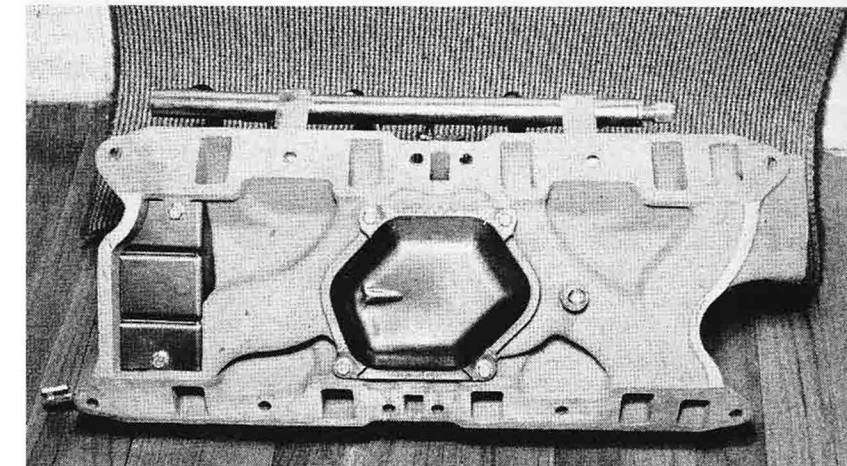
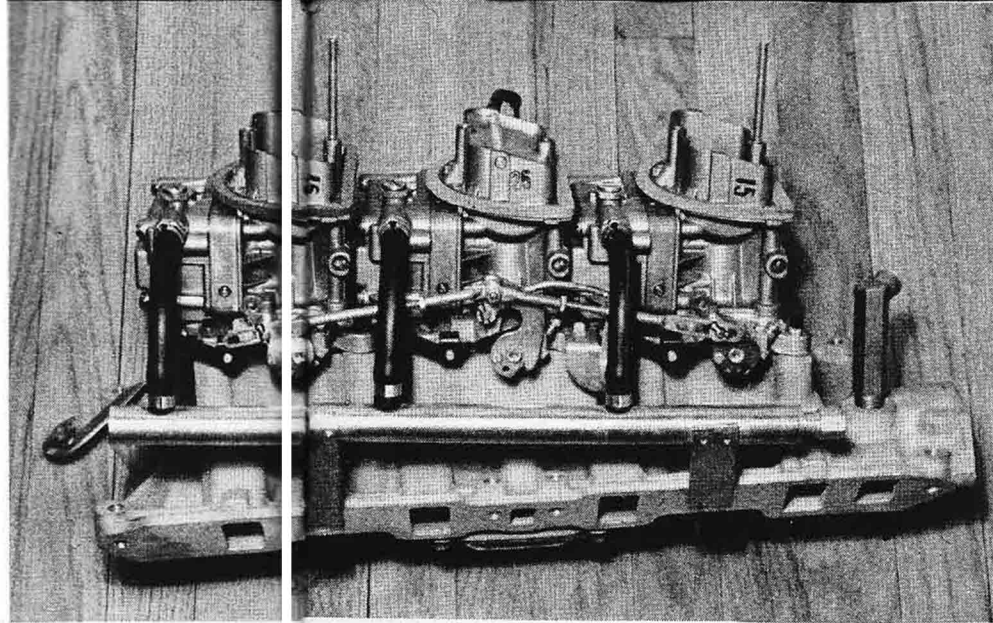
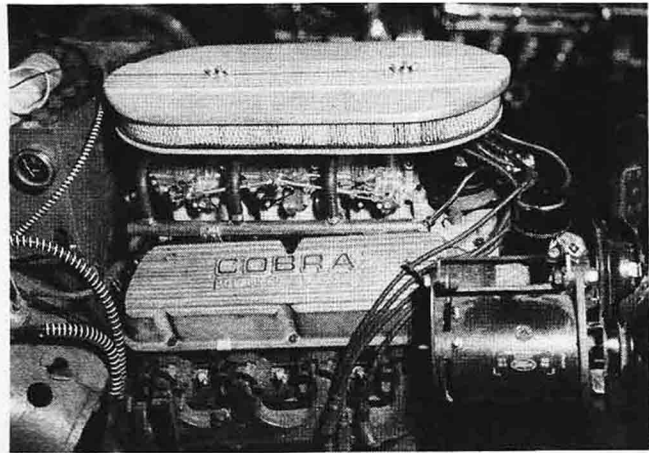


COMET, FAIRLANE OWNERS:



total performance
tri-power ADDS 30 hp

BY DON HAYES



S&C's Editor, Martyn L. Schorr, chats with Roger Ward before taking a quick trip around the Daytona oval in the tri-carbed Comet. Photo at right shows a typical tri-power installation on a 260 cube Cobra mill. Engine powers CARS Magazine Special.

