JTO KIT

INSTRUCTIONS

CHOKE CONVERSION KIT

JTO KIT



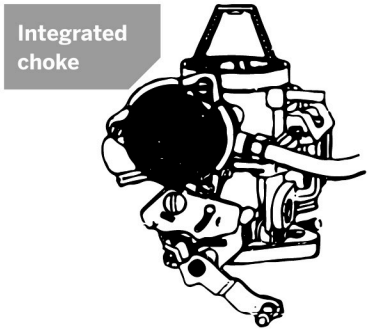
BEFORE YOU BEGIN:

- Always wear proper safety equipment when performing repairs.
- Ensure at your point of purchase that this part fits your exact vehicle configuration.
- Reference the appropriate service manual for your vehicle. If you do not have a service manual, and do not have the training or experience to perform the necessary procedures correctly, seek the services of a qualified technician.

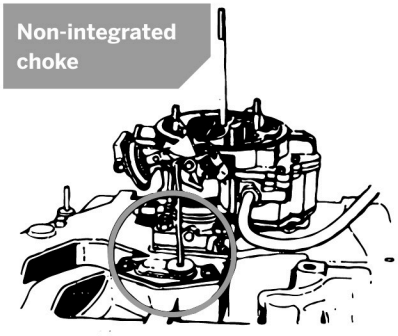
JTO KIT SUPPORT

For product support, contact
JTOutfitters.com

Remove air filter from carburetor and determine the type of automatic choke on the car. There are two basic types:



If automatic choke thermostat is an integral part of carburetor body and uses a black cap or plastic or metal disc, it is an integrated choke. Follow the first set of instructions for integrated choke.



If a rod connects the carburetor choke shaft to the thermostat mechanism which is located in the intake manifold, it is a non-integrated choke. Follow the second set of instructions for non-integrated choke.

INTEGRATED CHOKE INSTALLATION INSTRUCTIONS

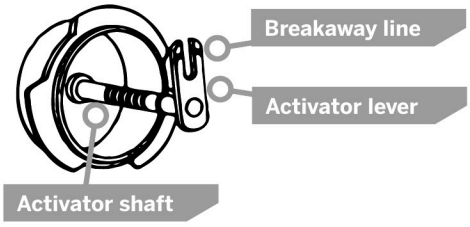
STEP 1:

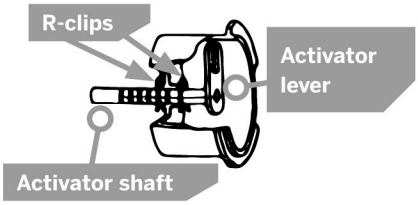
Remove the black plastic cap or metal disc. If a heat tube is attached to the choke cap, remove and discard it. Do not remove if it is attached to the carburetor body. Save all screws, retainers, clamps, etc., for use in installing this kit. Make sure the choke shaft and choke butterfly operate smoothly. If not, clean with choke cleaner.

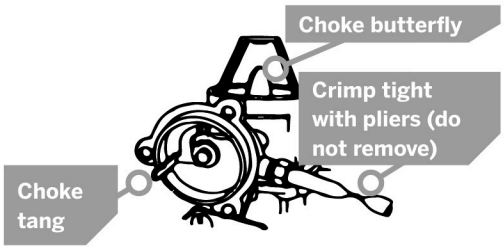
STEP 2:

Determine which of the two plastic caps included in this kit best fits your carburetor. Discard the one you will not need. On some carburetors, the flanges of the cap fit between the three set pins. On others, the flanges will fit securely within the carburetor body.

STEP 3:



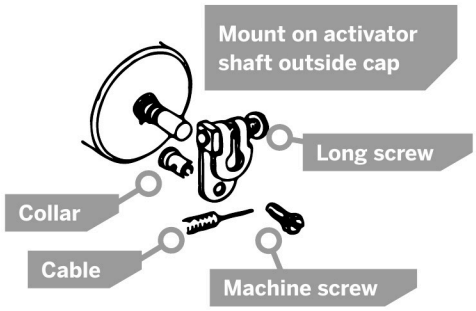




Insert the actuator shaft in the new plastic cap, with the activator lever inside the cap. If you are using the larger cap, insert the activator shaft assembly (first illustration) in the cap as shown in the second illustration and set depth. If you are using the smaller cap, the activator lever will have to be shortened at the break-away points as shown in the first illustration. This is done by grasping activator lever with pliers above break-away line and then bending back and forth until the excess portion breaks away. Do one side at a time. Set the depth of the activator lever within the cap so it will catch the choke tang in the carburetor (third illustration), but not so deep that the activator will bind on the choke housing. Once the exact position has been determined, remove the shaft and install the inside R-clip. Then place the shaft in position again and install outer R-clip (second illustration).

