

Cannon Manifolds by REDLINE

Manifold and Linkage Diagram



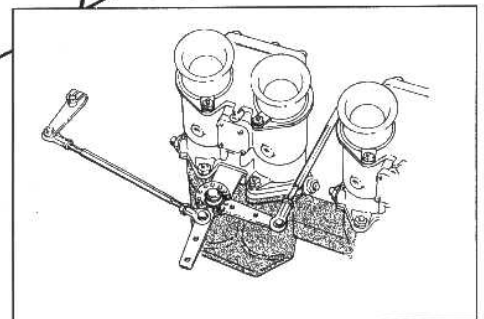
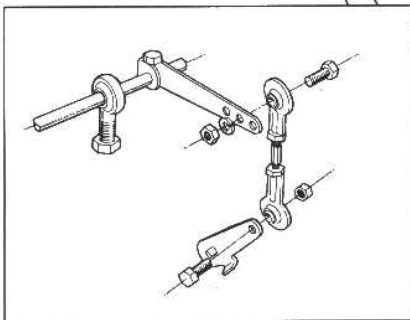
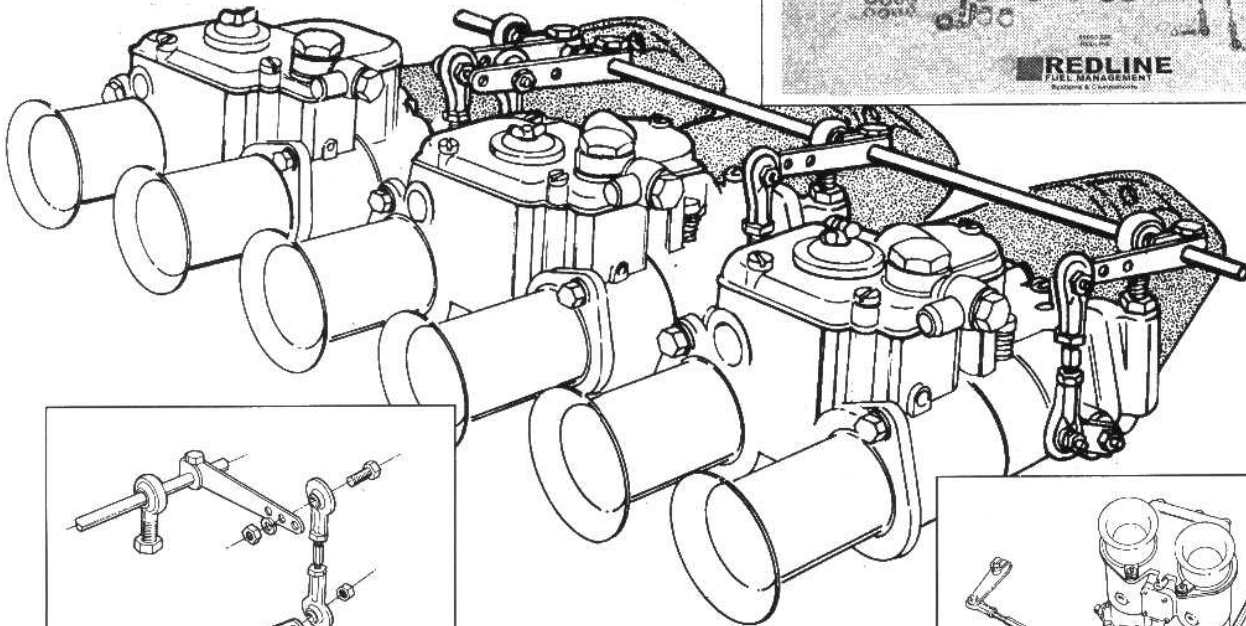
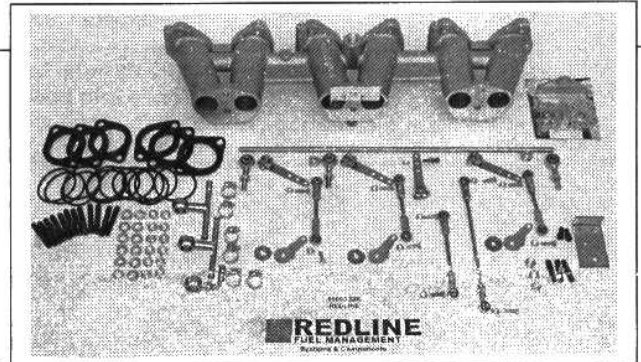
MANIFOLD KIT NO.
99003.810 and 99003.820

