

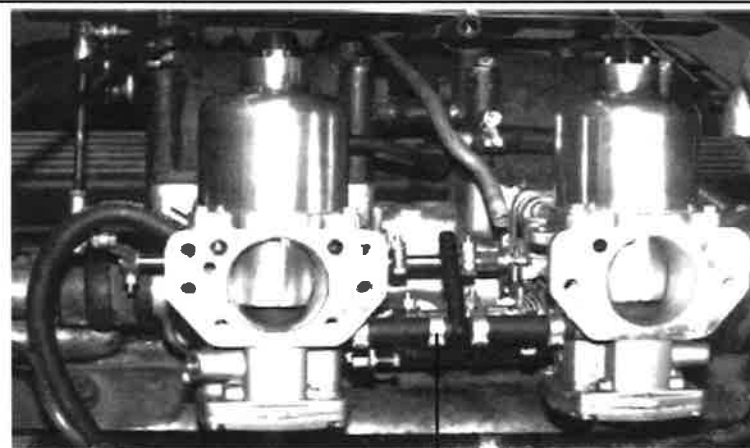
## Procedure

Before starting, see note on engine/gearbox mounts.

### V12 Jaguar Conversion Kit

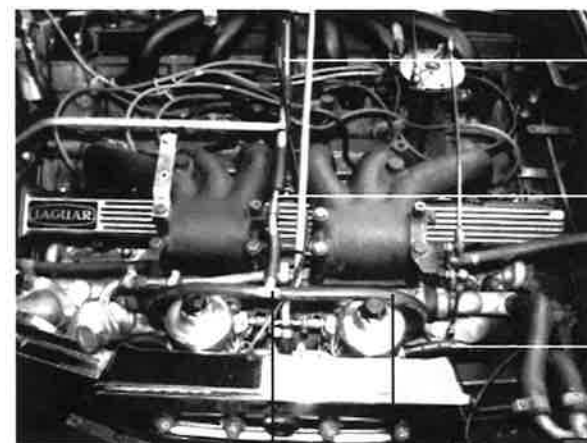
1. Disconnect Battery terminals
2. Remove Rain Shields from both banks
3. Remove air cleaner boxes by undoing the 4 bolts on front flange and removing the clips connecting the warm air pipe and the air inlet horn on each bank
4. Disconnect crankcase breather pipes at Carburetters and remove hose and steel lines across block back to "T" piece on end of pipe from left hand tappet block
5. Undo screws on choke cam and disconnect choke cable at clip on both sets of Carburetters
6. Remove vacuum retard pipe on bottom of rear left hand Carburetter, and at distributor and remove
7. Unclip ball socket on both rear Carburetters. Remove all 16 nuts and washers attaching
8. Carburetters to manifold, undo fuel line "T" pieces at Carburetter and remove Carburetters there can be a reasonable amount of fuel left in the fuel supply line so be careful to collect any spillage.
9. Remove manifold spacer gaskets and clean faces of gasket material and carbon deposits.
10. Refit new manifold spacers with a gasket both sides
11. A new ball joint is fitted to the two rear Carburetter to replace the original one if required.
12. Right hand drive manual cars will require clutch master cylinder spacer to be fitted (Part number ABF556) to give clearance for right hand rear Carburetter.
13. Loosely assemble a pair of Carburetters (units are identified on tag) with linkage rods from kit of parts (it will be necessary to undo clamp bolts when tuning the vehicle but leave levers tight to enable initial starting). **Note:** It is easier to adjust levers with nuts showing uppermost when fitted. Loosely re-attach fuel line from 'T' piece to Carburetters using new piece of hose
14. Offer each pair of units onto manifolds and attach with new nuts and washers supplied. Close fuel line hose clamps using end jaw pincers/pliers.
15. Using rubber pipe supplied attach vacuum from distributor to nipple on right hand rear Carburetter.
16. Using rubber pipe supplied connect the crankcase breather pipes to "T" pieces supplied and then connect to pipe from tappet block via pieces of steel pipe supplied attached to clip on manifold, short pipe (ABF557) on left bank and long pipe (ABF568) on right bank, with short end angled down towards air cleaner as per illustration (Fig 2).
17. Re-attach ball joint on rear units, one at a time, ensuring full throttle is achievable (adjust lever on throttle spindle to change this and adjust ball joint on rod to synchronize each bank).
18. Using 50cm of ¼" bore rubber hose supplied, attach to float chamber breather pipes and route down and away from Carburetter ensuring there are no kinks or vapour traps and ensuring line is well clear of exhaust.
19. Re-attach choke cable through ferrule on left hand front and right hand rear units and attach to choke cam via screw, ensuring full and free range of movement available.
20. Use cable ties included to tidy up choke cable, fuel line and breather pipe runs across block.
21. Refit rain shields.
22. Air cleaners can be re-attached but it will be necessary to shorten threaded end of bolts to 10mm. Re-attach warm air and air inlet horns
23. Refer to tuning leaflet and vehicle manufacturers' data for starting and tuning procedure.

Fig 1.



Note Position  
of Hose Clip

Fig 2.



T Piece    Crankcase  
Breather Pipe