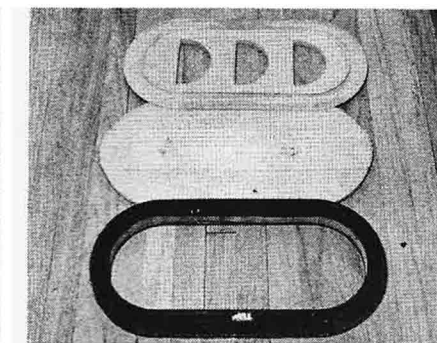
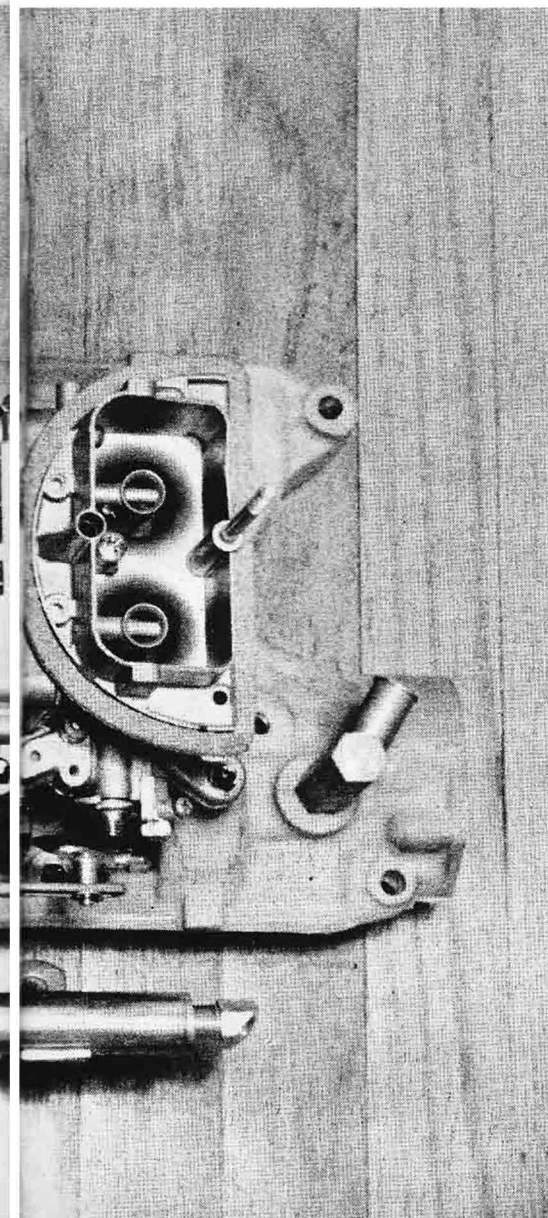
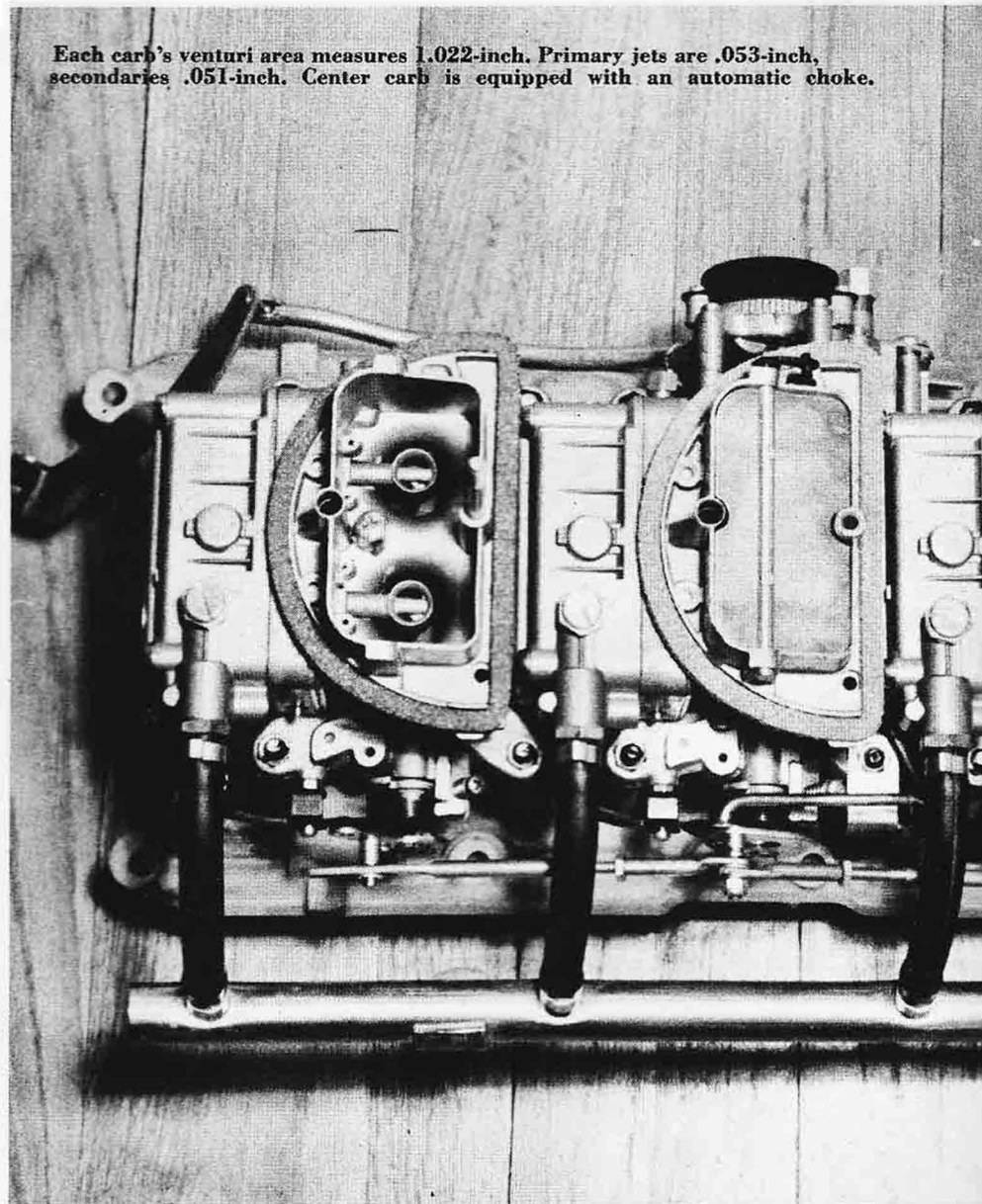
Manifold comes with an attached tubular fuel block and necessary hoses. Carbs in the 289 kit have larger jet clusters and flow 40 more cubic feet per minute. Bottom plate prevents any oil from splattering against the hot exhaust transfers.

