



JL Engineering Alpine V6 Holley Conversion Kit

Congratulations on purchasing this Holley carburettor kit with special inlet manifold conversion by JL Engineering. The kit allows you to replace the complicated Solex set up with a simple, reliable and easily tuneable Holley replacement.

Typical Contents:

- JL Engineering Inlet Manifold
- Holley 8007 calibrated for use on V6 and small V8 engines
- Electric choke conversion (where specified)
- Air Cleaner and spacer
- Assorted gaskets and fittings.

IMPORTANT NOTES

The JL inlet manifold baseplate has been specially tapped to take metric M8 studs (supplied). Holley carburettors are normally fitted or supplied with imperial fittings. Please do not attempt to use any imperial fittings on the baseplate as they will damage the threads in the manifold. Bear in mind that other fixtures and fittings on the Holley carburettor including the air cleaner post may be imperial threads. Do not attempt to use metric fittings to replace lost parts.

The manifold is secured to the heads with 4 x M7 metric bolts (11mm socket or spanner). Please take care with these as they are not easy to replace if lost.

We advise fitting new 'O' rings to the heads. The plastic spacer plates may be re-used if they are in good condition. DO NOT use normal 'O' rings, you must use the special R30 type Renault 'O' rings.

The pre-heating water circuit for the single Solex carburettor is no longer required and MUST NOT BE USED as water may enter the inlet manifold. You should remove or bypass this water system using proprietary parts to cap water outlets.

The automatic choke water circuit for the single Solex carburettor is no longer required. You can bypass this system by simply joining the two hoses together.

FITTING INSTRUCTIONS

Disconnect battery.

Remove air cleaner.

Disconnect fuel hose supply from Solex single carburettor. Cap and tie up out of the way.

Disconnect brake servo hose from inlet manifold.

Disconnect crank case ventilation hose from inlet manifold.

Disconnect vacuum hoses from Solex carburettors.

Disconnect water hoses from Inlet manifold and carburettors.

Disconnect any electrical connectors from the inlet manifold.

Remove the 4 x M7 bolts retaining the inlet manifold. Keep these safe.

Lift the complete inlet manifold and carburettor assembly away from the cylinder heads.

Clean any water from the 'Vee' and check and replace the 'O' rings and spacer plates as required.



Figure 1. Your engine should look like this with the Solex Carburettors removed.

The pre-heating water circuit for the single Solex carburettor is no longer required and MUST NOT BE USED. You should remove or bypass this part of the water circulation system using proprietary parts to cap or plug the relevant water outlets.

The automatic choke water circuit for the single Solex carburettor is no longer required. You can bypass this system by simply joining the two hoses together.

