a tip for fury-lovers

If your late model Plymouth Fury is equipped with dual carburetors, get full benefit from them by making these few simple modifications.

by Tary Rebenar

IF YOU have a straight stick Fury with two four-barrel carbs—whether you are on a dragstrip, intersection, or open highway—you can obtain top acceleration in a matter of seconds.

For normal driving, the Fury's carburetor linkage is set up so that the front carb will open only part way even at complete acceleration. This linkage set-up is good for gas mileage, but cuts down on the car's pick-up. With the new manual control linkage to be described you can obtain the same gas mileage plus top acceleration when you want it.

How does this manual control linkage operate? Let up on the foot feed; pull out on a manual control knob and you're ready to go. By going through this procedure, both carburetors will be locked together, thus increasing the Fury's carburetion to its limit. When you no longer need that surge of power, let up on the foot feed just long enough to push the control knob in, and you're back to normal carburetion.

Let's take a look at the Fury's linkage system. Fig. I, position one, shows the standard linkage position for normal driving at idle setting.

Fig. I, position two, shows the standard linkage position for normal driving at complete acceleration. Here you can see that the rear carburetor is wide open and the front carburetor is a third open. For gas mileage this is fine, but for top acceleration, two-thirds of the front carburetor's capability is not being used.

Our manual control system consists of a cable, spring and lever. The cable used here was a choke cable taken from a Ford pickup. Any throttle or choke cable that reaches from the dash to the front carburetor will be fine. The lever was sawed from a piece of steel 1/16-inch thick and the hook on the lever was made by bending ¼-inch of the end to a 90 degree angle.

On our '58, we used a spring ½-inch in diameter and 2½ inches long. The exact size of the spring is not important. The degree of tension is, however. The spring must not be strong enough to disengage the lever without the help of the control. The length of the lever and size of the spring will vary, since the distances vary on different Fury models.

In Fig. 2 you see our manual control system already adapted to the carburetion. The linkage rod (a)

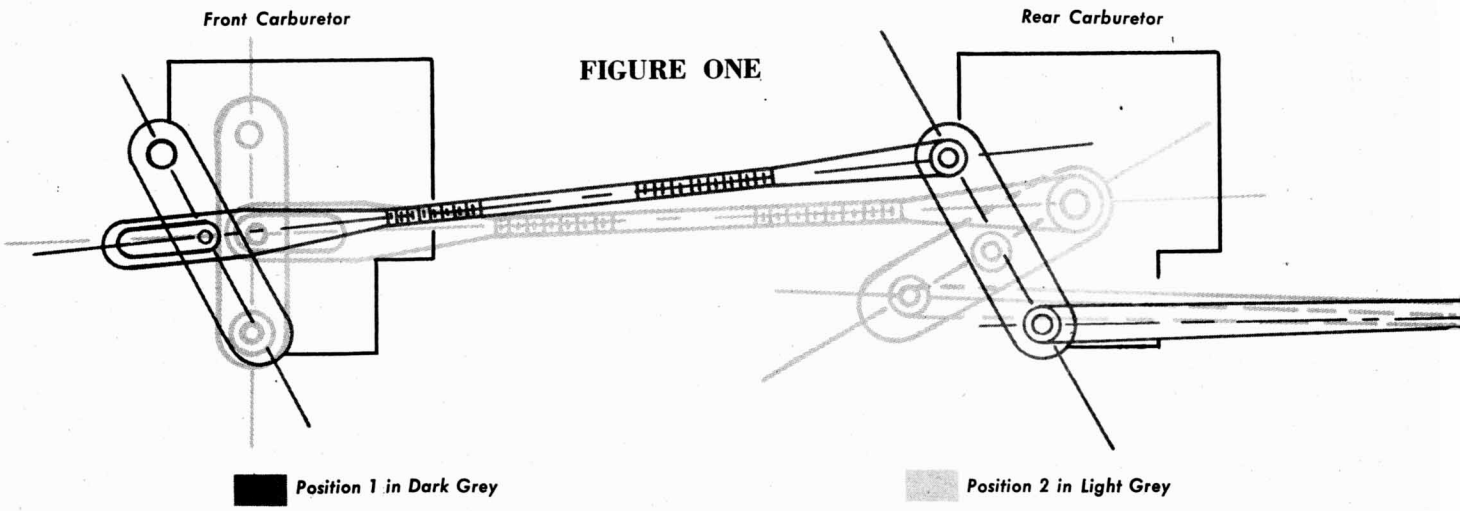

FIGURE ONE

to the front carburetor has been altered by grinding a notch (b) ¼ inch from the back of the slot. The lever (c) and the control cable (d) both ride the carriage, as shown. The spring (e) is attached to the end of the lever (f) and to the carburetor spring clip on the engine. When you pull out the knob with the engine at idling speed, check that the hook on the lever reaches the notch in the linkage rod. Mount the knob of the control cable under the dash and run the cable, itself, through the fire wall and solder the center wire to the other end of the lever. When the knob is pressed in, the tension of the spring should be such that the lever rises out of the notch as in Fig. 2. When the knob is pulled out, the lever should drop back into the notch. Proper adjustment is the key to efficient operation.

When operating the linkage, the foot feed must be completely released. Lubrication at the lever's center may ease the operation. There is no fooling around with readjustment, and the control system, worked from the dash, enables you to lock and unlock the (four barrel) carbs.

Fig. 3 shows the four-barrels locked together and wide open, allowing top acceleration. We have used this system successfully on our 1958 Fury at the dragstrip, and on the highway and at intersections. With a few variations, you will be able to apply it to other linkage systems.

