

For illustration purposes only – Fuel log pictured not available from Barry Grant, Inc.

Six Deuce Induction System for Small Block Chevrolet Engines

9812 - 9813

Installation Manual – preliminary

Note: This manual contains preliminary information only! Some information, including illustrations, may be incomplete. We will supply the complete manual as soon as it becomes available. Thank you for your patience and understanding.

If you have any questions relative to this product, please phone our Technical Department at 706/864-8544

Thank you for the purchase of your new **American-made** Six Deuce induction system!
This manual will help you setup, install, and fine-tune your Six Deuce system.

WARNING: To preserve your warranty, all instructions must be read thoroughly and completely **BEFORE** installation. Should you have any questions, please contact our technical offices before installing this induction system. We can be reached by telephone at (706) 864-8544, or by fax at (706) 864-2206, or by Internet at www.barrygrant.com
WARNING: This system is not designed to meet US exhaust emission requirements.

The following sections and topics are covered in this manual

	Page
1) Application	3
What is included	3
Other items required but not included	3
2) Identification	4
3) Pre-installation	4
4) Installation	4
a) Installing the intake manifold	4
b) Bolt tightening sequence	5
c) Installing thermostat housing	5
d) Bolting on the carburetors	5
e) Connecting the throttle linkage	6
f) Connecting the Fuel Lines	6
h) Connecting the Vacuum Lines	7
i) Reinstalling your distributor	7
j) Fuel pressure	7
5) Initial Start Up	7
6) Initial Tuning	8
a) Check for leaks	8
b) Float Levels	8
c) Initial Ignition Timing	8
d) Idle Speed (throttle plate or butterfly settings)	9
e) Idle Mixture	9
7) Fine Tuning	9
a) Accelerator Pump Circuit (pump arm, squirter, and pump cam)	9
b) Jets	10
c) Power Valves	10
d) Air Bleeds	10
8) Maintenance	10
9) Accessories & Tuning Parts	10
10) Carburetor Specifications	11
11) Troubleshooting	12
Warranty Information	14
Return Address & Contact information	15

1) Application

This kit is designed for small-block Chevrolet engines with conventional (non-Vortec) bolt pattern cylinder heads. It will also not work with raised runner heads. If you are uncertain as to whether this kit is right for your application, please contact our technical department directly by phone (706) 864-8544 or by fax (706) 864-2206 or by Internet at www.barrygrant.com. Air cleaners are not supplied with this kit. The Demon 98 carburetors have a 2-5/8" neck and use readily available clamp-on classic style air cleaners or air horns.

What is included

- 1-AeroRam intake manifold
- 1-Intake manifold gasket set
- 1-Set of intake manifold bolts
- 1-Water neck with bolts and gasket
- 6 -Sets of carburetor studs comprised of:
 - 24 studs, 24 washers, and 24 nuts
- 6-Carburetor-to-conduit gaskets
- 6 conduit to manifold gasket
- 6-conduits
- 12 1/4" x 1/2" long conduit hold down screws
- 12- 1/4"x 2" long conduit hold down screws
- 6-Custom Demon 98 carburetors

AND

- 1-Fuel rail system includes
 - four tubes, six banjo fittings,
 - six bolts, twelve inlet gaskets,
 - and two 6AN inlet fitting

OR

- includes red hose, 6 carb inlet fittings, 6 inlet gaskets, 6 fuel block fittings and chrome fuel block