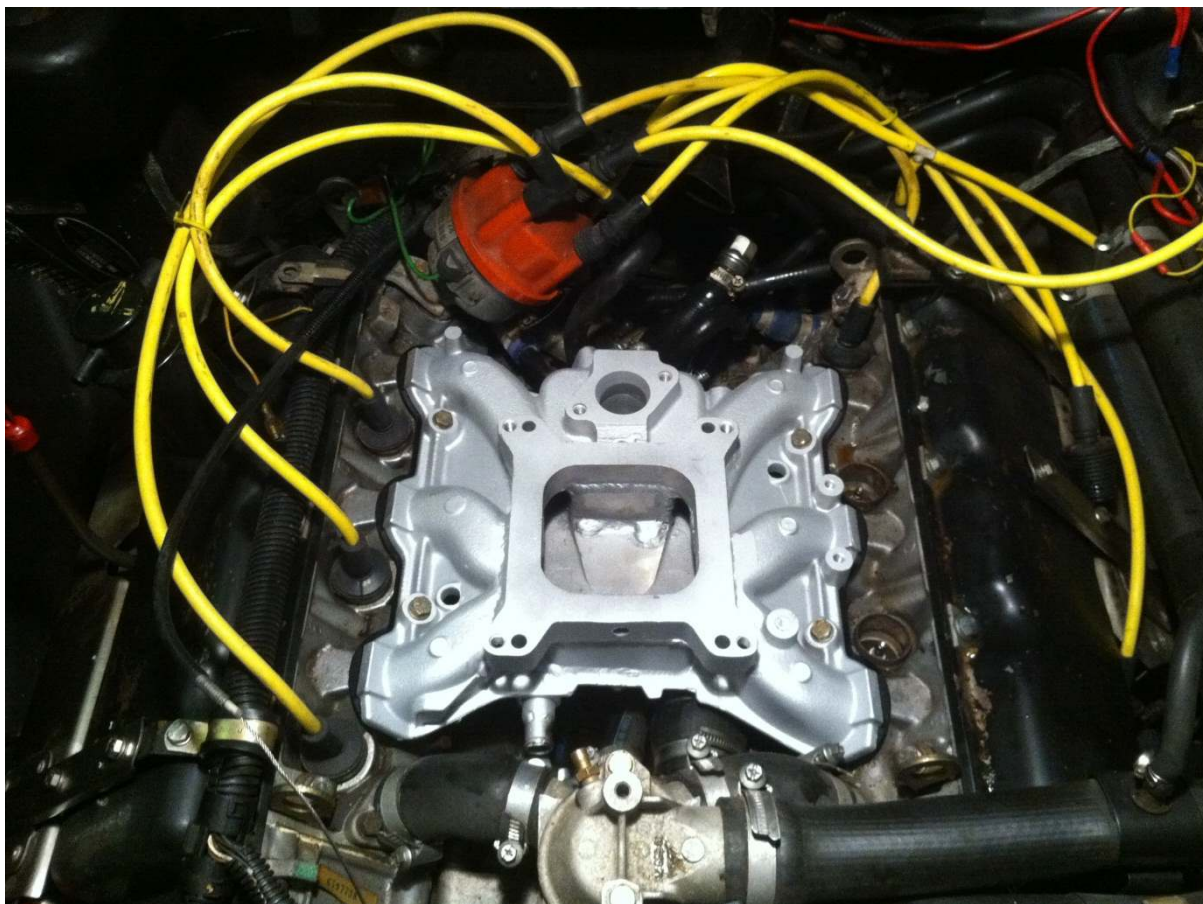


Figure 2. New JL Engineering inlet manifold installed and secured.

Fit the new inlet manifold re-using the 4 x M7 bolts.

If you have purchased an electric choke conversion fit this to the new Holley carburettor now.

Place the large paper gasket on the inlet manifold.

Place the new Holley carburettor on the new inlet manifold in position on the three shorter studs.

Fit the fourth longer stud AND aluminium throttle cable support.

Secure with M8 nuts and washers.

Connect the fuel supply hose to the Holley carburettor. Secure with a small jubilee clip or clamp.

Connect the brake servo hose to the inlet manifold.

Connect the crankcase ventilation hose to the inlet manifold.

Connect the vacuum advance of the distributor to the permanent vacuum on the Holley carburettor.
(You may need a new longer vacuum hose).

(There is an optional timed vacuum output on the Holley that you can try if you prefer)



Figure 4. Holley carburettor installed.

If you have fitted an electric choke conversion to the Holley use the 12V supply from the Solex fuel cut out solenoid. You may need to lengthen this cable.

If you are using a manual choke you must insulate the 12V supply wire from the Solex fuel out solenoid and tie it up and away from any heat source as this is no longer used.

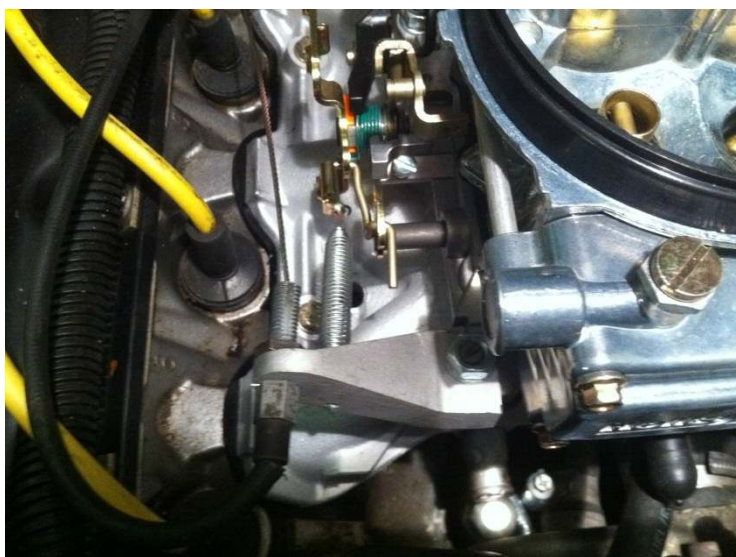


Figure 5. Throttle cable support and tube.

We advise fitting a replacement throttle cable but it is possible to re-use the original with the parts supplied as long as it has not been cut down in length previously.

Remove the throttle cable support tube and retaining nut from the original Solex carburettor and fit it to the new throttle cable support.



Fit the throttle return spring.

Thread the throttle cable through the support tube and secure with the supplied clamp.

Check the operation of the throttle pedal.

Figure 6. Secure the throttle cable.

Reconnect the battery.

Crank the engine several times and let the fuel pump run to fill the float bowls.

The engine should now start.

You should follow the instructions provided with the Holley carburettor and electric choke (if fitted) to adjust for best running and performance.



Figure 7. Completed installation with air cleaner fitted.

ADDITIONAL NOTES

We recommend fitting a one way valve to the crankcase ventilation system.

We recommend fitting sight glasses to the float bowls to easily check fuel level.

We recommend the use of an inline fuel filter in the engine compartment.

A wide range of jets and accessories are available for the Holley range of carburettors.

In case of fitting problems please contact:

JL Engineering

23 Corbetts Lane, London SE16 2BQ

07840 459 381

Renault Alpine Owners Club

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Please note that this conversion is for off road or track use only and neither JL Engineering nor Renault Alpine Owners Club accept any liability for any loss or damage however caused in connection with the fitting of this product. You do so at your own risk.

Your Holley carburettor is covered by the manufacturer's standard warranty if it is fitted and adjusted in accordance with their recommendations.

AUTHORISED FITTING AGENTS

JL Engineering

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