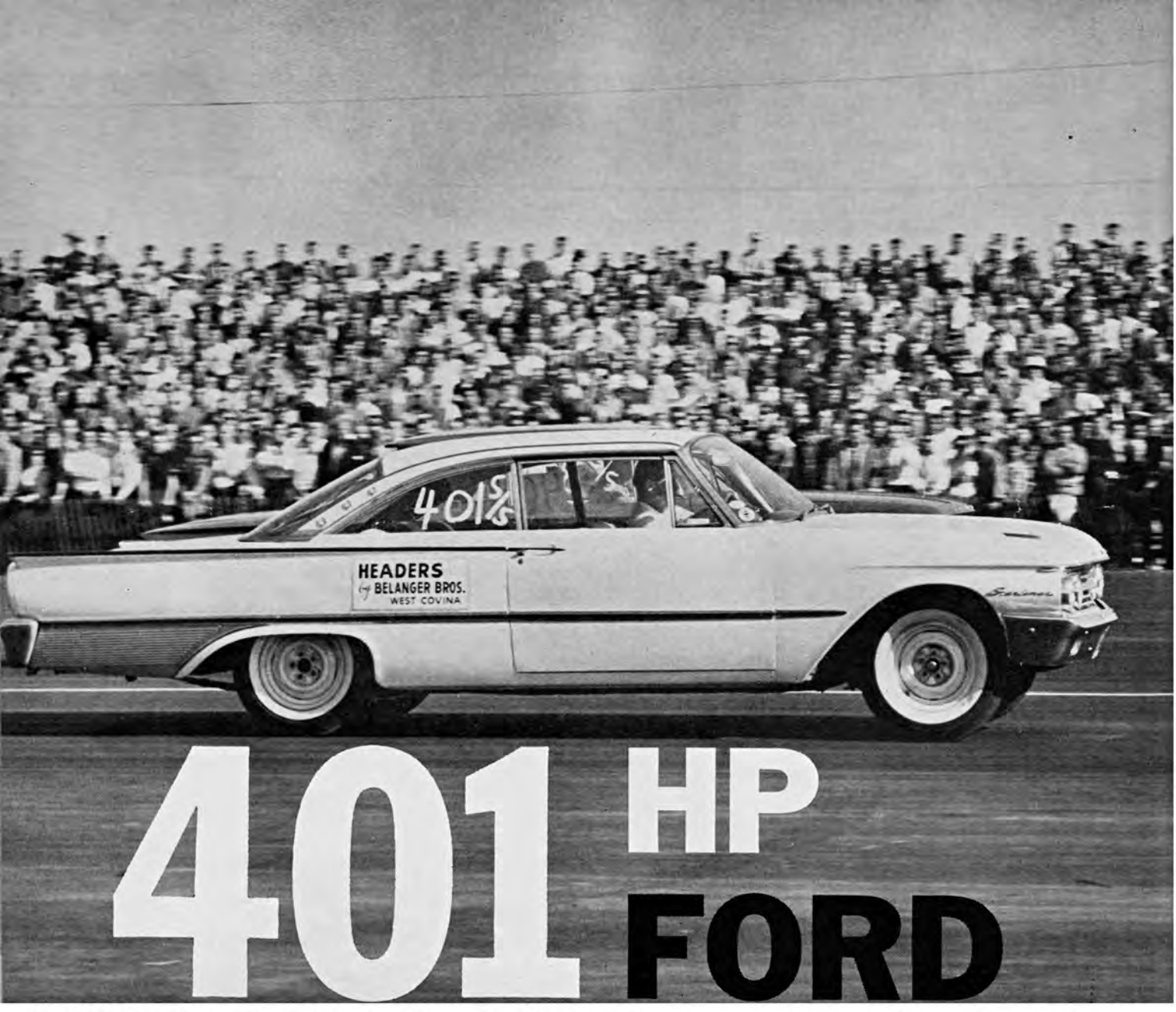

401 HP FORD

One of the first '61 Fords to appear in competition with the triple intake system was prepared by Les Ritchey, Covina, Calif. Its first runs were during the Winternationals where it turned 105.50 mph in 13.33 e.t. and barely lost the trophy.