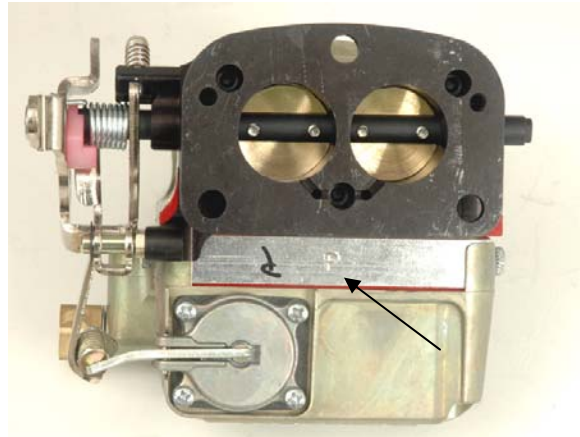
- 1-Linkage system:
 - 2 bars to connect front and rear carburetors
 - 2 progressive link bars
 - 2bars to connect to crossover bar1 crossover bar
- 1-Tube of RTV

Other items required but not included

- 1-Distributor with small diameter points-style cap
- 1-Distributor hold-down clamp
- 1-Thermostat
- 1-Bracket to secure throttle and kickdown cables

2) Identification

This system is supplied with six Demon 98 carburetors. There are two primary carburetors and four secondary carburetors. The primary carburetors can be identified by the letter “P” stamped on the underside of the metering block. (See photo at right).



Primary carburetor

3) Pre-installation

Before installing this system, inspect all the components to ensure they are free of shipping or handling damage. Check that the throttle linkages move freely on all three carburetors. Sweep the linkages through their arcs of travel from the idle position to fully open and back to idle. Test fit the intake before any modifications such as porting, polishing, chroming, or powder coating are done. **DO NOT ATTEMPT TO USE A CARBURETOR IN WHICH THE LINKAGE BINDS IN ANY WAY, YOUR SAFETY DEPENDS UPON IT.**

WARNING: Fuel is extremely flammable. Always work in a well-ventilated area, keep a fire extinguisher at hand, and, if possible, have an assistant. Also check the bowl screws to be sure they are tight. Do this again once engine has warmed up and once again after the first oil change. Heat cycling can cause the torque to change similar to retorquing new head gaskets. You do this the first time to know how tight they should be later on to make sure they have not loosened up.

4) Installation

Do not install this Six Deuce induction system on an engine that is not in proper running condition.

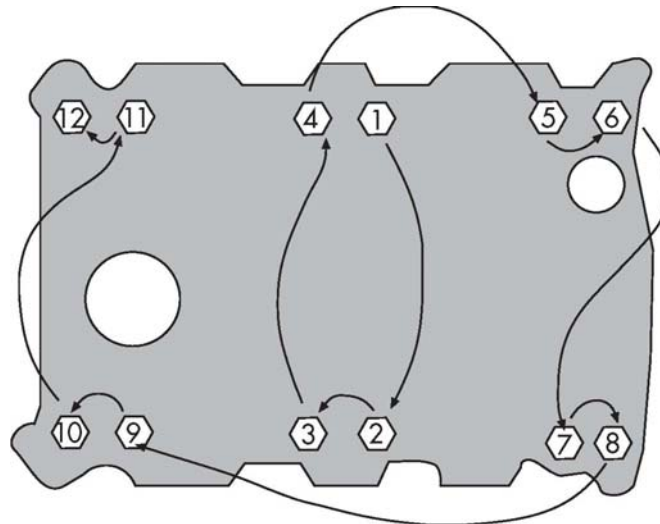
a) Installing the intake manifold

First, make sure your intake manifold is clean and free of debris, especially in the intake runners, on the cylinder heads, and in the lifter valley. Using the RTV silicone supplied, apply a thin bead around each of the water jackets on the cylinder heads and on the ends of the valley. Then install the intake gaskets on each cylinder head. Apply a thin bead of RTV around the water jackets and also on the gasket. If the intake gasket that you are using is embossed with silicone already then adding the extra RTV is unnecessary. Next, install the rubber gaskets onto each end of the valley. Now you can install the intake manifold on the engine, taking care not to disturb the gaskets. With the intake manifold in

place, install the bolts and washers through the intake into the cylinder heads and hand-tighten them.

b) Bolt tightening sequence

Following the sequence specified, tighten the intake manifold to the cylinder heads, using 35 ft-lbs of torque in increments of 5-ft-lb.