APPLICATION **Triumph 6 cyl.**

NOTES

1. WEBER carburetors are not compatible with vacuum advance distributors. Therefore, you will not be able to hook up vacuum advance and will need to adjust your timing or recurve the distributor for centrifugal advance
2. Be sure to check the factory fuel pressure on your vehicle. WEBER carburetors only require 2.5 to 3 lbs. (High performance requires volume not pressure).
3. Clean manifold flange faces on cylinder head. Using a fresh gasket install the inlet manifold on the cylinder head. Torque bolts to manufacturer specifications.
4. Be sure to use caution when installing levers, **DO NOT OVER-TIGHTEN CARBURETOR THROTTLE SHAFT NUTS.** Over-tightening will cause binding of shaft and possibly damage to the throttle plates and the body of carburetor.

Calibration may vary
Contact your distributor or
REDLINE for appropriate kit
calibration



Not Legal in California and ONLY for racing vehicles which may never be used upon a highway

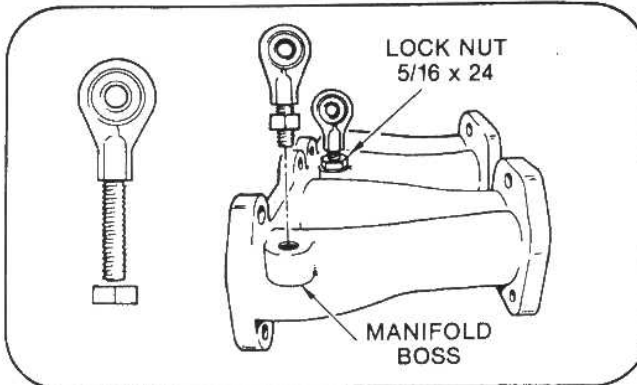
REDLINE

The Better Weber

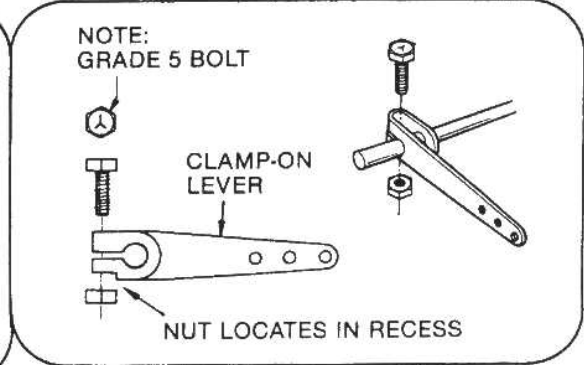
444-3810-IN

**ASSEMBLING YOUR CANNON
INTAKE MANIFOLD AND LINKAGE**

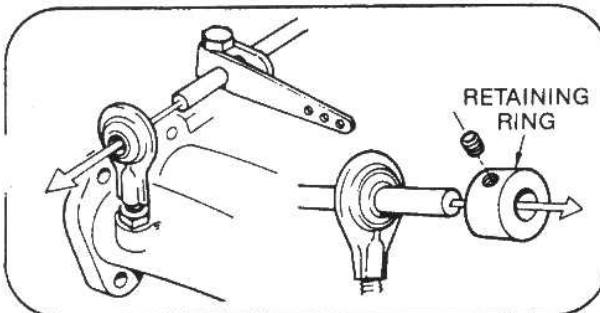
(NOT 3801 3805 3821 3822 3823 3846)



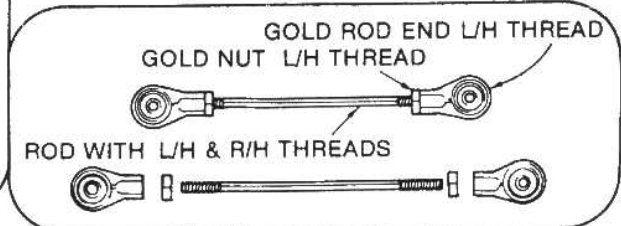
- ① Locate 5/16 rod ends and 5/16 x 24 nuts. Install nuts on rod end shanks. Screw rod ends into bosses provided on manifold castings and lock in place with nuts.



