

## **Engine Fittings**

- 1. Strap goes to the bell housing bolt that is at about the 5 o'clock position. Engine side.**
- 2. See att'd picture showing o/d throttle switch and kick down rod.**
- 3. See same picture. Brazed brackets with about a 30 degree angle. You can also see the black phosphate clips that snap into holes on the water pipe mounting brackets.**
- 4. I believe Bill Bolton can help you with the overflow tube bits.**

**Rich Chrysler**

**Subject: more questions**

**> Some additional questions about a '62 tri-carb. I never take enough pictures, but I doubt pictures of the prior Chevy 327 installation would help me now.**

**1) Which bolt does the engine ground strap attach to? The lower starter bolt or the one in front of the slave cylinder? Assume it goes on the engine side?**

**2) Could someone point me to some pictures of the overdrive throttle switch? Not sure which way the lever goes on or if I have the correct (bent wire) link (p/n AHB9053 ?).**

**3) I have two different brass water pipes that attach to the manifolds. One is the one that's fitted to the 3000 MK1 engines. It is held in place by two (loose) steel clips, similar to those used to hold the wiring harness. It interferes with the balance tube hoses. The other pipe has two steel straps brazed/soldered to it; the front strap isn't in the same location as the front clip on the other pipe. The straps aren't vertical, but bent at a 45 degree angle. Is this one if for the earlier six cylinder with the integral**

**manifolds? Again, could someone point me to a picture of the pipe for the tri-carb (p/n AHB9048)?**

**4) Is there a source of the tri-carb overflow tubes? If not, any pictures around of the original tubes so I can try to replicate them (at least the functionality)? The concours guidelines describes them as an assembly of a clear tube with a spring in it attached to the carb and the rest being a black tube. I assume the spring keeps the tube from collapsing.**

**> Thanks,**

**>**

**> Bob**