Sequence of tightening the bolts

c) Installing thermostat housing

Install a thermostat (not supplied) with the correct heat-rating for your application. Remember, a thermostat that allows the engine to operate at temperatures too cold or too hot impairs performance. Apply a small amount of RTV silicone to the gasket and place it over the thermostat. Place the water neck housing over the thermostat and gasket and secure it using the bolts supplied. Connect any other hoses or sensors at this time. Fill the radiator and check for leaks.

d) Bolting on the carburetors

Place six conduit base gaskets onto the intake and then install the carburetor conduits supplied in the kit; using the 1/4" x 1/2" attachment bolts on the inside and the 1/4"x2" bolts on the outside. Place the six carburetor base gaskets onto the conduits and install the carburetor studs hand tight, followed by the carburetors, making sure that they do not rock or move. **If the carburetors rock, do not proceed until they are steady and flush.** There is a specific order for how to install the carburetors-see the following diagram for installation procedure.

NOTE: Assembling and installing the fuel lines before tightening carb studs will make the installation easier.

Ensure the carburetor bodies and linkages do not interfere with the intake manifold. Install the washers and nuts supplied and torque down the carburetor bases to

approximately 7 ft-lbs, using an alternating pattern. **Do not over-tighten the baseplates as damage will result.** Once secure, rotate the carburetor throttle plates from the idle position to fully open and back to idle, making sure they operate freely.

e) Connecting the throttle linkage

First, install the long rod assembly between the front and rear carburetors (*see figure 1*). The rod assembly comprises two rod-end bearings with nuts, two small I.D. spacers, and two screws with locking nuts. Install the screws through the rod ends, spacers, and lower throttle linkage holes and tighten the locking nuts on the screws. It may be necessary to adjust the length of this assembly for proper fitment. This is done by loosening the rod-end lock nuts and turning the bar. Once the bar is adjusted to the proper length, retighten the lock nuts. Next, install the progressive link from the center carburetor to the front carburetor (*see figure 2*). Connect the rod-end bearing to the small hole that is right under the large hole on the center carburetor's linkage, using the shouldered spacer and screw (*see figure 3*). Now, connect the slip link (slotted slider end) to the small threaded hole below the large hole of the front carburetor end plate, using the last spacer (with larger I.D. hole) and shoulder bolt (*see figure 4*). Use loc-tite on these screws to keep them from loosening with use. It may be necessary to adjust the length of this rod for optimal performance. To adjust the rod's length, loosen the lock nuts and rotate it. Once set to the proper length, re-tighten the lock nuts. Repeat the same procedure for the other bank of carburetors. Adjust these rods such that the throttle plates of all three carburetors of each bank are closed at idle and the end plates are resting on the idle-speed screws. Ensure the throttle plates cannot travel beyond their mechanical limits (not beyond vertical) and that the linkage operates smoothly throughout its travel. Mount the crossover bracket to the left rear top corner of the intake manifold. Attach the connecting rods with the large carburetor bushings to the large hole of each middle carburetor and then to the corresponding arm on the crossover bracket. Connect the throttle linkage from the pedal to the open arm on the crossover bar and recheck the throttle plates, ensuring they rotate freely from idle to fully open but not beyond the vertical position. Use a Pedal Stop to prevent the carburetor's throttling mechanism from being overloaded. The linkage and stop mechanism of a carburetor should never be exposed to the power of the driver's foot. Now attach the transmission kick-down cable (if so equipped) to the center carburetor. Be certain it does not bind or interfere with the linkage.

