

Thank you for purchasing CASCO's PCV kit. We hope that the instructions below will be useful to you. If you have questions please call our technical assistance line at 740/622-9700. 

Installation instructions

6758AA PCV CONVERSION KIT - 55/56

Materials:

Kit containing spacer plate, hose with pcv valve; two carburetor gaskets.

Tools:

Socket set
Wrench set
Sharp scraping tool
Hammer
Strip caulk or modeling clay

Operations:

Spacer plate

1. Disconnect battery. When performing any work on the car especially electrical work it is wise to disconnect the battery.
2. Remove carburetor and old gaskets.
3. Remove down draft tube.
4. Clean old gasket material from carburetor base and from intake manifold.
5. Install new gasket, spacer plate with vacuum hole down, another gasket, and carburetor.

PCV valve and hose

In most cases the down draft tube has been over tightened. As a result the tube nut and baffle in the down draft tube socket have been raised. If the baffle and tube nut have been deformed the pcv valve will not fit properly.

Re-aligning a deformed baffle:

Select an appropriate OD (approximately 1 1/8") socket or piece of pipe and put into the hole and tap with a hammer. Test fit valve. Continue to hammer down baffle and test fit until proper clearance is obtained to install valve properly.

Hood clearance

Due to extra height of spacer plate there may be a clearance problem when hood is closed.

Notes on checking stack height.

1. Install air cleaner and wing nut .
2. Put a piece of strip caulk or modeling clay on wing nut and stud.
3. Close hood *gently* to check for hood clearance.

If installing on a '55 do not use the stack of five gaskets. Use just one on each side of the spacer plate.

If installing on a '56, you may need to use '55 carburetor to intake studs.