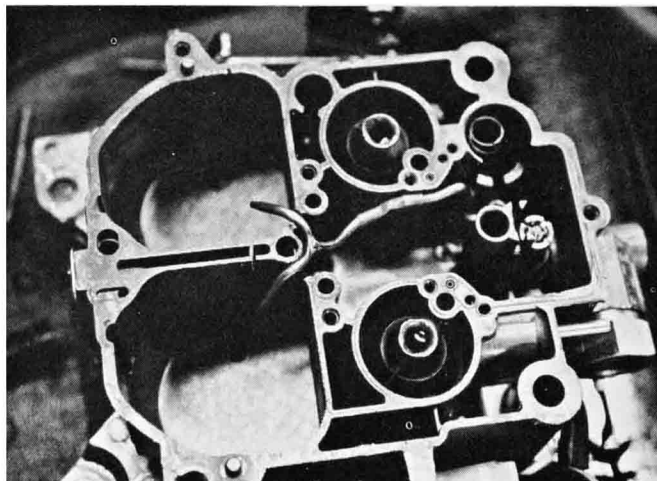
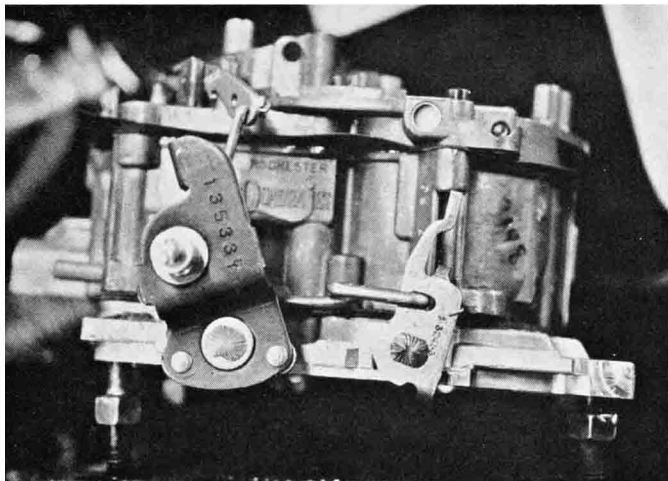


The same people who de-bogged and injected the Holley have attacked the popular Rochester Quadrajets.

SUPER STREET QUADRA-JECTOR

WHEN GENERAL MOTORS adopted the Rochester Quadrajets as its basic consumer and performance carburetor, street and strip rodders were ready to write such great all-around machines like the GTO, 442, Buick GS-400 and hydraulic lifter 396/427 Chevys off as instant losers. The carburetor looked great on paper with its small primary

Photos below and on the opposite page show a Rochester Quadrajets in the process of being injected and converted to mechanical secondary control. The fuel squirter (prototype) is a modified unit from a Holley kit. The top must be removed from the carb so that the injector can be positioned to draw fuel and supply it to the secondary bores. Minor grinding and drilling are necessary for the conversion. Production kit will carry complete Quadrajets super tuning instructions which cover jetting and use of metering rods.



barrels for cruising and large secondaries for full throttle blast, but it just didn't work out. Rodders suffered through the early Quadrajet days, groping in the dark for solutions to the inherent stumble, bog, slow secondary action and inefficient air valve control problems.

