



INSTALLATION INSTRUCTIONS P/N 65221 – FUEL LEVEL CONTROL KIT

Before reading the instructions, it is important that you read this paragraph explaining the principles of this kit. Once you understand how it should work, you will be better equipped to use your expertise to tailor its performance for our particular application. The spacer part of the kit is quite simple. By bolting it on, you increase the volume of fuel readily available to the jets by 40%. The included accelerator pump arm can be set to give you the same pump shot that you had before, or more or less of a shot. One way to adjust it is to bend the pump operating lever. Another alternative is to replace the cam, or reshape the cam with a file or grinding wheel. The big yellow #643 cam from a Holley kit is a good one to start with in many cases. The purpose of the foam is to stabilize the fuel in the bowls and keep it from aerating. It also helps to keep the fuel from sloshing away from the jets. The area most open to experimentation is the foam placement inside the spacer plate. On engines where the carb or carbs are mounted inline, it is much more critical than with sideways mounted carbs, because the fuel is more likely to be forced away from the jets with the inline mounting. You may have to experiment with the float level and stacking of the foam to ensure that the carb does not want to shut off under hard acceleration, or coming off a turn. The float level in the rear bowl seems to want to be slightly higher than in the front bowl, and you might want to trim the single piece of foam to just clear the jets.

PARTS LIST

1	FLOAT BOWL SPACER	1	ACCELERATOR PUMP ARM
4	NYLON WASHERS	4	FOAM SLOSH BAFFLES
4	FLOAT BOWL BOLTS	2	FLOAT BOWL GASKETS

Remove the four float bowl bolts and float bowl. Remove the float bowl gasket from the metering block and clean the gasket surface on the metering block and on the float bowl. The accelerator pump arm supplied with the kit must be used with your accelerator pump. To install it, take a pin punch of 1/8" diameter and carefully drive the pin that goes through the stock arm 2/3 of the way out, so that you can slide the stock arm out. Slide the new pump arm between the bosses and tap the pin back into place. Work the arm up and down to actuate the pump by hand and feel what kind of fit the arm has on the pin. Due to manufacturing tolerances, the pump arm may be too tight on some pins. The fit that you want is snug but not tight. If you think that the arm is too tight, take it off again and, using a small round machinist's file, make the hole slightly larger until you get the right fit.

As you see, you have more pieces of foam than you can use at once. As you use this kit and become more familiar with its traits, you will most likely develop a particular foam combination that works best for your car. As starting point, put a piece of foam with one cut-out inside the spacer first. The cut-out goes to the top of the spacer. Install the second piece of foam with knockout removed. With the knockout removed, this will leave a cavity for the jets to fit in. Put one of the float bowl gaskets on the pins on the metering block. Press the open side of the float bowl spacer over the pins on the metering block. Put the other float bowl gasket on the pins on the float bowl spacer. Slide the four nylon washers over the new float bowl bolts. Put the float bowl up to the float bowl spacer, being careful that the pump operation lever is raised up so that the accelerator pump arm will fit under it. Start all four float bowl bolts before you tighten any of them down. After you tighten the float bowl bolts, check your accelerator pump arm alignment with the operating lever. Bend the arm with pliers, if necessary, to center it under the bolt head on the operating lever. Check the action of the accelerator now.

**For Technical Assistance, Call Moroso's Tech Line at
(203) 458-0542, 458-0546 8:30am – 5:00pm Eastern Time**

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