By Ray Brock

Just released through Ford Parts, an aluminum intake manifold with three two-barrel carburetors gives a healthy power boost to the high performance V8

In 1960, the Ford Motor Company answered the complaints of dyed-in-the-wool Ford enthusiasts who were tired of watching the competition disappear in the distance by introducing a 352-inch, 360 horsepower high performance V8. For 1961, they stepped up the tempo a little bit more with a 390-inch V8 that was rated 375 horsepower. Now here a few months later is another shot in the arm for Ford owners in the form of a triple intake manifold.

The triple intake, which Ford refers to as a 6V system, is presently available only from Ford parts departments but may soon be released as a regular production option on the high performance 390-inch V8. This increase in breathing area and fuel distribution increases the rating of the high performance engine to 401 horsepower at 6000 rpm and the torque rating to 430 pounds at 3500 rpm. The difference between the 375 and 401 horsepower is strictly a matter of the change in carburetion; everything else is the same.

The new 6V carburetion option consists of an aluminum intake manifold with three Holley two-barrel carburetors,

progressive mechanical throttle linkage, a cast aluminum air cleaner housing which uses a paper element, and related fuel lines. The center, or primary, carburetor is equipped with an automatic choke and has an air flow capacity of 240 cubic feet per minute. The secondary carburetors have no chokes and are larger with a capacity of 300 cfm each. This gives a total air flow capacity for the triple Holleys of 840 cfm. The single four-barrel used with the 375 hp V8 is rated at 600 cfm.

As delivered by Ford, the 6V package is complete and ready to run on the high performance 390 barring any rough handling which might have changed float level settings. The progressive linkage is on the right side of the carburetors and since Ford throttle linkage extends from the firewall at the left rear of the engine, a long link connects the firewall throttle bell-crank with a cross-over shaft at the very front of the manifold. The center carburetor throttle shaft is operated directly from the right end of this cross-over shaft. The secondary carburetors do not start to open until the center carburetor is at about one-third open position. Sliding links to the front and rear carburetors then start to open these carburetors but not exactly at the same time. The rear carburetor starts opening just a few degrees ahead of the front carburetor. This eliminates a too sudden supply of air which can sometimes cause a triple-carbureted engine to backfire. All three carburetors are adjusted to reach full open position at the same time.

All three carburetors have accelerator pumps and full metering systems; idle, intermediate and power. As delivered the idle systems for all three carburetors are set and only the engine idle speed might need to be corrected by the throttle stop screw on the center carburetor. A tubular fuel log brackets to the manifold with neoprene hoses to

