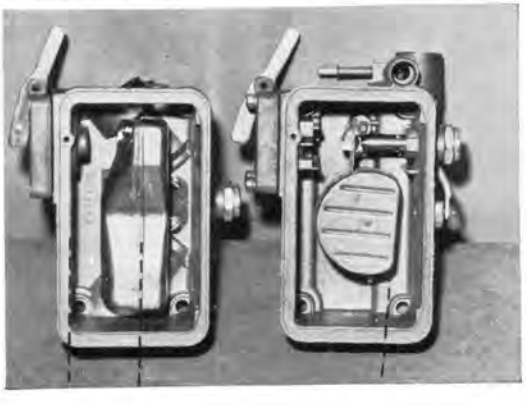
GRUMPY'S CARB TIPS

Text and photos by Bud Lang

Bill Jenkins doesn't really need an introduction to faithful followers of HRM. He's long been noted as a first-rank builder of engines for Stocks, Super Stocks, Modified Production cars and just about anything else. Since a few words from "Grumpy" are akin to a message from the Maharishi, we think you'll find his tips on carburetors very enlightening. So let's dispense with the verbiage and let the photographs and captions tell the story.



Accelerator pump discharge nozzles should be about .036-.037-inch. Drill two more holes about .030-inch for better action from Holleys. If secondaries open too far on ZL-1 carb, file cam track slightly; if not enough, build it up with braze. If primaries open too much, braze a stop on throttle shaft stop. Jenkins recommends radiusing inside of manifold (to aid airflow) and one-inch spacer plate. Leave manifold divider as is with 850-cfm and larger carbs; remove it with 780s and automatic boxes. Center pivot floats in the dual-inlet fuel bowls should be set to these levels, according to "Grump." Primary float (front) should be 15/16-inch from centerline to bowl side. Secondary float should be set at 1 3/16 inches. With common, flat-bowl, side-feed Holleys, set top of float even with corner boss for starters. You can go as much as 1/16-inch higher on rear floats, and as much as 1/16-inch lower on front floats, allowing latitude for proper tuning.