SOON after Carroll Shelby's Ford-powered Cobras started tearing up the sports car and drag tracks, speed parts manufacturers were hot on the trail of horsepower adding goodies. They saw the writing on the wall and realized that the small cube Fairlane mill was here to stay. Carroll himself came out with Weber carb setups, polished, big valve heads, cams, headers and other goodies; then came a multitude of cams, headers and manifolds from the big speed merchants.

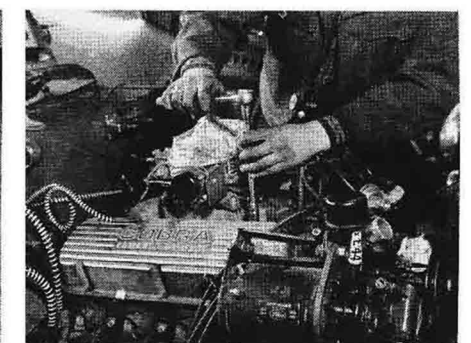
The latest goodie is a tri-power setup that retails for approximately \$200 and adds 30 potent horses. This package was developed by its manufacturer, Dearborn Steel Tubing, Dearborn, Michigan. This outfit specializes in performance equipment and research and development for Detroit car manufacturers. Owner Andy Hotton, was the man in charge of the fabulous Mercury Comet Durability Run held at Daytona. While in Daytona we met with Andy and took a test spin in a Hotton-prepared tri-power Comet Caliente. Driven by Roger Ward, this car went round and round at speeds up to 145 mph. Top end was fantastic and acceleration was nothing to sneeze at.