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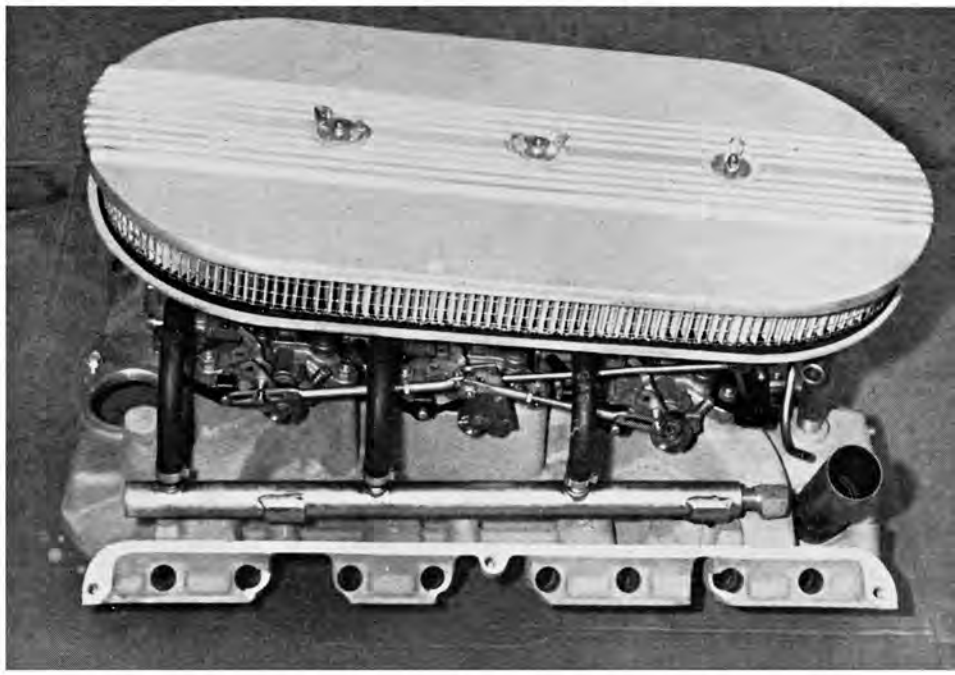
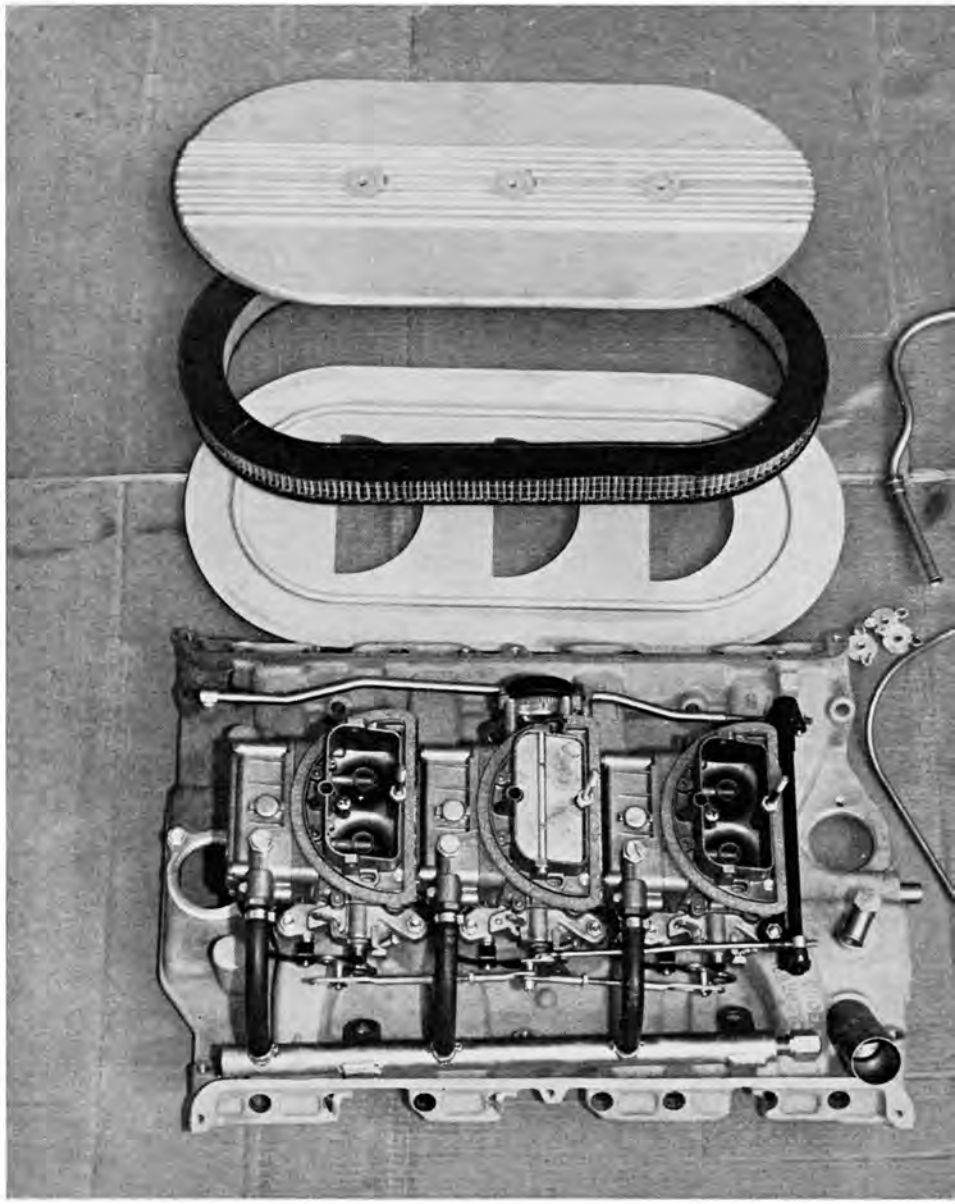




