

A-9425-V VORTEX Dual Updraft Speedster Intake Manifold

Ford Model A and B, 1928 to 1934

The Vortex is normally used with a stock exhaust manifold, but is not required. The "Hot Spot" plate is for heat transfer to maximize fuel vaporization, which vastly improves performance and tune-ability. The plate is not drilled. Carburetor mounts are at 3.5 degree angle to keep the carbs level. There is one vacuum port.

Model B carburetors do a fine job or try a pair of Tillotsons. The Model "A" Zeniths have a tendency to stall at quick stops, due to the float hinged to "dive" and flood carburetors used in pairs. The "B" Zenith do not stall in pairs. Tillotsons work well.

CRITICAL: (1) Carburetor's throttle-levers must be bent/curved/shaped and matched exactly. Differences will effect throttle turning ratios in pairs. (2) The throttle plates must close and seal at 100%. If one or both will not seal then proper idle will not be achieved. (3) Rods are long (L) & short (S). Install as shown.

PARTS: 22 Parts Total

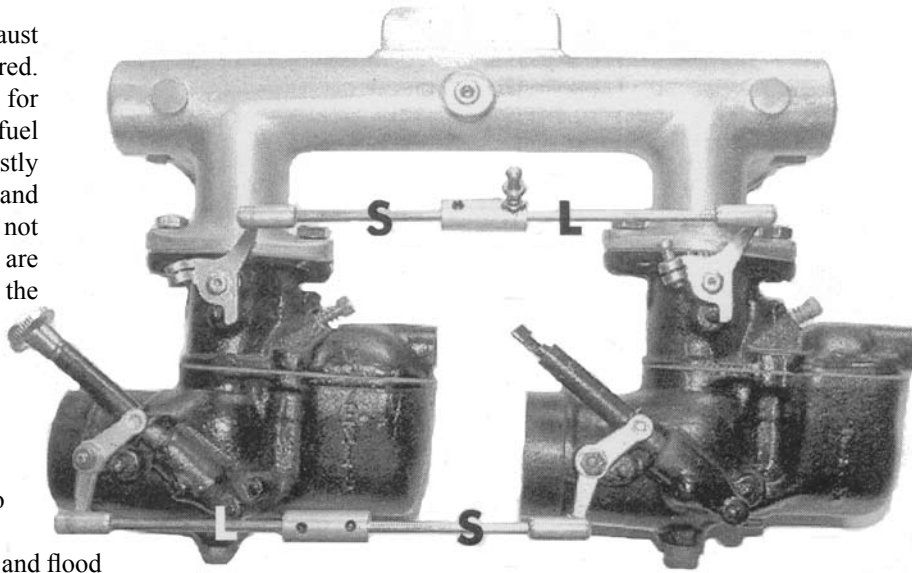
Note: throttle rods are long and short. See photo:

- A: Throttle adjustable link with a ball stud connections (6 parts).
- B: Choke to Choke adjustable rod with 2 ball studs (11 parts).
- C: Chromed "dash" knob for rear carb's richness jet (1 part).
- D: Gaskets (2 parts).
- E: Vacuum plug (1 part).
- F: Vortex manifold (1 part).

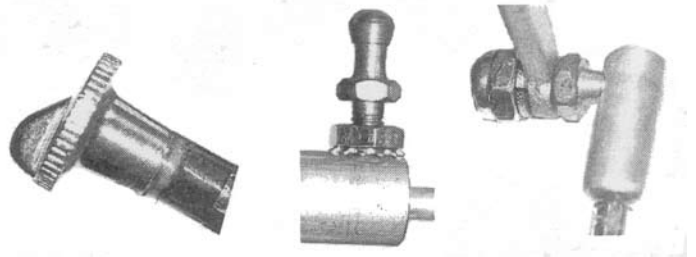
ASSEMBLY:

DO NOT OVER TIGHTEN LINK CONNECTORS

- (1) The rods are fit by grinding/filing ends as needed. Rods are long (L) or short (S). Install as shown. Adjust using rod connectors so that choke and throttle plates are 100% closed.
- (2) The dash choke pull/turn rod operates both chokes in tandem and turns one adjustable main jet. Main jet experiments with your car are needed. A starting place is to close the backjet completely. Idle adjustment is done only with forward carburetor. .
- (3) Remove the idle adjust screw from the rear carburetor.
- (4) Holes on your choke levers are to be drilled and tapped to 10-32 thread. Two supplied ball studs are screwed in, a lock washer and lock nut screw on from the back side.



- 5) Choke rod attaches to front carb and might need to be lengthened to reach.
- (6) The rear choke control knob (supplied lose) can be either epoxied or threaded to your choke driver.
- (7) All threaded connections should have red Loctite applied for safety. Stake, threads for safety.
- (8) Optional: Install a SAFETY return spring to each throttle lever (not supplied).



Vortex Specs: Intake ports 1.255 ID; Exit ports 1.375"; Front carb to back carb space 1.5"; Back carb to stock exhaust about 1"; hot spot flange not drilled; One vacuum 1/8" pipe plug provided; Carb mounts machined at 3.5 degree angle to level carburetors. Exit, throat to throat, port centers are 9.563" apart. -

Carburetor Specs: Model A Zenith: 4.3 pounds, Throttle Dia 1.18"; Model B Zenith: 4.1 pounds; throttle Dia. 1.29"; Allstate: 2.7 pounds, Throttle Dia. 1.15"; Tillotson X: 2.3 pounds, Throttle Dia 1.18".

Additional Applications: The Vortex can be used on any engine that has an intake port center-line of 9.563 " (+ -). In some cases the manifold can be turned over to make a dual down draft. Generally speaking it is best to have updraft carburetors BELOW the exhaust manifold to prevent fire. On some OHV equipment fabricated extension tubes are required to position the carbs below the exhaust manifold or headers. The mount legs could be cut and re-welded at new angles to do strange things with exotic engines.