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# Stack type constant flow fuel injection

## Instructions on setting the throttle plates

Most V8 stack type fuel injection must have the throttle plates set after the manifold is bolted to the engine. This is because the manifold is flexible and twists when bolted to the engine. This usually does not cause the throttle bores to go out of round but does cause the distances to change between the throttle bores. Failure to follow this procedure will result in the engine idling rich on some cylinders and lean on others.

To set the throttle plates after the manifold is final torque in place remove all the stacks and loosen all the throttle plate lock screws.

To set the throttle plates after the manifold is final torque in place

A. Remove all the stacks (usually the stacks are removed during manifold installation anyway.

B. Loosen all the throttle plate lock screws.

C. Back off the idle set screws on each throttle shaft

D. Disconnect the cross link between each bank of throttle shafts

E. Using the plastic end of a small screw driver tap the throttle butterflies until all of them are fully seated in the throttle bores.

F. Holding the throttle plates closed tighten the throttle plate lock screws.

G. Put a feeler gauge (usually .003) next to the throttle plate and the throttle bore on bank of throttle plates. Set the throttle stop at idle position now locking the adjustment in place. Repeat for the other bank.

H. Install the cross link between each throttle shaft.

I. Adjust the cross link until the both throttle shafts have the same throttle bore clearances.

J. Connect the link to the barrel valve and check the leak on the barrel valve resetting if necessary to achieve the correct leak.

This procedure must be done each time the manifold is installed on the engine.

This procedure is not necessary on the late model Crower injection due to the rigidity of the manifold.