



Roller Throttle Tube Install

Our goal is to make the install a breeze. Please read the entire guide before beginning.

Tools needed

- Drill motor
- Center punch
- Ball peen hammer
- Drill bit 3/32 or 7/64 (if using the supplied sheet metal screw)
- #2 Philips screw driver (if using the supplied sheet metal screw)
- 11/64 drill bit (if using the supplied weld in nut and machine screw)
- 3/32 allen wrench (if using the supplied button head machine screw)

Concept

The roller tube is designed to help with the upward misalignment issue when using dual carbs with crossbar linkage.

Install

1. This is a pretty simple install. The hardest part is getting the tube to go through the shroud and the firewall tin. It can take some jiggling depending on how the alignment of your tin is. It should go right through the shroud but the alignment between the shroud and the firewall tin can be a problem if it is way off. If you have a tin misalignment you need to fix this issue before installing the tube.

2. The tube is long enough to go through the shroud, firewall tin, and just past the seal lip on the firewall. If you were to feel the need to shorten the tube shorten it on the roller end, loosen the set screw shorten the tube and retighten the set screw. The set screw uses a 3/32 allen. Don't over tighten, not much is needed to tighten it.
3. I'm not a big fan of sheet metal screws but in this case it is the easiest way to install this tube without tearing your engine tin apart to weld or glue the supplied nut inside the shroud. I like to center punch before drilling. Any drill from about a 3/32 to a 7/64 should work with the supplied sheet metal screw. In some cases it might be easier to drill the hole with the fuel pump and distributor removed. I have done it with the distributor in but have not tried it on a car with a mechanical fuel pump.

If you have the shroud off the engine or can easily remove it you can use the supplied weld in nut and 8-32 machine screw this is the nicest install but it can only be done if you can take the shroud off.

The nut can be welded in or if you don't want to mess up the paint on your shroud you can glue it in with 3M structural adhesive.

You want to use a braided type throttle cable not a solid wire type throttle cable. A braided cable will be flexible and will track the roller.

Maintenance Etc

It is a good idea to keep the roller / axle lubed. When I assemble them I lube them with a little Marvel Mystery oil, so use a light machine oil. Don't use anything thick that will gum up the roller causing it to stop turning. Over lubing will attract dirt / grit that will stop the roller from turning. If you see dirt / grit clean it with some contact cleaner and lube the roller / axle, I just put a drop on each side of the roller and it will seep into the axle area. One area we have seen wear is from the tin rubbing the tube so rubber grommets in areas that rub is a good practice, this wear is even seen on the stock tubes.