Thank you for purchasing the throttle shaft and bushing set. Many hours were spent to ensure that this kit is easy to install and that it will perform well in your '55-'56 T-Bird carburetor. If you have any questions or comments on either this kit's function or installation please call us. Technical help 740/622-9700

Tools:

Small screw drivers (slot and phillips)
1/4" drive socket set
5/16-18 tap and handle
Vise
Permanent marker or Scribe
Die grinder or Dremel tool
end wrench set including 11/32"
Rag(s)

Inspect kit:

Before disassembling your carburetor, inspect this kit carefully. The items in this kit include the following:

1. Zinc plated replacement throttle shaft.
2. Bushing set: (Part # 9518AB) 4 pieces 5/8" long and 1 piece 1/4" long
3. Hardware bag containing: (Part # 9586A) 8 pieces throttle plate shaft screws, 2 pieces #8-36 nuts, 2 pieces #8 external thread lock washer.

Removing carburetor from engine:

Disconnect Battery.
Relieve fuel pressure at carburetor inlet. Have some rags at hand to avoid spilling gas onto your engine.
Disconnect throttle linkage, vacuum advance line(s) and fuel ine.
Remove carburetor from manifold.

Remove Throttle shafts:

Remove choke housing.
Remove secondary vacuum pot.
Disconnect linkage that attaches primary and secondary throttle shafts
Turn carburetor upside down and close both throttle plates.
The four plates only go into the throttle shafts one way. That is, the plates go into the shafts from one direction (toward the outside of the carb) and the edges are cut on a bevel so there is a top and a bottom to each plate. Mark each throttle plate with a permanent marker or scribe so that you can remember the proper orientation.
Remove the two screws from each plate, open the valve and slide the throttle plates out of both throttle shafts. Remove both shafts and set the secondary shaft aside.
Do not jump ahead in the directions. This kit only contains one (the primary) throttle shaft. Do not modify the original secondary shaft.

Remove old bushings:

Start with the 1/4" long bushing found in the extension where the choke housing was attached.
Using a sharp 5/16-18 tap and handle, carefully thread tap into the old 1/4" long bushing about 4 or 5 turns.
Leaving tap in the bushing, Remove tap handle and place the end of the tap firmly into a vise.
Using a hard rubber or plastic mallet, tap on carburetor base until bushing is removed from the carburetor.
Remove extracted bushing from the tap.
Repeat procedure for the other four bushings. Since the remaining bushings are longer, you can thread the tap into the bushing 7 or 8 turns.
In some cases the old bushing will break and it will be necessary to thread the tap into the remaining piece of the bushing to remove it.

Install new Teflon bushings:

By hand, slide one long bushing into each hole in the carburetor base.
By hand, slide the 1/4" long bushing into the hole where it was removed above.

Identify and modify the primary throttle shaft:

The primary throttle shaft is the one that is longer and has a larger, more complex horn "riveted" to the end of it. The primary throttle shaft is also the one which may show severe wear at the points where it contacts the bushings. Note: The primary throttle shaft may also show wear in the area between the throttle plates even though there is no bushing installed between them.
Using a die grinder or similar tool, carefully remove most of the "peened over" part on the old primary throttle shaft.
Place shaft loosely in a vise and using a small center punch, puch the old shaft off of the horn.

Install throttle shafts:

Slide secondary shaft into carburetor base from the side that does not have the vacuum pot mounting boss. Orient the shaft so that the longer arm is toward the side that has the idle adjustment screws or away from the side that has the fuel inlet.
Slide the new primary shaft into the carburetor base from the choke side of the carburetor. Make sure that the threaded half of the new shaft is visible from the bottom of the carburetor. Install the horn using the supplied external tooth lock washer and nut. Note: The supplied nuts are special (#8-36 like original) if you lose one, do not force a standard #8-32 nut onto shaft.
The last bushing may slide out when inserting the throttle shafts. If this happens, wiggle the shaft back and forth while pushing the bushing back into the carburetor base with a tiny slot screw driver or similar object.
Orient the primary shaft so that the horn sticks up above the base of the carburetor and double check that the threaded half of the new shaft is visible from the bottom of the carburetor.
Install the linkage between the primary and secondary shafts.
Install the linkage between the accelerator pump and the primary throttle shaft.

Install throttle shaft plates:

Rotate primary throttle shaft so that the slit in the shaft is fully visible.
Insert both throttle plates being sure to acknowledge the proper orientation which was marked before taking them out.
Close the throttle plate assembly fully so that the throttle plates make full contact with the walls of the carburetor. It may be necessary to back off the idle adjustment screw so that the shaft can rotate enough to seat the throttle plates.
Loosely install supplied throttle plate screws.
Tap lightly on plates until they are both fully seated against the walls of the carburetor.
Tighten the four screws.
Manipulate the linkage so that both (primary and secondary) plates are open and then insert the throttle plates being sure to acknowledge the proper orientation which was marked before taking them out.
Repeat the procedure above to fully seat the throttle plates and install screws.

The new bushings may feel too tight. This should not be a concern.

Reinstall vacuum pot onto carburetor base at the secondary shaft.

Reinstall the choke housing at the primary shaft.

Your carburetor is now ready to reinstall on the manifold and hook up to the fuel line and vacuum advance line.