f) Connecting the Fuel Lines

Billet style rail

Install the fuel rail to the carburetors. The threads of the float bowl inlet ports are of 9/16-inch x 24 T.P.I. The fuel rail consists of six banjo fittings, which connect to the front, center, and rear carburetors in each bank; six banjo bolts; four connector tubes; and twelve inlet washers (*see figure 5*). The inlet port of the banjo fitting that attaches to the front carburetor is of 1/4-inch NPT. The banjo that attaches to the center carburetor is equipped with double O-rings on its inlet and outlet ports and the banjo that attaches to the rear carburetor has double O-rings on its inlet port. Assemble the rail with the milled flats facing upward, using a small amount of lubricant on the O-rings. Carefully slide the tubes over the ends of the banjo fittings. Install a gasket onto each of the banjo bolts and insert the bolts through the banjo fittings. Install a second gasket onto each bolt, and

screw the bolts into each of the bowls hand-tight (*see figure 6*). Use some lubricant on the threads to prevent them from galling or seizing. Do not use any type of thread sealer on these fuel rail fittings. The installation is the same for each bank of carburetors.

Chrome block style

The threads of the float bowl inlet ports are of 9/16-inch x 24 T.P.I. The fuel inlets consist of six individual fittings, which connect to the carburetors. Place the inlet gasket onto each of the inlet fittings and screw them into each of the bowls until the gasket seats (*see figure 6*). Use some lubricant on the threads to prevent them from galling or seizing. Do not use any type of thread sealer on these fuel inlet fittings. Mount the chrome fuel block in a secure location away from moving parts and exhaust and route the fuel lines in the same fashion. Do use a thread sealer on the brass fittings in the fuel block.

Note: Make sure to clean out any fuel lines or fittings that have been cut before installing your new carburetors. All baseline settings for Demon Six Deuce 2bl carburetors have been set at the factory during the final assembly and wet-flow testing processes. It is *mandatory* to use an in-line filter. Absence of such voids any and all carburetor warranties.

DO NOT MAKE ANY ADJUSTMENTS TO YOUR CARBURETORS UNTIL YOU'VE TESTED THE SYSTEM ON YOUR VEHICLE. ALL CARBURETORS HAVE BEEN FLOW TESTED AND PRESET AT THE FACTORY.

h) Connecting the Vacuum Lines

The Six Deuce induction system has provisions to install two ports on the back of the manifold for vacuum. The large port is typically used for power brakes or a PCV valve, while the smaller one is for a transmission modulator or any other accessory requiring vacuum. The carburetors are not equipped with any vacuum fittings and there is no provision for ported vacuum to run a vacuum advance on the distributor. Your distributor may need to be recurved with a more aggressive advance for optimal performance.

i) Reinstalling your distributor

Reinstall your distributor and ignition system per the manufacturer's specifications for your engine.

j) Fuel pressure

The Demon 98 design allows between 6 and 7-1/2 PSI fuel pressure. It can be run on less pressure as long as the fuel system can maintain enough volume at these pressures. Improperly adjusted or inadequate fuel delivery will result in poor performance and possible engine damage.

5) Initial Start Up

To reduce the risks associated with fuel, have a helper standing by while installing the six Deuce. Begin by priming the carburetors and checking for leaks. Use a fuel primer bottle

(BG # 130041) to fill the float bowls with fuel through the vent tubes. If you do not have a primer bottle, crank the engine over with the ignition disabled by removing the coil wire from the distributor. If your vehicle is equipped with an electric fuel pump, pulse it on and off to fill the bowls. **Remember, the float levels MUST be set when the engine is started and idling.** Before starting the engine depress the accelerator pedal once or twice then crank the engine. If it does not start after a few attempts, check that fuel is being dispersed from the acceleration pump nozzles (squirters) as the throttle is depressed. Repeat the process until the engine starts. Check for fuel leaks.

6) Initial Tuning

If no leaks are apparent, it's time to make preliminary adjustments to the carburetors. Remember, the initial settings are just a starting point. If your carburetors operate beyond these settings and there is no evidence of tuning troubles, then no further changes are necessary. **Note: Tune with the air cleaners installed as the engine may tune differently without it. Before closing the hood, check to make certain there is sufficient clearance between it and the air cleaners.**

a) Check for leaks

Once the engine is started, check for fuel leaks around the base of the carburetor, float bowls, and all fuel lines. It may be necessary to increase the idle speed until the engine reaches normal operating temperature.