Disclaimer: It is impossible in these instructions to account for all possible circumstances or situations that you may experience when attempting to install this product. Please consult with a qualified auto technician before attempting to perform any work you are not qualified to

STEP 4:



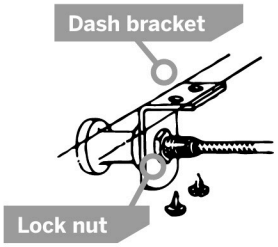
Mount the swivel assembly on the shaft on the outside of the cap. This requires two operations. First, assemble long screw and nut as shown, but do not tighten. Second, insert the small machine screw at the bottom of the assembly and screw into the collar. Do not tighten because the choke control wire will have to be inserted in the collar.

STEP 5:

Place the cap as assembled on the carburetor, making sure the U-shaped opening in the activator lever catches the choke tang. Using the same screws and clip which held the automatic choke in place, fasten the new choke cap and conversion mechanism on the carburetor. Move the butterfly on top of the carburetor back and forth, making certain the activator shaft and swivel assembly are also moving. If they are not, the choke tang is not engaged in the U-shaped opening on the activator lever or the shaft is not set deep enough to catch the tang. Adjust as necessary and proceed.

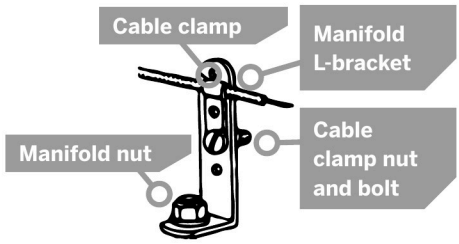
NOTE: Some carburetors have a double choke tang. If the tangs are metal, use pliers to bend one of the prongs down 90°. If they are nylon, use cutters to remove one of the prongs. Next, install so that the lever catches the remaining tang.

STEP 6:



Locate a convenient position on the underside of the instrument panel (dash) for mounting the dash bracket. Use the bracket as a template to drill two 1/16" diameter holes and the mount bracket with two supplied sheet metal screws.

STEP 7:



Remove the lock nut from the control cable and thread the cable through the dash bracket. Replace the nut over the control cable and fasten the control cable securely to the bracket. Thread control cable through the firewall. For best results, use a wire hole near the top and center of the firewall. You may have to drill a hole on some models.

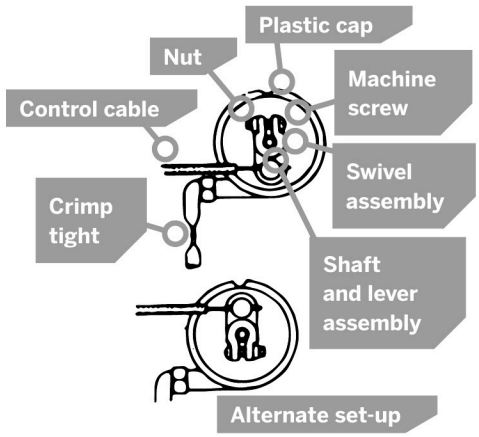
STEP 8:

Mount the manifold L-bracket to the manifold in line with the swivel assembly. Use a manifold bolt that is within 6 inches from the carburetor. The manifold L-bracket may then be bent, if necessary, to create better alignment. On some four and in-line six cylinder engines, the L-bracket can be mounted on the firewall or other location.

STEP 9:

Place the choke cable clamp over the choke cable. Using the remaining screw and nut, assemble to the manifold L-bracket. Use the bracket hole giving the best alignment with the swivel assembly.

STEP 10:



Determine the direction in which your choke butterfly operates, so that when installation is completed, the choke butterfly will close when you pull out the control on the instrument panel and open when you push it in. This is done by having the swivel assembly point down to the manifold or straight up. Once you have determined the correct position, tighten the screw nut assembly on the shaft.

STEP 11:

Insert the choke cable wire inside the cable and through the hole in the collar fitting referred to in Step 4.

STEP 12:

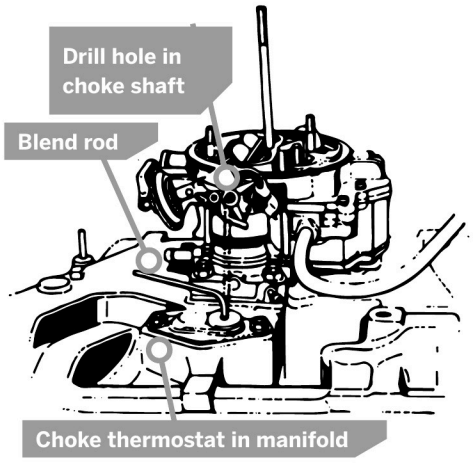
To adjust the manual choke, have an assistant sit in the automobile to depress and hold the accelerator all the way down and operate the choke by pulling it in and out. When the knob is pulled all the way in against the dash bracket, the choke butterfly should be completely open. If adjustment is needed, loosen the screw on the choke wire, open the choke butterfly to its upright position and then retighten. Adjustments may also be made by loosening and re-adjusting the swivel assembly on the shaft. Tighten all fittings and reinstall air filter.