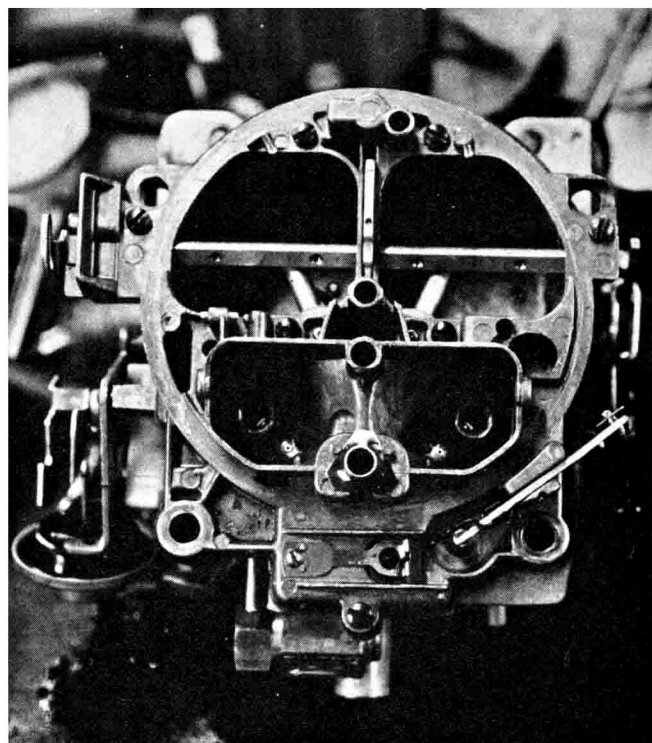
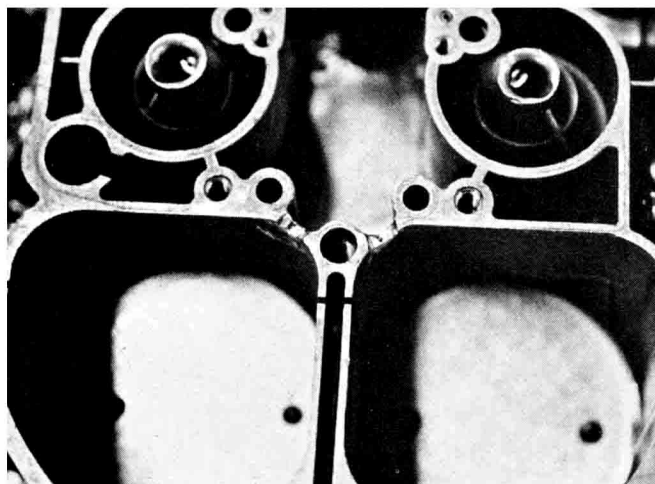
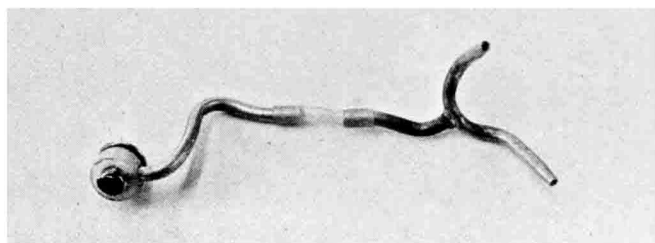
It wasn't long before racers ironed out—as best as possible—the Quadrajet and its built-in shortcomings. They were able to richen up the primary circuit by going for slightly bigger jets and handle the secondary problem (jets can't be changed as they are cast into the carb body itself) via richer second-

dary metering rods. For a better fuel shot they discovered that all they had to do was grind a bit off the accelerating pump rod. And, they also discovered a way to insure that the secondary air flap would open fully when it was called into action. But they still were not able to rig it up for ultimate all-four-barrels-at-once performance.

However, thanks to the M/P crew that developed and first marketed the Holley carb gear drive street injection, it won't be long before the Quadrajet gains ultimate performance status. That's right, there's a mechanical secondary control injection kit for Ro-

chester's fuel feeder. The only hangup, however, is that it's still undergoing testing and evaluation on a team of Pontiac and Chevrolet street strip machines and it won't be ready for the market for a few months.

As you can see in the photos, the injector or fuel squirter used on the Quadrajet is basically a reworked Holley model that's been elongated and reshaped to bring fuel to the secondary bores. And, in place of a set of drive gears for simultaneous primary and secondary operation, there's a simple mechanical link. So, when you floor the pedal the secondaries open instant-



ly and the injector squirts raw fuel into the secondary bores. No more lag or bog that's normally associated with a Quadrajets, even a modified version.

The kit can be installed by anyone

who can remove a Quadrajets from a car and take off its top section. Simple hand tools and a power drill or grinder are all that's needed to convert to Quadra-Jector status. As of this writing

it looks like the Quadrajets model will be priced out at \$14.95. It's just what the hydraulic lifter GM boys need to keep up with the Holley-carbureted jobs.

Now you can expect instant 'right now' bog-free perf from the Quadrajets

For maximum efficiency, carb body should be placed in a jig when installing injector parts. Nylon-bushed fitting at the end of the dual nozzle squirter picks up fuel supply to the secondaries. Instructions also cover the grinding of the accelerating pump rod for a better fuel shot. Quadra-jector can be used on street or competition cars with the only minus-feature being a reduction in fuel economy.

