine driven) fuel pump.