HIGH TECH DUAL QUAD THROTTLE LINKAGE KIT
CATALOG #7094
INSTALLATION INSTRUCTIONS

- **PLEASE** study these instructions carefully before installing your new throttle linkage kit. If you have any questions, do not hesitate to contact our **Technical Hotline at: 1-800-416-8628.**

- **DESCRIPTION:** This kit fits Edelbrock dual quad manifolds #5420, #5421, #5425, #5435, and #5440 with Edelbrock Performer Series carburetors.

KIT CONTENTS

2- 10-32 Male RH Rod Ends with Locknuts
3- Brass Shoulder Spacers; 5/8" O.D., 3/16" I.D., 1/2" Shoulder, 3/16" thick
1- Tapered Brass Anti-Rotation Spacer; 5/8" O.D., 3/16" I.D., 5/32" thick
2- Brass Bearing Blocks with 10-32 Set Screw and Locknut
1- Stainless Steel Rod, 3" long (10-32 internal thread on one end)
1- Stainless Steel Rod, 4.5" long (10-32 internal thread on one end)
1- Aluminum Collar with Set Screw and Locknut
2- 10-24 x 1" Socket Head Cap Screw
1- 10-24 x 1-1/2" Socket Head Cap Screw
2- 10-24 Locknuts
2- Throttle Return Spring Brackets
1- Throttle Return Spring, 4-1/8" x 3/8"
1- Throttle Return Spring, 2-3/8" x 3/8"

- **INSTALLATION**

1. This kit contains all the necessary parts to operate Edelbrock carburetors in a progressive or 1:1 type operation. Figure 1 illustrates typical progressive type installation in which the rear carburetor is the primary carb. This simplifies linkage attachment to the vehicle's existing throttle linkage.
2. Before attaching anything to the carburetors, loosely assemble the major components of the linkage kit using Figure 1 as a guideline. Note that the longer rod will go to the rear carb with the flat facing down, and the short rod goes to the front carb with the flat facing up. The brass bearing blocks should be positioned so that the set screws will tighten against the flat of the short rod, i.e., both bearing block set screws will be up. Attach the aluminum collar to the long rod between the bearing blocks with the set screw against the flat.
3. Attach the linkage assembly to the carbs with the 10-24 allen head screws and locknuts. Attach to the rear carb using one of the brass 5/8" O.D. x 3/16" I.D. shoulder spacers and the tapered brass anti-rotation shoulder spacer in the top hole of the throttle arm (1/2" diameter). Note that the shoulder spacer goes on the inside and the anti-rotation spacer goes on the outside of the throttle arm. Attach to the front carb using the 3/16" hole just below the large hole in the throttle arm.

- **ADJUSTMENT – NOTE:** If carburetors are full of fuel, place rags in the carb throats to absorb the fuel discharged when working the throttle linkage. This will prevent flooding and possible damage to the piston rings upon start-up. Be sure to remove the rags before starting engine.

1. Tighten the set screw and locknut on the rear bearing block, making sure that the bearing block is close to the end of the shaft from the front carburetor.
2. Push the throttle arms of both carbs to WOT (Wide Open Throttle), then adjust the aluminum collar to touch the rear brass bearing block. Securely tighten the set screw and locknut on the aluminum collar.
3. Let both throttle arms return to idle position, then adjust the front brass bearing block to almost touch the aluminum collar. Leave about .020"-.030" clearance to allow for independent idle speed adjustment of each carburetor. Tighten all set screws, locknuts, and bolts at this time.
4. Check for smooth operation of linkage from idle to WOT and note that the rear carb will open about 20° before starting to open the front carb. Both carbs should reach WOT at the same time.
5. **IMPORTANT:** Attach a return spring to both carburetors as shown in Figure 1. Use the return spring brackets supplied, bending as necessary for attachment to your engine. Generally the brackets can be attached to the intake manifold using the existing bolts. Use the longer or shorter spring on either the front or rear carburetor as required for your particular application. Check for smooth operation and positive return to idle.
6. Attach existing throttle linkage to rear carburetor using the 3/16" hole below the large hole in the throttle arm. It may be necessary to shorten your existing linkage rod or cable, or to use an aftermarket cable mounting plate.

BEFORE STARTING ENGINE, DOUBLE-CHECK FOR SMOOTH OPERATION OF LINKAGE FROM IDLE TO WIDE OPEN THROTTLE AND FOR POSITIVE RETURN TO IDLE.