Inasmuch as we are in the process of having the Cobra-powered CARS Magazine Special built, we thought it would be the ideal time to install a similar setup on our mill. One of the first manifolds to come off the line was shipped to Mike Sforza at S&P Automotive, 145-10 Liberty Ave.,

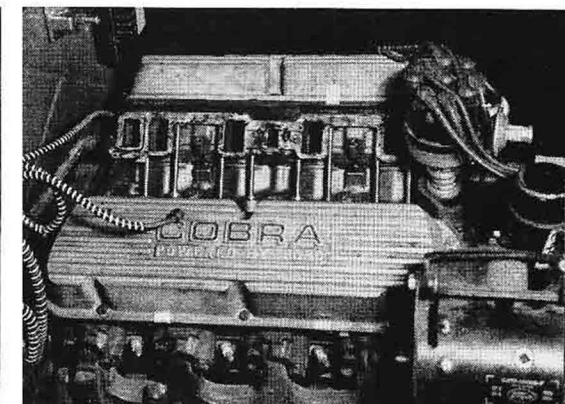
Each carb's venturi area measures 1.022-inch. Primary jets are .053-inch, secondaries .051-inch. Center carb is equipped with an automatic choke.



Air filter reveals the dry-type element and the form-fitting base plate.



First remove the old manifold with its carburetor linkage and all fittings.



Next, clean off the intake side of the heads and remove all traces of the old gasket. Coat the heads with new gasket sealer and fit gaskets in place. As you can see in the photo at the right, the tri-carb manifold bolts right in place. All fuel bowls mount to the rear due to the limited space allotted to the carbs. Linkage is completely adjustable.

TOTAL PERFORMANCE TRI-POWER ADDS 30 HP

Jamaica, New York, for the Cobra-MG installation.

There are two kits available, one for the 260 and the other for the 289 engine. Both kits are basically the same except that the 289 carbs have

larger jets. The 289 Holleys flow 40 cubic feet per minute more than the 260's. Ford's part number for the 260 is C3 AE 6B 068R, 068S for the 289. The package comes complete with a cast aluminum manifold, three Holley two-barrel carbs, progressive linkage, fuel block with fuel lines and a cast aluminum air filter with a dry element. It's a spitting image of the old 406 Ford tri-carb setup, right down to the attached tubular fuel block! The Holley carbs have .053-inch primary jets, .051-inch secondaries and 1.022-inch venturis. Throttle bores on the carbs measure 1-7/16-inch each. On the bottom of the manifold is a steel plate which protects the oil from splattering against the hot exhaust transfers. The plate protects the oil from becoming carboned and coked. You will note in the photos that the carb mounting pads are staggered to compensate for the actual engine angle.

