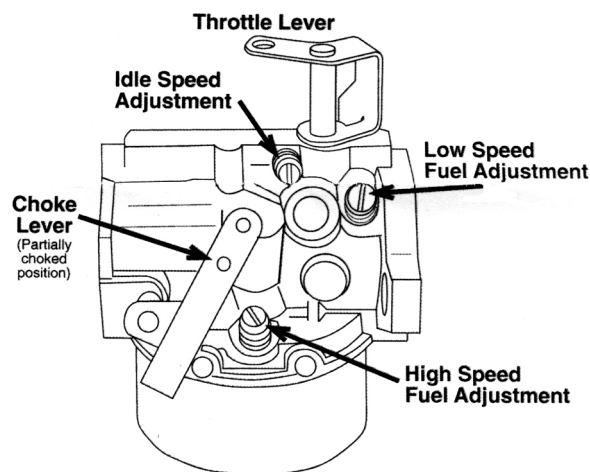


# T-6198-M Modern Carburetor Installation Instructions

1. Turn off the fuel and then remove the old carburetor.
2. Determine the best routing for your fuel line, it is best to run it over the top, and install the appropriate fitting (1/8" pipe) to the carburetor fuel inlet. If you are using a fuel pump or have a '26-'27 with a cowl mounted gas tank go on to step #4. If not, continue. It is best to use a 5/16" fuel line, making sure that it runs straight horizontal from the gas tank to the carburetor without any sags or rises. Do not use an in-line filter and make sure that the screen in the sediment bowl is clean and free flowing. If using a cut-off valve at the carburetor, be sure it is a straight through, non-restrictive type also be sure to maintain a high level of gas in your fuel tank.

NOTE: Poor fuel flow is the only problem that we have encountered when using this carburetor on a Model T. Although you may have had sufficient fuel flow for your "T" carburetor, it may not be sufficient for this modern carburetor due to its small bowl size. Although it uses less fuel overall it requires a high sustained fuel supply under higher loads( climbing hills, etc.). A low pressure fuel pump is very beneficial.

3. If you are using the air filter kit, install the adapter on the new carburetor. Mount the carburetor using the new gasket, and air cleaner as required. Connect the fuel line and check for leaks.
4. Bend, cut, and drill the supplied control rod to fit to your car. Ensure that the throttle will close and open completely without binding
5. Connect the choke lever as necessary, to ensure proper and easy operation.
6. Before starting your engine, pre-set the both the Low speed Jet and the High Speed Jet to 1-1/2 turns out from closed.



7. After starting your engine on full choke, you will find that it's best to run it on half choke for a few seconds to a minute before releasing the choke completely.
8. After your engine has warmed up, take your car for a test drive. In most cases, the 1-1/2 turn setting of the Low Speed Jet and the High Speed Jet proves to be an appropriate setting. If necessary, slight adjustments may be made to your Low Speed Jet for proper speed and smoothest running. Normally, the low speed mixture will range from 1-1/4 to 2 turns. The High Speed Fuel Jet normally remains at 1-1/2 turns, but may vary +/- 1/4 turn for best performance under load. **All adjustments should be done by turning the adjustment screws 1/16 of a turn at a time.** The most common mistake is to over-adjust the jets.
9. Adjust the Idle Speed Adjustment Screw to whatever setting needed for you car to idle at the speed you desire
10. If your engine sputters and coughs at high speed, it's not getting enough gas. The easiest solution is to use a small electric fuel pump. They are available at your local auto parts store (ask for one with 1 to 3 psi pressure) They not only supply a better gas flow (great when going up steep hills) but also allows the use of an inline fuel filter which keeps your carburetor cleaner and they reduce fuel line vapor lock.