

Jakes Big Block Conversion Kit (P/N 7216)



Before beginning be sure to read and understand the instructions. This kit is designed to give you maximum torque for those extreme off-road conditions. We thank you for your purchase of Jake's Big Block and hope you enjoy the raw power it will provide!



Caution: wear appropriate eye protection during the install. Make sure the car is supported by proper use of jack stands. Heavy lifting should be done with proper lifting equipment to prevent any injury.

1) Disconnect battery, electrical wiring, fuel lines, cables, air cleaner assembly, drive belt, exhaust, and engine mounting bolts. With proper lifting equipment remove engine from car. Tech tip: remove rear body for this install. Raise car and support with jack stands!

2) Remove engine mounting plate, snubber, snubber bracket, and stiffener brackets.

3) Lay out new engine mounting plate onto original mounting plate. Bolt the mounting plate to engine with supplied (4) 7/16 X 1 3/4" bolts, locks, and flat washers. (A)



4) Remove fan side of fly wheel cover and cut approximately a 4" round hole in cover. Remove flywheel nut and install new clutch shaft adaptor. Use M8 X 1.25 X 25 socket head bolts (lock tight should be used) and torque to 29 foot pounds. While tightening make sure the adaptor is centered and tightened securely! Install fan cover. (B)



5) Install O.E.M. Clutch with original bolt and washer and torque to 25 foot pounds. (C)

6) Install engine output shaft cover on opposite side of engine. Use the 4 supplied 5/16" - 24 X 3/4" bolts and washers. (D)



(B)



(C)



(D)

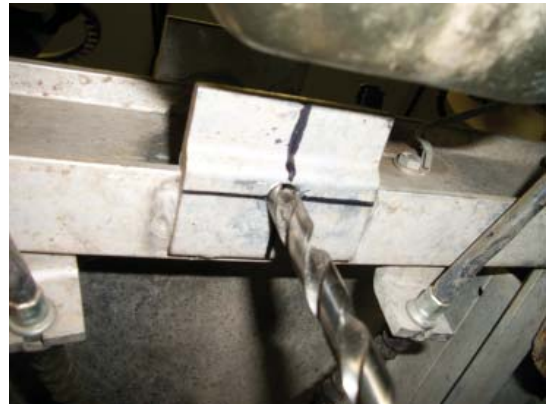
7) Prep the engine compartment for engine installation. Start by drilling a 1/2" hole in center of cross member 1 3/8" from front edge. (E)

8) Next depending on year of car. If you have a 3" wide cross member you will not need supplied spacer. If you have a 1 1/2" cross member you will need to use supplied spacer between new upper and lower brackets. (F)

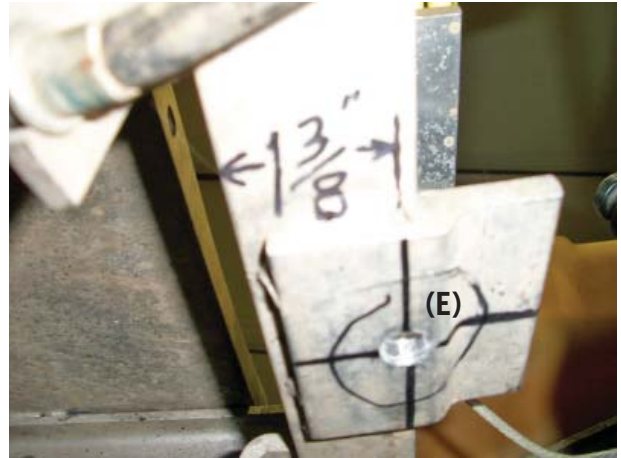
9) You will need to drill 4 holes of 5/16" on the 3" cross member and only 2 on 1 1/2" cross member. (F)

10) Bolt the engine brackets into place using the supplied 5/16" X 1" bolts and washers.