- **OPTIONAL 1:1 INSTALLATION**

If 1:1 linkage is desired, assemble and attach linkage kit as above, except that the attachment point to the front carburetor's throttle arm will be the large 1/2" hole using the other two 5/8" O.D. x 3/16" I.D. shoulder spacers (similar to the rear carburetor). Adjust the bearing blocks to eliminate all freeplay, so that all motion to the rear carburetor's throttle arm is transmitted directly to the front carb's throttle arm.

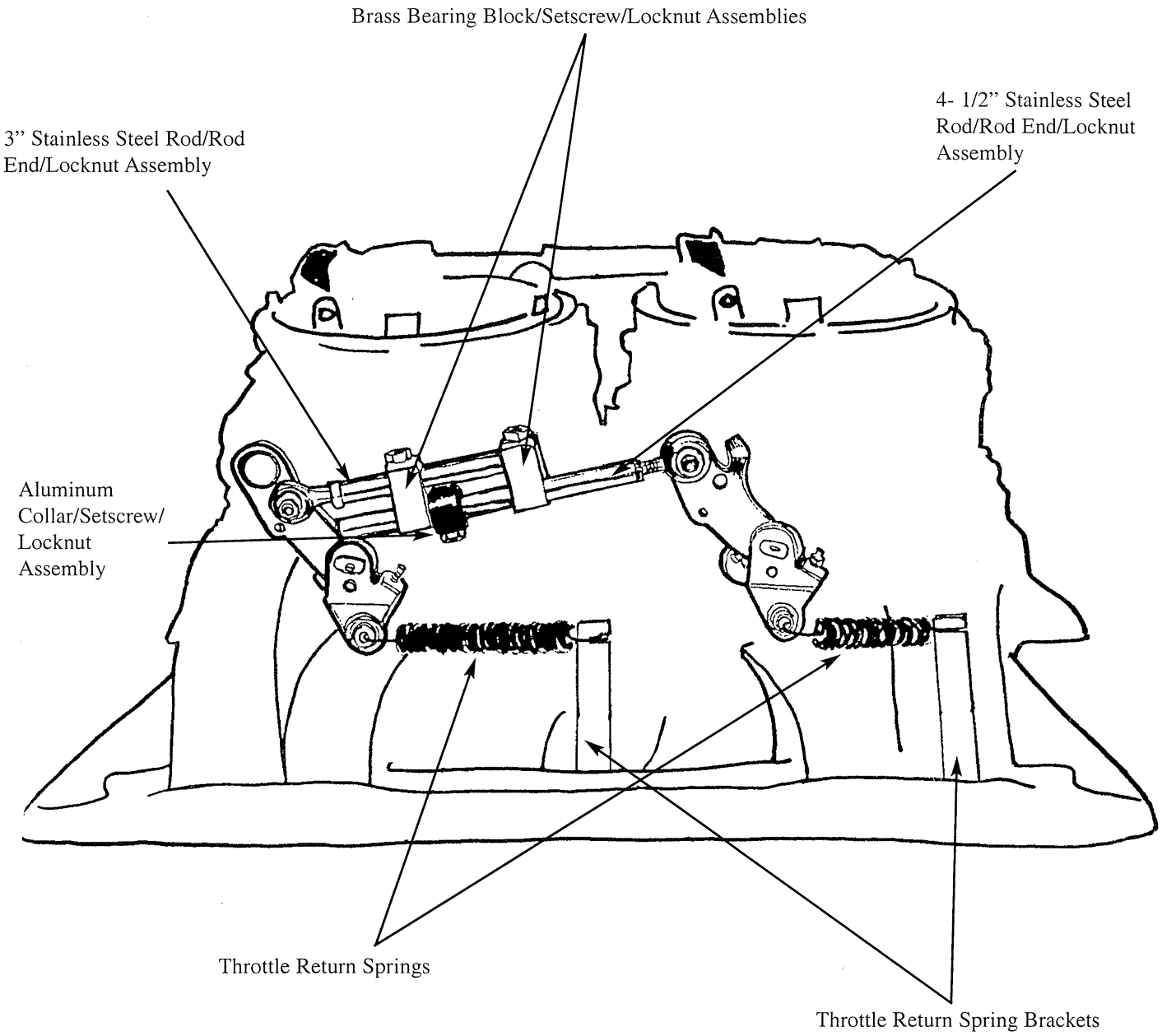
Brass Bearing Block/Setscrew/Locknut Assemblies
3" Stainless Steel Rod/Rod End/Locknut Assembly
4- 1/2" Stainless Steel Rod/Rod End/Locknut Assembly
Aluminum Collar/Setscrew/ Locknut Assembly
Throttle Return Springs
Throttle Return Spring Brackets

Figure 1