



PRO-SERIES ADJUSTABLE SECONDARY THROTTLE LINKAGE KIT PART NO. 20-122

20-122 Linkage Kit is designed to work with most popular Holley progressive "slip-type" secondary throttle linkage used on 390-850 high performance carburetors. This kit replaces the 43R601 slip wire link and enables you to choose 1:1 or progressive ratio.

CONTENTS INCLUDED:

- (2) Links
- (2) Clevis pins
- (1) Threaded rod .500 long (short)
- (1) Threaded rod .625 long (middle)
- (1) Threaded rod .750 long (long)
- (4) .040 thick washers
- (2) .030 thick washers
- (2) Cotter pins

TOOLS NEEDED:

- File
- Micrometer/Measuring Tool
- #17 Drill bit

RATIO APPLICATION:

390 Carburetor

- 1:1 ratio uses a .625 long rod
- Progressive ratio uses a .500 long rod

600-850 Carburetors

- 1:1 ratio uses a .750 long rod
- Progressive ratio uses a .500 long rod

INSTALLATION INSTRUCTIONS – PLEASE READ CAREFULLY

1. If you want to use the 1:1 ratio, you will have to enlarge the hole (using a #17 drill bit) in the primary throttle arm to .173 (see Figure 1).
2. The hump on the top of the primary throttle shaft needs to be machined off for adequate clearance at wide-open throttle (see Figure 2).

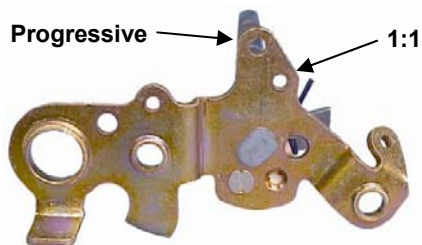


Figure 1



Figure 2

NOTE: The secondary link can be installed on the outside or inside of the throttle arms. We suggest outside for progressive and inside for 1:1.

3. First, choose the ratio you want to use. Assemble the link, using the correct length threaded rod. We recommend a small amount of Loctite on the set screw (point end only). Use an Allen wrench to tighten the rod to the link. Attach this end to the primary throttle arm. **Do not use Loctite on the secondary link end that you are going to adjust.** Adjust the link to the correct distance with the idle adjustment screw set and both throttles closed.

OUTSIDE THE THROTTLE ARM INSTALLATION

1. Install the Clevis pins from the outside of the secondary link through the throttle arms (see Figure 3).
2. Install the .040 thick washers on the back side of the throttle arm. Install the cotter pins, but do not spread them until you adjust the link, as you may have to adjust one of the Clevis ends. (We have included 2-.030 thick washers, if needed.) You want the link to fit snug, but not bind up.
3. After the link is installed, open the throttle and adjust the link to wide-open throttle. Now, spread the cotter pins. Open and close the throttle and check for any interference or binding.

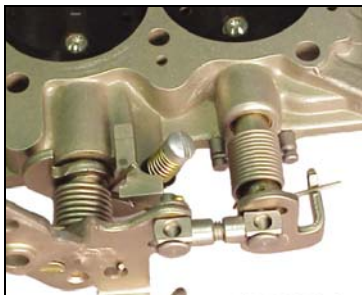


Figure 3 (Progressive)

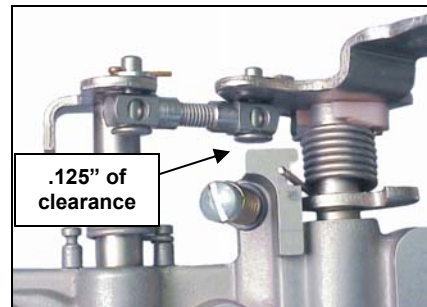


Figure 4 (1:1)

INSIDE THE THROTTLE ARM INSTALLATION:

1. Install the Clevis pins through the link without any washers and install the link from the inside of the throttle arms (see Figure 4).
2. Install the .040 washers on the outside of the secondary throttle arm. Install the cotter pins, but do not spread them until you adjust the link, as you may have to adjust one of the Clevis ends. (We have included 2-.030 thick washers, if needed.) You want the link to fit snug, but not bind up.
3. After the link is installed, open the throttle and adjust the link to wide-open throttle. Now, spread the cotter pins.

NOTE: For inside installation only: Make sure you have at least .125" between the head of the Clevis pin and the boss on the baseplate (where the idle adjustment screw is located). If you need more clearance, file or machine this area off of the baseplate (see Figure 4).

CAUTION: Make sure the throttle rod from the pedal or firewall does not interfere with the secondary link.