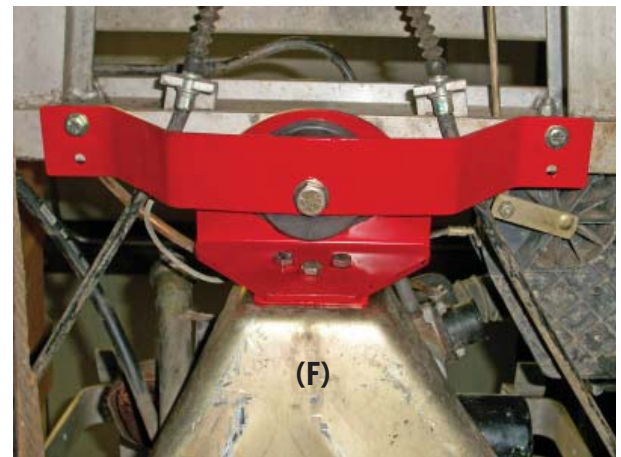
11) Below the complete assembly is mounted into car frame. Notice the two side mounting brackets, make sure the passenger side upright bracket mounts to the inside for clutch clearance. Drill a hole in engine bracket and tie strap passenger side brake cable. Do this before engine is installed. (G)



(E)



(E)



(F)



(G)



Spacer

12) Now install the engine into bracket area and secure with (2) 7/16" X 1 1/4" bolts, washers and (2) 5/16" X 1" bolts and washers. (H)

13) Drill a 1/4" hole in engine mounting bracket (passenger side) and tie up brake cable so it does not interfere with clutch or any other moving parts.



(H)

14) Remove solenoid box and remove all electrical parts. Cut box in area shown (lid also). Remount box and connect throttle cable. Note: the cut is approximately 4 3/8" from front. (I)



(I)

15) Cut ball off end of throttle cable and connect to governor bracket on engine. (J)

16) Install new header, drive belt, engine ground cable, fuel lines, choke cable and starter solenoid positive cable.



(J)



Connect engine ground cable to valve cover mounting bolt.



Solenoid positive cable connection.

Miscellaneous Information:

17) Install rear body and cut out switch panel hole into front of rear body. Mount switch panel and route choke cable and wiring to the engine and igniter. Note: mount igniter in a spot that does not interfere with any moving parts and close enough for choke cable length and wiring length.

The following information is used as a guide only. This fits several applications, but gives you the adjustment procedure, should it be needed.

Addendum Throttle/Choke Cable Mounting Bracket

1) Remove Key Switch/Throttle assembly (A) and remove all components. Mount the components onto supplied Jake's body plate.

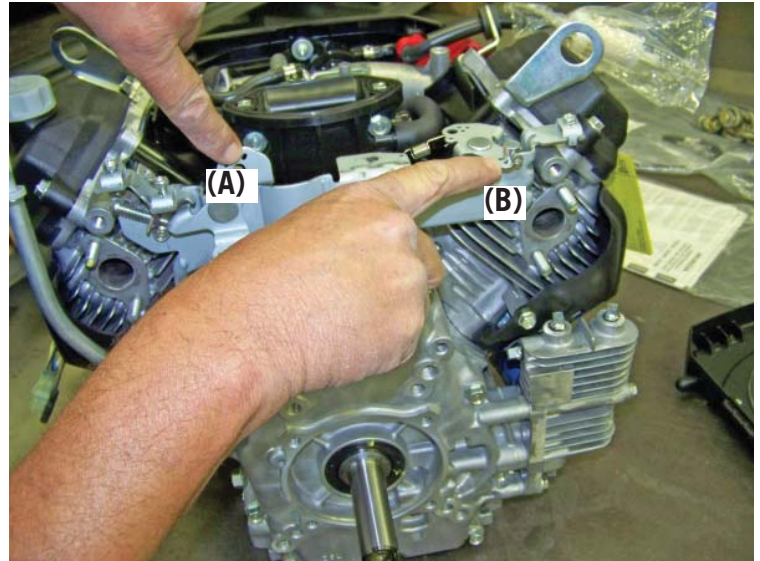


2) Mount Jake's key switch body plate to car.

3) Remove Throttle/Choke grouping.



A) Install choke cable at position (B) and throttle cable at position (A).



B) Hold accelerator pedal to the floor. Slide cable forward just enough to clamp into place. Tighten the wire end clamp. Let off pedal and you should see a return to idle position. Press the pedal to floor board and check for full throttle opening. If you do not see full throttle then loosen cable clamp and pull it back just enough to achieve full throttle. You will have sort of a balancing act between full throttle and idle. Make sure you take the time to get that balance point. Failure to do so will be loss of full power, speed and idle. Final idle adjustment is located under the air cleaner assembly. Governed rpm should be 3600 for good results.

Note: warranty is void if rpm limiter is disconnected or by-passed in any way!

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