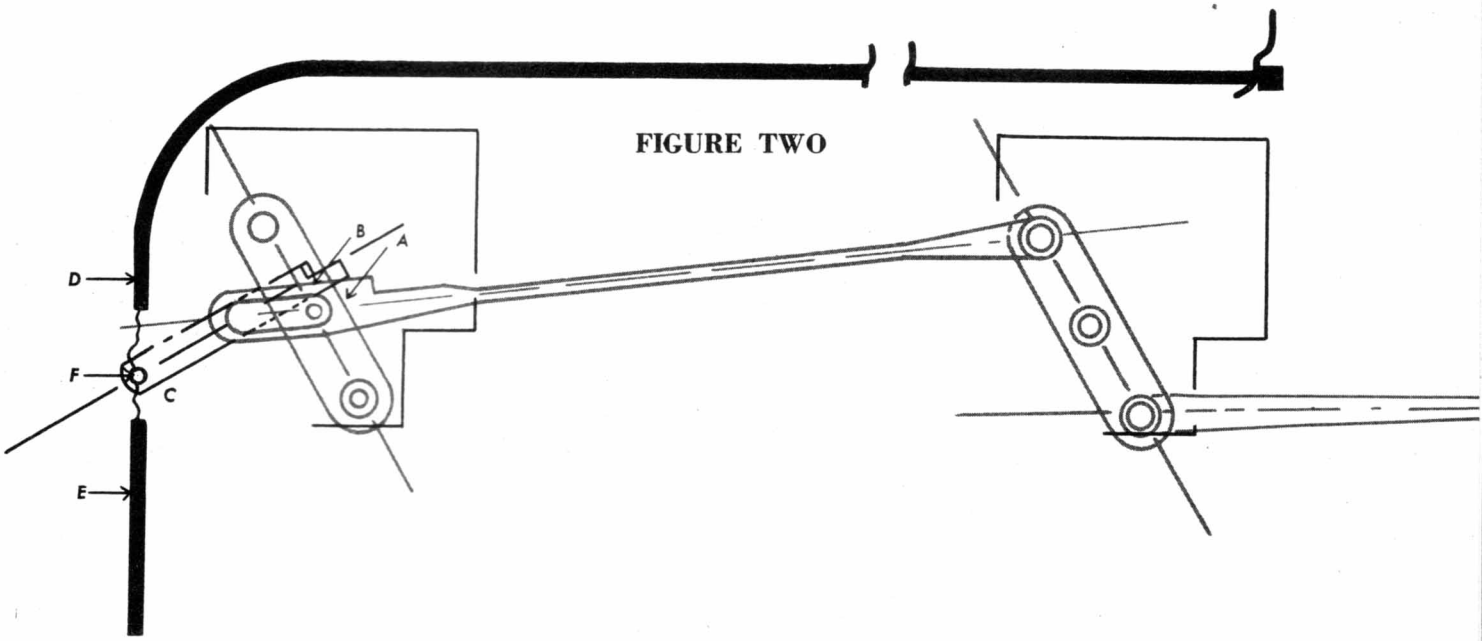

FIGURE TWO

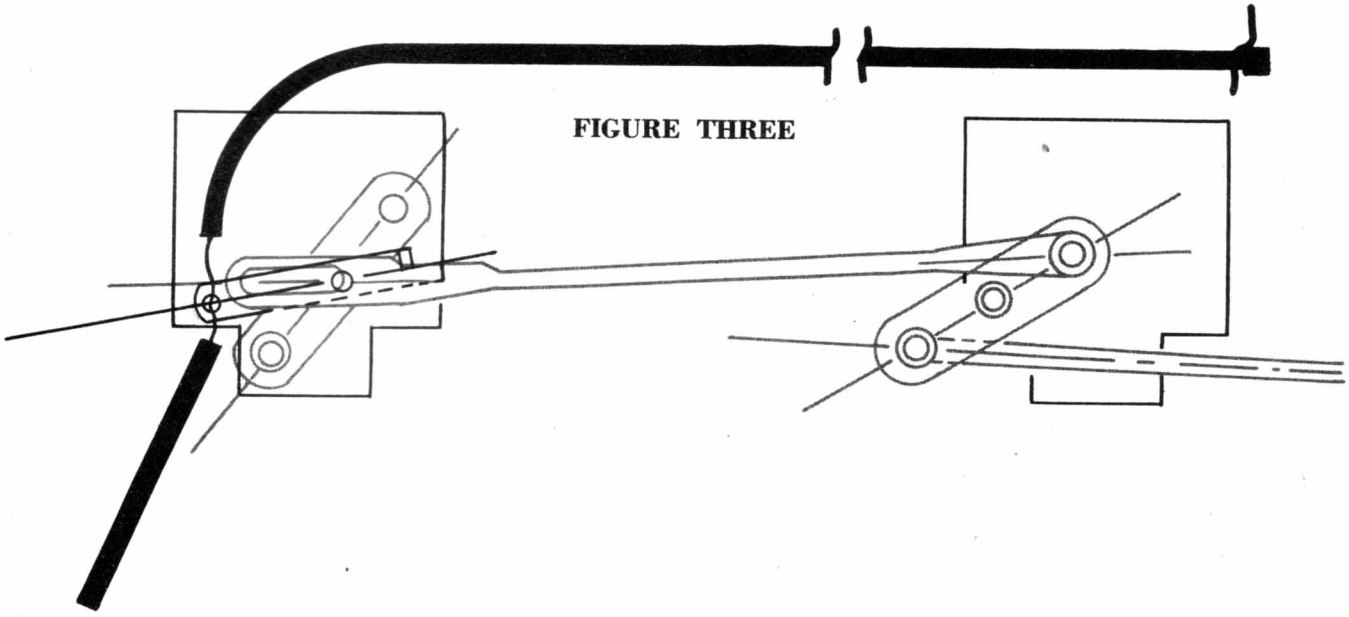

FIGURE THREE