



QUALITY... PLAIN & SIMPLE®

**Progressive Throttle Linkage**  
For Holley® or Edelbrock® Dual Inline Carburetors

**General Installation Notes:**

Please read these instructions completely before beginning the installation. If you have any questions please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels.

Make sure the engine, transmission, body and frame are properly grounded. We recommend using anti-seize lubricant on all aluminum threads.

Refer To Fig. 1 for the component names.

**NOTE:** The ball style Male Rod End has **LEFT HAND THREADS**. The slotted Progressive Rod End has **standard right hand threads**.

**Step 1:** Remove any existing linkage from the front and rear carburetors.

**Step 2:** Install the progressive linkage stud into the front carburetor throttle arm. (**NOTE:** On some carburetor arms this hole needs to be drilled out to 1/4".) The progressive linkage stud is to be installed with the 1/4"-28 thread holding the stud to the carburetor linkage arm. This will put the shouldered end with the #10-32 thread facing out for the progressive rod end to attach to. **Fig. 2**

**Step 4:** Install the progressive linkage rod with the progressive rod end onto the shouldered side of the progressive linkage stud. Install the supplied #10-32 nylock nut onto the stud and tighten it against the shoulder. Be sure that the progressive rod end slides freely and that there is no binding. **Fig. 3**

**Step 5:** The #10-32 left hand thread male rod end on the opposite end of the progressive linkage rod attaches to the large diameter hole in the linkage arm on the rear carburetor. Insert the progressive linkage spacer into the hole from the outer side of the linkage arm. Insert the #10-32 x 7/8" socket head bolt through the #10-32 left hand thread male rod end and then through the progressive linkage spacer. Install the 5/8" OD #10 fender washer on the inner side of the carburetor linkage arm, and then install and tighten the #10-32 nylock nut. **Fig. 4**

# Progressive Throttle Linkage

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**Step 5: (continued)**

**Note:** On some carburetors there is a tab on the linkage arm that will interfere with the Lokar Progressive Linkage. This tab must be removed or bent flat to clear the path of the progressive linkage rod.

**Step 6:** To adjust the progressive linkage rod, start by loosening the #10-32 jam nuts on each end of the linkage rod (**NOTE: The rod end connected to the rear carburetor has left hand threads**). To achieve wide open throttle on both carburetors, the progressive linkage rod needs to be adjusted so that the progressive linkage stud is against the inner end of the slot in the progressive rod end. **Fig. 5** Rotate the progressive linkage rod counterclockwise to lengthen it, or clockwise to shorten it until there is no slack in the linkage at closed throttle.

**Step 6: (continued)** The adjustment is correct when both carburetors reach wide open throttle and both return back to the idle position when the throttle is released. Now check for smooth operation without binding. At this point tighten both #10-32 jam nuts against the ends of the progressive linkage rod. Check linkage and carburetors for interference or binding before starting vehicle. Make sure that the throttle returns to the closed position when it is released.

**Fig. 6** shows the Lokar Progressive Linkage installed with a Lokar Throttle Cable (not included), a Lokar Kickdown Kit (not included), and a Lokar Billet Aluminum Throttle Bracket & Springs for Edelbrock® and Carter AFB (not included).