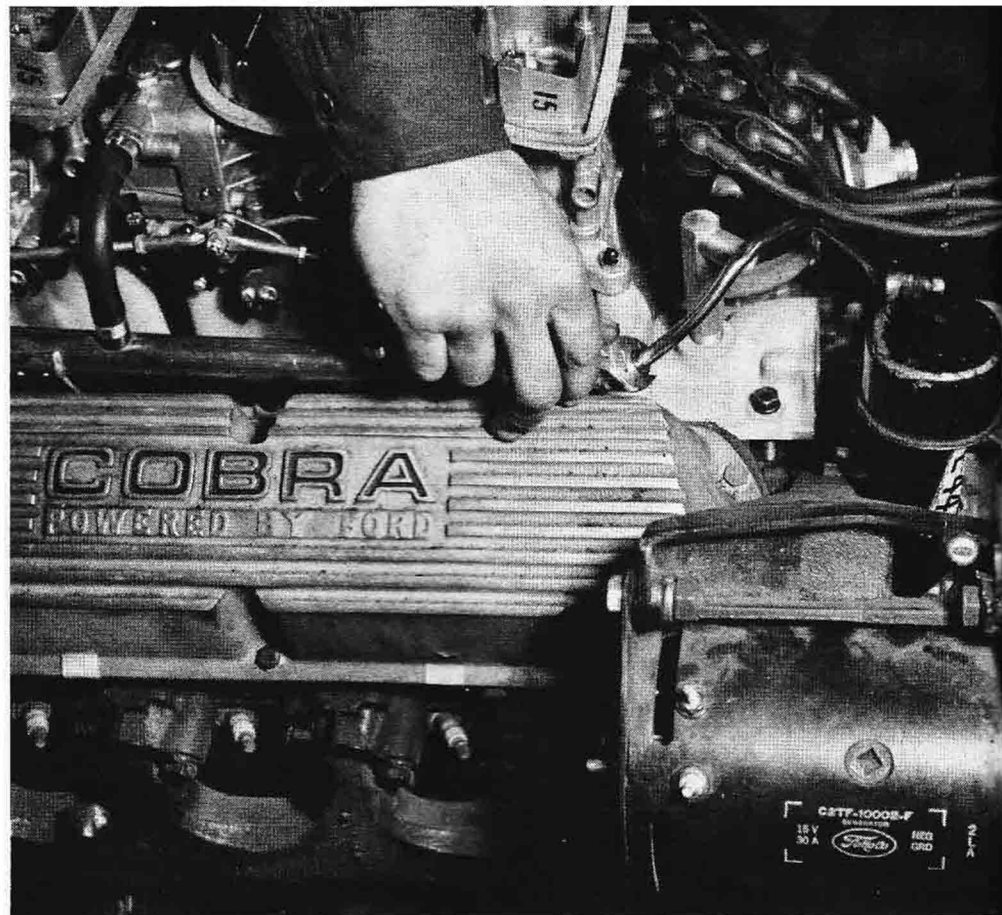
Recommended settings for the linkage indicate that the center carb should do all the work till 40 percent of full throttle is reached. Past the 40 percent marker, the end carbs open progressively for maximum performance. You can modify the linkage so that all three carbs open in unison, but this is not recommended for street driving. Poor fuel economy as well as poor throttle response and acceleration will result from fully synchronized tri-carb operation. The stock fuel pump is fine for a single carb, but the tri-power setup demands more fuel pressure. Dual Bendix electric pumps, mounted at the tank push the fuel through the stock pump on our Cobra-powered Special.

When installing this setup on your car, make sure that the gaskets on top of the carbs are in place. These gaskets insure a perfect seal between the air cleaner base plate and the carbs. They keep all undesirable dirt from entering the carbs. All linkage is included in the kit, all you need is a suitable firewall bell crank. The setup shown in the pix is temporary and will be replaced in the near future

with a Moon hydraulic throttle linkage assembly. It's the ultimate for street or strip.

All in all it was a simple installation and the results are more than

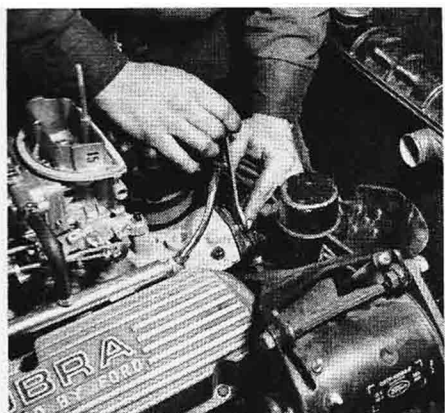
worth the tariff. By the time this issue is on the newsstands, the kit will most likely be available through Ford and Lincoln-Mercury dealers plus selected speed emporiums.



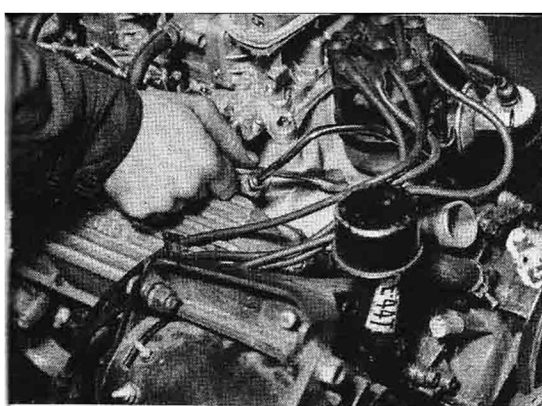
Mate the tubular fuel block fittings to the front-mounted fuel pump. Carbs are most efficient when fuel pump pressures are set at 4½-5 pounds per square inch.



