Installation Instructions
34-106 Billet Metering Block Conversion Kit for E-85 Fuel

Congratulations on purchasing a **Quick Fuel Technology®** billet metering block conversion kit for E-85 fuel.

Installation is essentially the same procedure as replacing a conventional metering block. There are a couple of features and tuning aspects of this metering block you should become familiar with. At the top of the straight "V" is the idle feed restriction. This screw-in restriction controls the fuel side of the idle and off-idle air/fuel mixture. Your metering block comes with .043" idle feed restrictions. The number 43 will be stamped on the head of these restrictions.

The emulsion holes, the four emulsion bleeds in the serpentine slot are pre-calibrated. These pre-calibrated emulsion bleeds are as follows from top to bottom: .028", blank, .028", blank. This emulsion pattern is a performance proven combination and works for most applications where the carburetor size is correct for the engine.

The power valve channel restrictions are sized to .076". These are the hole immediately behind the power valve 1" hex head. The purpose of these restrictions is to add supplemental fuel to the main well during wide open throttle operation or when the engine load drops the manifold vacuum below the calibrated value of the power valve.

CAUTION: Do not make drastic emulsion size changes as you can significantly alter the air/fuel ratio and could cause engine damage. It is highly recommended that when experimenting with emulsion calibration you consult one of the many books available on carburetor modification and use one or more devices that monitors air/fuel ratio throughout the operating RPM range.

Special Note: **E-85 fuel requires 25 to 30% more fuel than gasoline**. This requires increasing the flow in all areas of the carburetor. We recommend you use a larger needle and seat (at least 130") and needle material stainless steel versus Viton®. Your main jets should be 8 to 10 jet numbers higher than your original gasoline calibration. The final jet number could be larger if there are upstream restrictions such as the booster thru hole is smaller than optimum. A 10 jet number increase is usually a safe starting point then jet for best performance from that baseline.

Be certain to use the fuel bowl and metering block gaskets provided in this kit. Install the black vent whistles before installing the fuel bowl gasket. This vent needs to be installed so the whistle angles down from the top of the metering block. If it is installed upside down, it will not allow the fuel bowl to seat properly on the metering block. NOTE: do not use the vent whistle if you have single inlet, side pivot fuel bowls (the type that requires an external transfer tube connecting the two fuel bowls).

Service and calibration parts can be ordered through your performance parts distributor or directly from **Quick Fuel Technology®**,1-270-781-9741. Thank you for purchasing this performance product from **Quick Fuel Technology®**.

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