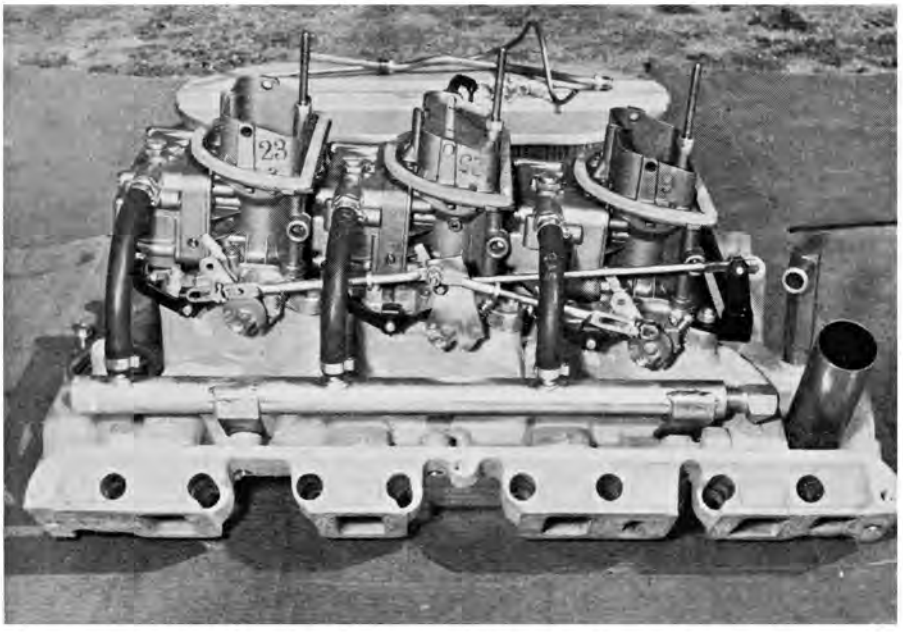
TOP — Available only from Ford parts departments at present, the 6V intake system may be a production option soon.

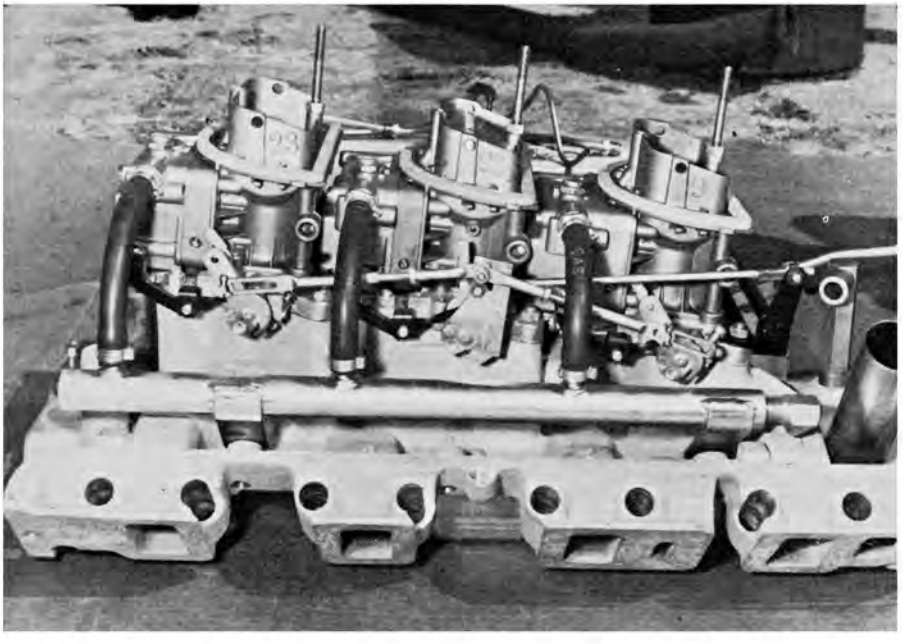
RIGHT — The air cleaner uses cast aluminum upper and lower plates with a paper pack filter unit. Center carburetor only has automatic choke system.