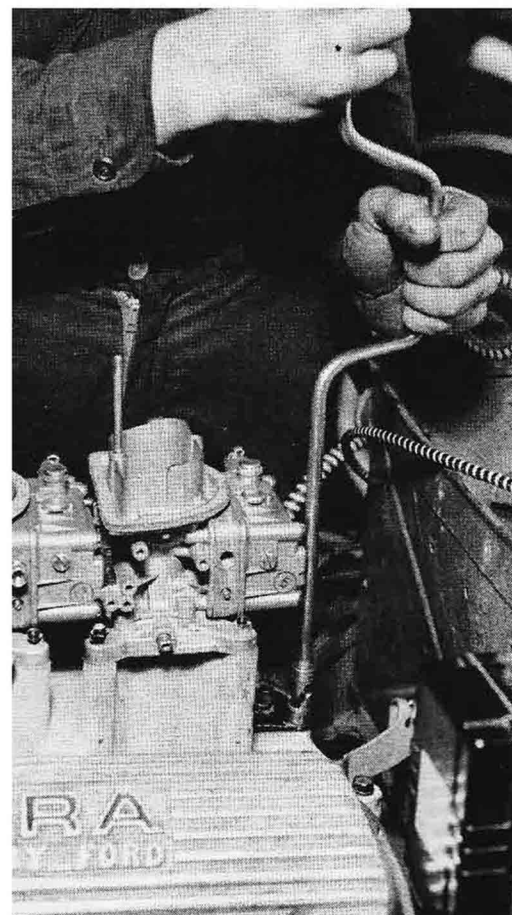
Note line being connected to the stock pump. Dual electrics are at the rear.



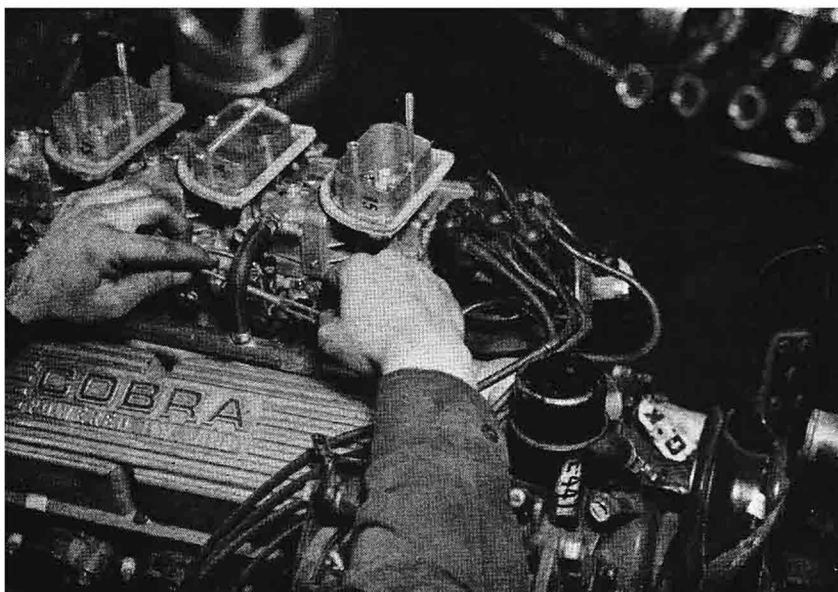
Now you can bolt on the stock cast iron water outlet to the front of the manifold.



These two modifications apply to cars that will be used mainly for competition. Plug up the heater hose connection outlet with a short bolt. Next remove the positive crankshaft vent tube and weld a filler plate over opening.



Bolt the plate over the opening at the rear of the aluminum manifold. Kit does not include vent plate, you must salvage it from the stock manifold. Next, connect the main carb arm to suitable linkage. Mechanical bell crank and linkage are cheapest.



Set the center carb so that it handles all intake chores up to 40 percent full throttle. Pin location determines throttle settings. Here's the finished installation on the Cobra-powered Special.