STEP 13:

In the event the air filter housing interferes with the swivel assembly, be sure the assembly is all the way on the shaft, against the cap. If the swivel assembly is in the up position and responsible for the interference, disconnect the control cable from the swivel assembly and the large L-bracket. Re-route the cable around the carburetor. Re-locate the large L-bracket on the opposite side of the engine and mount it in a convenient location. Loosen the swivel assembly and set it down as shown in the top part of Step 10. Reconnect the control cable to the bracket and swivel assembly as fed from the other side of the carburetor. This will allow the choke butterfly to operate normally with the swivel downward and should solve clearance problems. The activator shaft which extends beyond the swivel assembly may also interfere with the air filter housing. This extra length of shaft may be cut with a hacksaw. Now you have a new, properly working manual choke. If you have a heat tube connected to the carburetor body, crimp tight with a pair of pliers, as shown in Step 3.

NON-INTEGRATED CHOKE INSTALLATION INSTRUCTIONS

STEP 1:

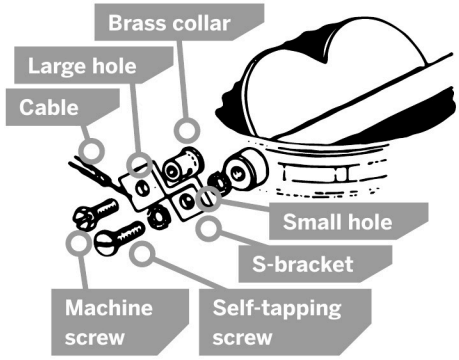


Disconnect the rod running from the automatic choke in the manifold to the carburetor. Install the dash bracket and choke control cable as indicated in Steps 6 and 7 of the integrated choke instructions.

STEP 2:

Select the side of the carburetor where the choke shaft (that is attached to the choke butterfly) is easiest to work on. Center punch a mark in the center of the shaft (as shown in Step 1) and drill a hole approximately 1/2" deep in the end of the shaft using a No. 36 or 7/64" drill.

STEP 3:



Using the activator S-bracket, the self-tapping screw and star washers included in the kit, assemble as shown and screw into the hole which was just drilled. Do not tighten fully.

STEP 4:

Install the L-bracket as described in Step 8 and the clamp as described in Step 9 of the integrated choke instructions. Align with the activator S-bracket.

STEP 5:

Determine the direction in which your chokes operates, so that when installation is completed, the choke butterfly will close when you pull out the control from the instrument panel and open when you push it in. This is accomplished by having the activator S-bracket point directly up or directly down. Tighten in correct position.

STEP 6:

Attach the control wire inside the cable to the S-bracket using the screw and collar (as shown in Step 3).

STEP 7:

Adjust the choke as in Step 12 of the integrated choke instructions and then tighten all fittings firmly. Reinstall air filter.

STEP 8:

In the event of a clearance problem with the air cleaner, reposition the S-bracket downward and reroute the control cable as in Step 13 of the integrated choke instructions.

NOTE: In the non-integrated installation, the swivel assembly activator shaft and two plastic caps are not needed and may be discarded. The thermostat should be left in the manifold with its connecting rod bent down and out of the way as it will no longer be needed.

NOTE: Electric boosted chokes contain an electrical connection in the center of the choke thermostat cap. Ideally, this should be disconnected at its power source. If it is not possible to trace the wire back to the power source, cut off the wire terminal and tape the exposed end with electrical tape. Secure wire in a position so it can not accidentally ground.

FOR TRUCKS

If you have purchased the truck choke conversion kit # 55104, the kit includes a longer, heaver control cable and two large L-brackets and clamps. The installation instructions are identical, except it is recommended that you support the control cable in a second location with the additional L-bracket provided.

If you find it necessary to shorten the cable, proceed as follows: pull the cable out of the housing, then with heavy duty wire cutters, cut housing. Push cable back in, leave enough core protruding for installation and cut off surplus core wire.

OPERATING INSTRUCTIONS

Follow these operating instructions to obtain the maximum efficiency from your choke conversion kit:

STEP 1:

Before starting the car, depress the accelerator completely to the floor and then pull the choke cable all the way out while accelerator is depressed. This primes the carburetor and at the same time sets the fast idle.

STEP 2:

Start the engine.

STEP 3:

As soon as the engine starts, immediately push in the choke control at least 1/4 of the way.

STEP 4:

Once engine has warmed up (usually 1-2 minutes), push the control cable in all the way.