DO NOT ATTEMPT TO USE A CARBURETOR THAT IS LEAKING IN ANY MANNER! YOUR SAFETY DEPENDS UPON IT!

b) Float Levels

While the engine warms, adjust the float level on each carburetor. This must be done with the engine idling. Start by setting the float levels just below the halfway point of the sight-glass windows. **To raise a float level,** loosen the lock screw on top of the fuel bowl by turning it counter clockwise. Then turn the adjusting nut counter clockwise and re-tighten the lock screw. **To lower a float level,** loosen the lock screw and turn the adjusting nut clockwise and re-tighten the lock screw.

Note: When adjusting your float levels with the engine running, some fuel may seep from the adjuster; have a rag at hand to absorb any fuel.

If you have the carburetor dismantled, you can baseline or "dry set" the floats by turning them upside-down and setting them such that they are approximately 1/2-inch from the top of the bowl (*see figure 8*). However, final float level settings must be completed with the engine running.

c) Initial Ignition Timing

With the engine running, check the initial ignition timing. On most engines equipped with a Six Deuce system, 14 to 16 degrees of initial timing before Top Dead Center is a good starting point. Insufficient ignition timing causes the engine to idle poorly and perform below its potential. Normally, more initial timing provides crisper throttle response and acceleration. **Note: Re-curving the distributor is often necessary to achieve the proper amount of initial and total ignition timing.**

d) Idle Speed (throttle plate or butterfly settings)

Idle speed and idle mixture are dependent upon each other. Once the engine reaches normal operating temperature, set the idle speed close to the desired rpm. This is accomplished by adjusting the idle-speed screw located on the left side of each carburetor. **Note: The idle speed may change with the air cleaner removed.**

e) Idle Mixture

Once the engine's idle speed is established, set the idle mixture by turning the idle-mixture screws in or out to obtain the best idle quality. These screws are located on the sides of the metering block of the carburetors (*see figure 9*). Adjust them by one-eighth to one-quarter of a turn at a time, and then allow the engine a few seconds to respond. Turning the mixture screws outward (counterclockwise) richens the idle circuit mixture. Turning the mixture screws inward (clockwise) leans the mixture. It may be helpful to rev the engine a few times to allow it to consume fuel between adjustments. The objective is to encourage the engine to idle at the highest RPM and vacuum with the throttle plates closed as much as possible. The normal operating range of the idle-mixture screws is between one half-turn and two and one-half turns out from the fully seated position (bottomed). If you adjust your idle-mixture screws too quickly, they will not respond properly. Also, if you can adjust them all the way in (do not over-tighten), and the engine continues to run or runs acceptably, then you will need to readjust your throttle plates. You can reset the mixture screws to factory baseline settings by screwing them in until gently seated and then unscrewing them by 1-1/4 turns outward. Note: the idle mixture may change without air cleaner installed.

7) Fine Tuning

a) Accelerator Pump Circuit (pump arm, squirter, and pump cam)

The accelerator-pump circuit of the four Deuce system consists of a pump housing with rocking arm attached, a spring-loaded pump arm that is activated by a plastic cam, and squirter nozzles that disperse additional fuel into the venturi of each carburetor. The circuit is designed to allow the engine to transition from the idle-metering circuit to the main-metering circuit during quick acceleration or rapid throttle openings. If you experience a hesitation (bog or stumble), you may need to change the size of the nozzles, or the pump arm setting, or the cam profile. First ensure the spring-loaded pump arm is adjusted correctly. At idle, there should be no play between the accelerator-pump arm and the rocking arm attached to the pump housing. At fully open throttle, there should be at least 0.020-inch of further travel remaining in the pump-arm mechanism. If not, adjust the spring tension on the pump arm or bend the follower that rests on the cam. If there's uncertainty as to whether the hesitation is caused by richness or leanness, always err on the rich side and add fuel. The size of the squirter nozzles determine how quickly the engine receives the additional fuel from the accelerator-pump circuit. To install a larger squirter nozzle, remove the screw that holds the squirter in position, place a new gasket on the screw, followed by the larger squirter, and another new gasket below the squirter. Then reinstall the assembly into the main body of the carburetor. If by installing a larger squirter the hesitation diminishes, continue this course of action; however, if the hesitation worsens, try introducing a smaller squirter. To alter the volume of fuel dispersed by the accelerator-pump circuit, change the plastic cam. Different cam

