



# NON-PROGRESSIVE THROTTLE LINKAGE

## For Edelbrock 94 Two Barrel Carburetors

### Part #1032 & 1034

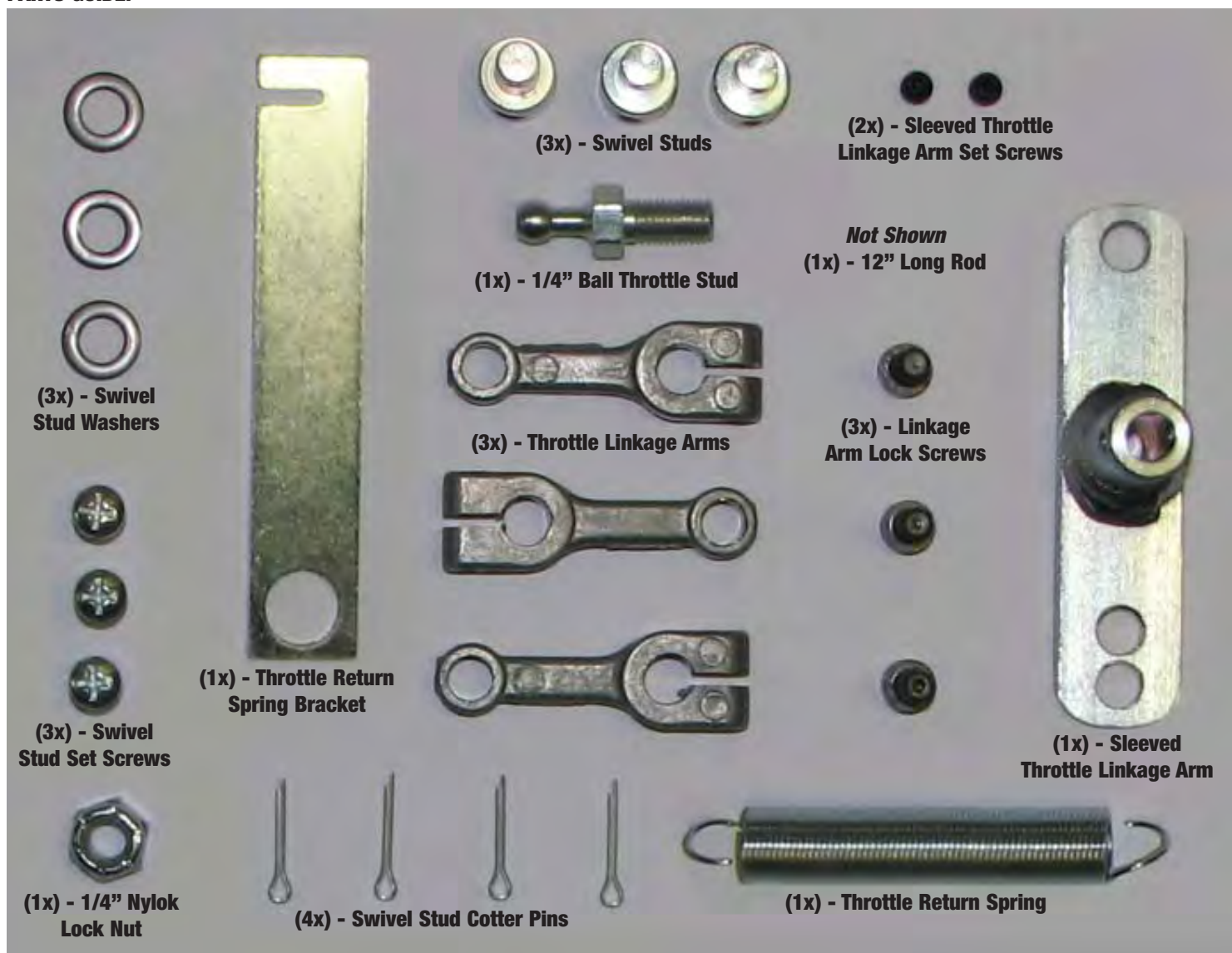
### INSTALLATION INSTRUCTIONS

**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 Non-Progressive Linkage Kits are designed to facilitate the synchronous operation of multiple two-barrel carburetors. The #1032 kit is designed to support dual two-barrel applications, while the #1034 is designed to support triple two barrel applications. It should also be noted that the #1033 Progressive Linkage Kit can be installed in a non-progressive configuration to operate dual or triple carburetor applications.

#### PARTS GUIDE:



\*Kit #1034 shown; kit #1032 contains one less Throttle Linkage Arm, Throttle Linkage Lock Screw, Swivel Stud, Swivel Stud Set Screw, Swivel Stud Washer and Swivel Stud Cotter Pin than the quantities indicated above.

## INSTALLATION:

**NOTE:** 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. Fully install the carburetors on the intake manifold so that the engine can be started and achieve a steady idle speed. Use the Uni-Syn (#4025) to achieve equal idle air flow across all the carburetors through the use of the idle speed and mixture screws.



2. Rotate each arm so that it will point back at roughly a 45° angle. 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 parallel throughout the full range of pedal travel. It may be necessary to loosen the carb nuts and adjust the carbs' position in order to achieve the correct alignment.



3. Once the correct angle and depth have been achieved, tighten the set screws to secure the arms to the shafts. Twist each linkage to make sure that the arms will not slip on the shafts.



4. Install the swivel studs in each of the linkage arms so that the set screws point away from the carburetors. Slide a washer over the back of the swivel studs then secure each of them with a cotter pin.



5. Install the long linkage rod through all of the swivel studs and tighten the philips head set screw on each of the swivel studs. Verify that the linkage is able to operate the carburetors throughout their full range of movement.



6. Vehicles equipped with a driver side throttle linkage should install the sleeved throttle arm on the center or rear carburetor 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 throttle 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.



7. Install the supplied return spring bracket under the rear driver side manifold bolt. Attach the return spring to the swivel stud set screw on the rear carburetor throttle arm and attach the other end to the return spring bracket. When operating the throttle assembly, the carburetors should return to the idle position smoothly. If sticking is encountered, check for binding carburetor shafts, binding accelerator pumps or binding caused by misalignment of the throttle linkage.

8. Attach the vehicle's throttle linkage to the ball stud and have an assistant operate the accelerator pedal while you watch the linkage to ensure proper operation. If the linkage arms have been installed at too steep an angle, it can cause them to go over center and prevent the carburetors from achieving wide open throttle. If this is the case, go back to step #2.



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