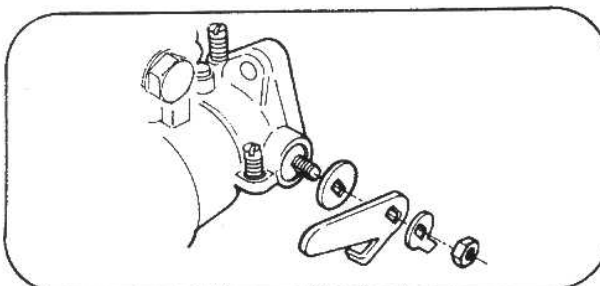
- ② Refer to assembled linkage diagram provided to determine position of clamp-on levers on linkage cross bar. Slide appropriate number of levers onto bar and install in 5/16 rod ends. Levers are clamped with one inch, grade 5, 10/32 screws and nuts.



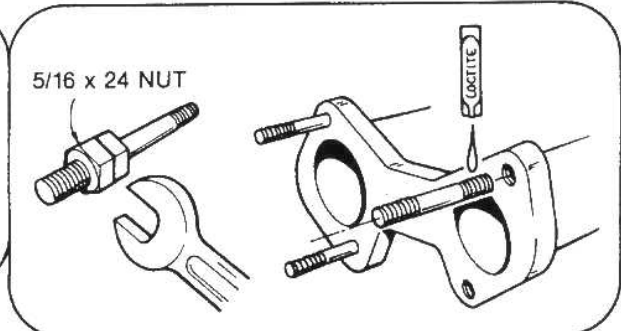
- ③ Levers shown positioned on the outside of the rod ends, can now be installed as can shaft retaining collars. Leave lever clamping screws loose at this time.



- ④ Assemble adjustable linkage rods as shown. Gold nuts and rod ends have left hand threads.



- ⑤ Determine from assembly diagram on which side of the carburetors the throttle levers supplied should be fitted. Install levers, with the large shaft washers supplied, on the appropriate end of the throttle shaft taking care not to overtighten the shaft nuts. After fitting the levers check that throttles open and close smoothly. Transfer idle stop screw to lever side of carburetor if necessary.



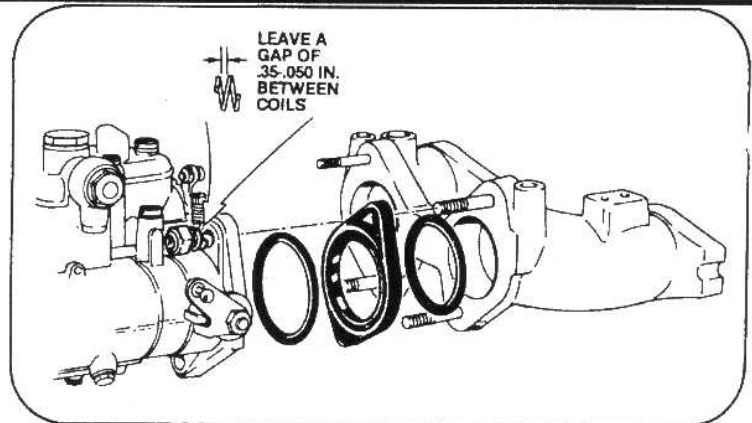
- ⑥ Using the Loctite in the capsule supplied, install the carburetor mounting studs in the manifold. (Note: The coarse threaded end of the stud screws into the casting.) If a stud installation tool is not available obtain 2 5/16 x 24 plain nuts and use these to tighten the studs.