profiles are available from BG Fuel Systems.

b) Jets

The main metering jets control the amount of fuel that flows through each carburetor while driving. Main jet sizes have little influence on the engine's idle quality. To correct idle mixture troubles, consult section (6-e). The best method of tuning main metering jets is by trial and error or by using an O2 sensor. Use the jet size that achieves best performance at WOT.

c) Power Valves

The power valve is a vacuum-operated "switch" that controls additional fuel flow. The center carburetor utilizes a power valve while the two outer ones do not.. Power valves are rated by the inches of vacuum at which they open. They are available from 2.5" through 10.5 in one-inch increments. The power valve will open when the vacuum drops below the number stamped on it, adding fuel to the equivalent of 8 jet numbers. To select the appropriate power valve size, check your engine vacuum at idle and use the following formula: engine vacuum x 0.50 + 0.5 = power valve required (rounded to the closest size)-for example, if your engine produces 11.5" of vacuum at idle, x 0.50 equals 5.75 + 0.5 equals 6.25, rounded up indicates a power valve requirement of 6.5".

d) Air Bleeds

Should tuning troubles persist after normal adjustments have been performed, don't hesitate to contact the technical support staff at Barry Grant Inc., who may recommend a calibration change. The Six Deuce induction system is equipped with replaceable air-bleeds which allow further tuning adjustments to be made. Access to these bleeds is done by removing the four screws that retain the air horn.

8) Maintenance

IMPORTANT! After the engine has completed its initial heat cycles, check the tightness of all the fasteners, especially the fuel bowl screws and intake manifold bolts. Heating and cooling cycles often affect the tightness of fasteners and they should be routinely re-checked during servicing intervals or oil changes. Ensure the air bleeds are clean. They're located on top of the carburetor, and should be sprayed with carburetor cleaner when the air cleaner is removed. Air bleeds that become restricted or blocked affect the carburetor's air-fuel mixture and, consequently, the engine's operation. Prevent corrosion by cleaning any dirt or debris from the sides of the carburetor, especially the moving parts. Renew the carburetor gaskets every two or three years, depending upon use. Fuel and vacuum lines should also be checked at this time. Should they show signs of cracking or fatigue in the interim, replace them immediately. Fuel filters should be replaced every 10,000 miles.

9) Accessories & Tuning Parts

Most standard tuning parts for Demon carburetors: jets, power valves, accelerator-pump nozzles (squirters), needle-and-seat assemblies, bowl and metering block gaskets will interchange with other manufactures. Nonetheless, it's advisable to use genuine BG

Service Parts from Barry Grant, Inc. to keep your new Six Deuce operating at its full potential.

Accessories & Tuning Parts

9910 Complete Rebuild Kit

9901 Electric Choke Kit

9902 Manual Choke Kit

190081 Bowl & Metering Block Gasket Pack (2 of each)

190030 Bowl Gaskets (5 ea)

190031 Metering Block Gaskets (5 ea)

2300XX Jet Pairs (50 through 100)

2400XX Power Valves (2.5 through 9.5)

240200 Power Valve Plug

1221XX Standard Accelerator-Pump Nozzles
(Squirters) (0.025" through 0.052")

120077 Accelerator-Pump Cam kit

200082 Blank Screw-in Air Bleeds
(10 pcs, drill to size)

200083 Blank Screw-in Idle-Feed
Restrictors (10 pcs, drill to size)

10) Carburetor Specifications

The following chart contains the baseline tune-up for the Demon 98 carburetors of the Six Deuce. Use this chart to record any tuning made to the carburetors.