each carburetor. The clamps used on these hoses are not reuseable, though, so any carburetor removable to experiment with jets will require new clamps.

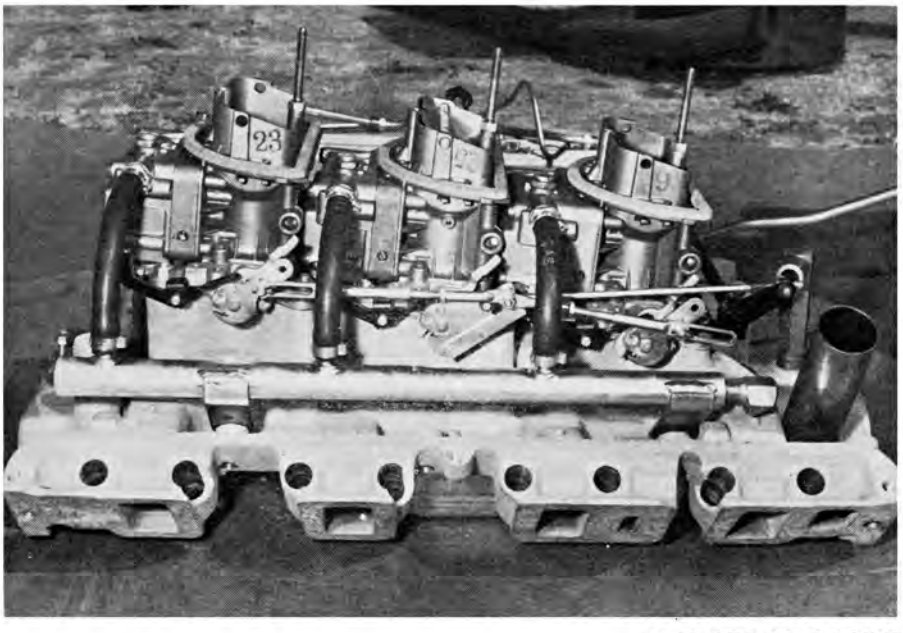
Although exhaust heat is routed to the base of the primary carburetor for fast warmup and improved fuel economy, it should not be detrimental to full throttle operation due to the large flow capacity of the 6V system.

The manifold, linkage and all other parts will fit perfectly 1960 high performance Fords and the only change needed is to "lean down" the metering jets on the center carburetor about .002-inch. Experimentation under competition conditions might show additional slight jet changes needed. The manifold will also fit any of the '58 and later Ford engines of 332- or 352-inch displacement although those equipped with the milder camshafts, hydraulic lifters and lower compression certainly won't benefit as much from the additional carburetion as well the high performance V8's. Only the '61 high performance engine can use it as a legal stock item at the drag strip, however.





TOP — Closed throttle position. The center carburetor is the primary part of the triple system with a direct throttle link from crossover bell crank.



CENTER — When throttle opening on the center carburetor reaches one-third, sliding links start to open rear (left) carburetor slightly ahead of front one.

RIGHT — Full throttle. All reach wide open position together. Each of the Holley two-barrels has idle system. The tube fuel log brackets to the manifold.