LINKAGE and SOFTMOUNT INSTALLATION

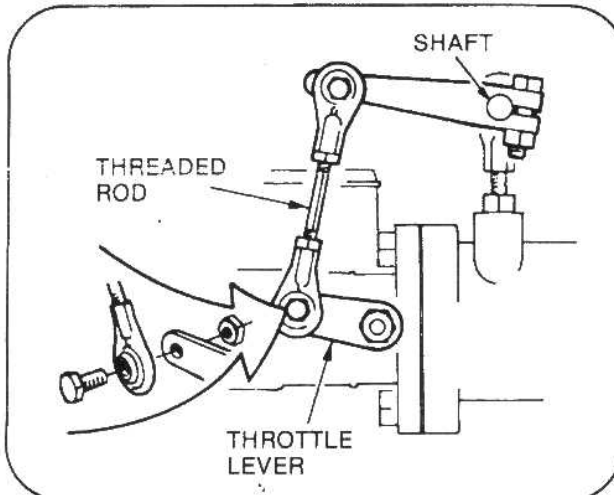
REDLINE FUEL MANAGEMENT

Clean manifold flange faces on cylinder head. Using a fresh gasket install the inlet manifold on the cylinder head. Torque bolts to manufacturers specifications.

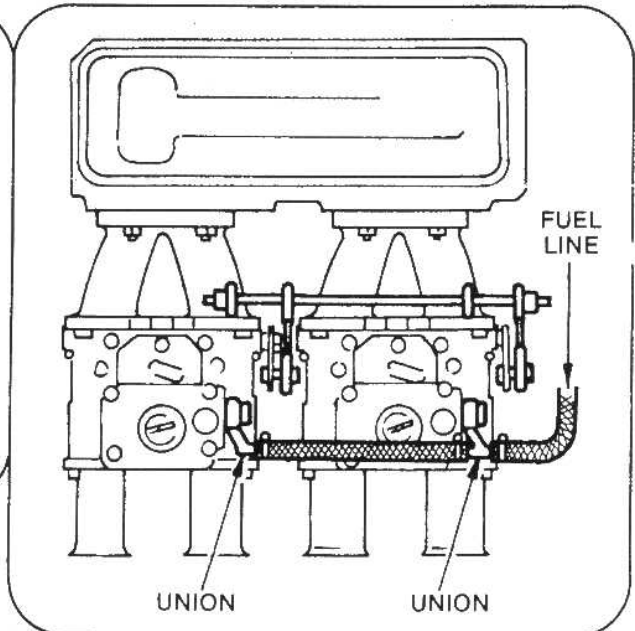
Fit power brake hose to threaded boss provided, using (in most cases) stock fittings from manifold. Where fitted install thermostat and housing from original inlet manifold. Where applicable, some original water hoses may need to be either blocked or re-routed.



- ⑦ Assemble anti-vibration mounts as on diagram and fit over carb mounting studs. Install carburetors and retain on studs with coil spring washers and 5/16 x 24 Nyloc nuts. Note: Gap in coil spring washer essential for proper vibration damping.



- ⑧ Install adjustable linkage rods between clamp-on levers on cross bar and throttle levers on carburetors using 3/4 x 10/32 screws provided. Adjust linkage length by rotating threaded rod until both are equal length (not necessary on single carb application). Lock in place with left and right jam nuts. Ensure that throttles are closed. Tighten lever clamping screws on cross bar. Refer to assembly diagram for connections to stock linkage.



- ⑨ Install fuel union(s) provided, using gaskets supplied with fuel union bolt. Do not use the blank fuel union provided on some Weber DCOE's as these will not retain a fuel line. The carburetor closest to the fuel supply should have the dual union.

Most late model engines employ a vacuum advance distributor control. Most Weber High Performance carburetors have no provision for this control. It is recommended that a centrifugal advance distributor be installed or that the original distributor be modified for full centrifugal advance operation. Do not attempt to modify the carburetor for vacuum advance or connect the original vacuum pipe to the inlet manifold, as this will not provide correct operation of the vacuum advance mechanism.