Demon 98 Specifications

Idle air bleeds	.063-inches
Idle fuel restrictors	.035-inches
Idle well diameter	.070-inches
Idle discharge orifice	.033-inches
Idle transfer slot thickness	.006-inches
High-speed air bleeds	.033-inches
Main jets - Center – stamped "P"	.049-inches
Main jets – Outer	.058-inches
Emulsion holes (3)	.028-inches
Main well diameter	.136-inches
Main well exit diameter	.098-inches
Siphon break	.022-inches
Boost venturii (straight leg) orifice	.107-inches
Power Valve – Center only (6.5)	.040-inches
Accelerator pump	30 cc
Accelerator pump nozzles	.031-inches
Throttle plate thickness	.062-inches
Throttle bore diameter	1-3/16-inches
Main venturi diameter	.980-inches
Progressive linkage	

11) Troubleshooting

Should you encounter tuning troubles, use the solutions listed on the following pages. If, as a result, the problem diminishes but isn't completely eradicated, continue this course of action. On the other hand, should the problem worsen, try tuning in the opposite direction. If the problem persists, please contact our Technical Department at **(706) 864-8544 Monday through Friday 8 AM to 6 PM Eastern Time.**

TROUBLE / SOLUTION:

Blackens Spark Plugs While Driving Smaller main jets, lower float levels, lower power valve number, reset throttle plates (butterflies)

Blackens Spark Plugs At Idle Reset throttle plates, tighten mixture screws, lower float levels, reduce fuel pressure, clean air bleeds, use smaller number power valve, increase initial ignition timing

Backfires Through Carburetor Loosen mixture screws, increase the size of the accelerator-pump nozzles (squirters), raise float levels, reset throttle plates (butterflies), increase the size of the main jets, check ignition timing

Backfires Through Exhaust Tighten mixture screws, decrease squirter size, lower float levels, reset throttle plates, decrease size of main jets, check ignition timing

Doesn't Pull Well At Wide-Open Throttle Increase size of main jets, raise float levels, increase fuel pressure

Float Levels Won't Adjust Reduce fuel pressure, clean needle-&-seat assemblies, ensure floats move freely

Float Bowls Drain Down After Shut-Off Retighten bowl screws & power valve; replace bowl, metering block, & power valve gaskets, clean the air bleeds

Fuel Drips From Boosters Lower float levels, reduce fuel pressure, reset butterflies

Fuel Drips From Accelerator-Pump Nozzle Loosen tension on the spring-loaded accelerator pump arm

Fuel Leaks From Throttle Shaft Lower float level, reduce fuel pressure, clean or replace needle-&-seat assembly, reset butterflies, clean air bleeds

Fuel Shoots From Vent Tube Lower float level, reduce fuel pressure, clean or replace needle-&-seat assembly, ensure float moves freely

No Adjustment On Mixtures Screws Reset throttle plates, increase initial ignition timing, lower float levels, reduce fuel pressure

Rich While Driving Reduce size of main jets, lower float levels, use smaller number power valve, reset throttle plates

Rich At Idle Reset throttle plates, tighten idle mixture screws, lower float levels, reduce fuel pressure, clean air bleeds, use smaller number power valve, increase initial ignition timing

Runs-On After Shutoff Reset throttle plates, lower idle speed, check ignition timing

Sluggish At Fully Open Throttle. Decrease size of main jets, lower float levels, reduce fuel pressure

Smells Rich At Idle Reset throttle plates, tighten idle-mixture screws, lower float levels, reduce fuel pressure, clean air bleeds, use smaller number power valve, increase initial ignition timing

Smokes at Idle Reset throttle plates, tighten idle-mixture screws, lower float levels, reduce fuel pressure, clean air bleeds, use smaller number power valve, increase initial ignition timing

Smokes Under Acceleration Decrease size of accelerator-pump nozzles, lower float levels, reduce fuel pressure, reset throttle plates

Hesitates Under Light Acceleration Reset throttle plates, raise float levels, reset idle-mixture screws

Hesitates Under Hard Acceleration Increase size of accelerator-pump nozzles, reset throttle plates, raise float levels

Surges At Idle Reset throttle plates, loosen idle-mixture screws, raise float levels

Surges At Cruise Reset throttle plates, raise float levels, loosen idle mixture screws, install larger main jets, install a higher number power valve

Won't Idle Down Reset throttle plates, check idle-mixture screws, lower float levels, check initial timing, check throttle linkage, check for vacuum leaks

Won't Stay Running Below 1500 RPM Reset throttle plates, check idle-mixture screws, lower float levels, check initial timing

Won't Start Prime carb with fuel, squirt accelerator pump, check float level, check ignition system

Won't Stay Running Reset throttle plates, check idle-mixture screws, lower

float levels, check initial ignition timing

Warranty Information

Limited Warranty

Barry Grant, Inc., (the Warrantor), hereby warrants its product to the original purchaser thereof, (the CONSUMER), against any and all defects in workmanship and material, under the following terms and conditions:

This Limited Warranty is specifically limited to the original purchaser of the products and is enforceable only by such original purchaser (CONSUMER).

Coverage of Warranty

In the event of a defect in workmanship or material of the products, the Warrantor will repair or replace the product or any defective parts or parts thereof, at the election of the Warrantor, without charge to the CONSUMER for such repair or replacement. This Limited Warranty shall not apply to labor charges, material or other incidentals in connection with removal and/or replacement of such defective product on the consumer's vehicle.

Term of Warranty

This Limited Warranty shall extend for a period of ninety (90) days, commencing from the date of the original purchase by the consumer.

Procedure to follow in case of defect

In order to obtain performance under this Limited Warranty, the Consumer must do the following:

1. The CONSUMER must retain proof of purchase of the product, in the form of the sales receipt, clearly indicating the date of purchase. This Limited Warranty is not enforceable unless the consumer presents such proof of purchase, clearly indicating the date of purchase, at the time a claim is made under this Limited Warranty.
2. The CONSUMER must ship the product, postage and freight prepaid, together with proof of purchase and a Return Goods Authorization Number (RGA #) to Barry Grant, Inc. 1450 McDonald Rd., Dahlonoga, GA 30533
PH: (706) 864-8544 Fax (706) 864-2206

NOTE: NO RETURNS WILL BE ACCEPTED WITHOUT AN RGA (Returned Goods Authorization) number.

Maximum Liability

The Maximum liability of Barry Grant, Inc. in connection with this warranty shall not under any circumstances exceed the contract price of the product claimed to be defective.

Limitations of Warranty

This Limited Warranty shall not apply and shall become fully null and void in the event of damage to the product resulting from any of the following:

- 1.Unauthorized repairs
- 2.Breakage due to dropping or misapplications.
- 3.Repair, alteration or modification of the product by anyone other than the manufacturer or authorized representative thereof.
- 4.Damage resulting from accidents.
- 5.Abuse or misuse of the product in any manner whatsoever.
- 6.Damage resulting from incorrect or improper installation.

Under no circumstances shall the Warrantor be liable for any loss or damage, direct or consequential, arising from the use of or inability to use this product. This Warranty is the only warranty applicable and is expressly in lieu of all other warranties, expressed or implied, including any implied warranty of merchantability or fitness for purpose.

Return Address & Contact information

Barry Grant, Inc.
1450 McDonald Road, Dahlonaga, GA 30533
Phone (706) 864-8544 Fax (706) 864-2206
www.barrygrant.com

For answers to further questions, please contact our Technical Department at 706/864-8544.



www.barrygrant.com