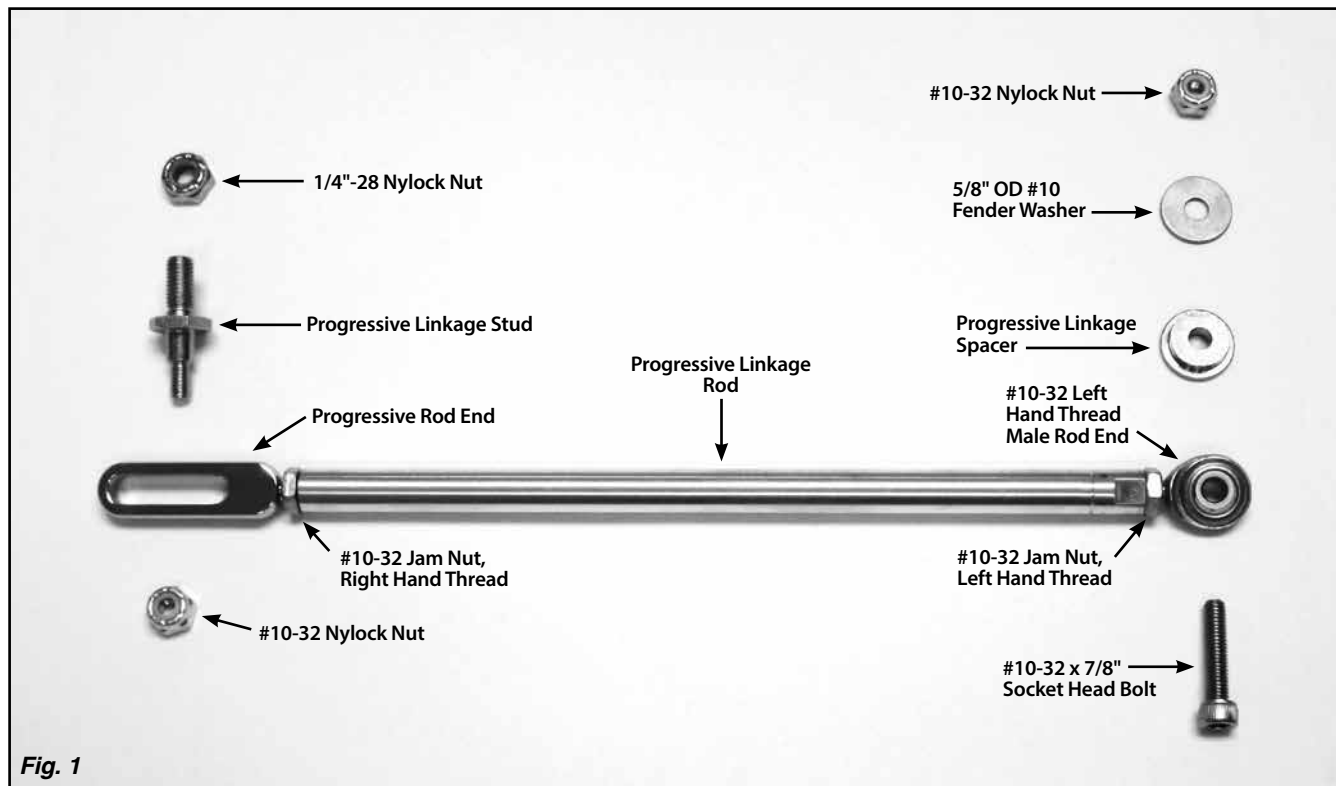
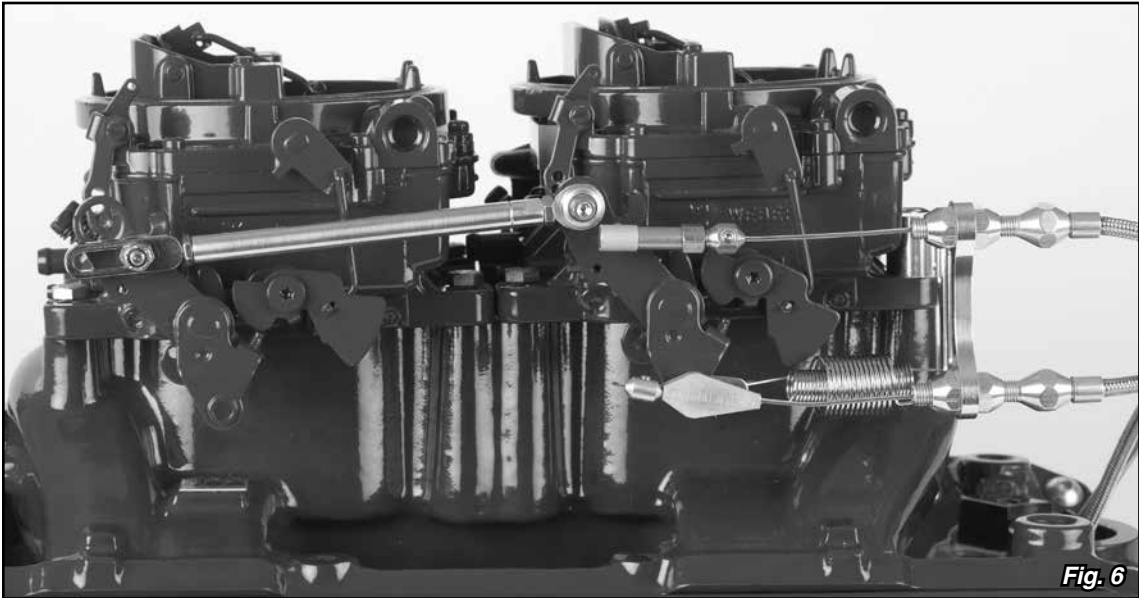
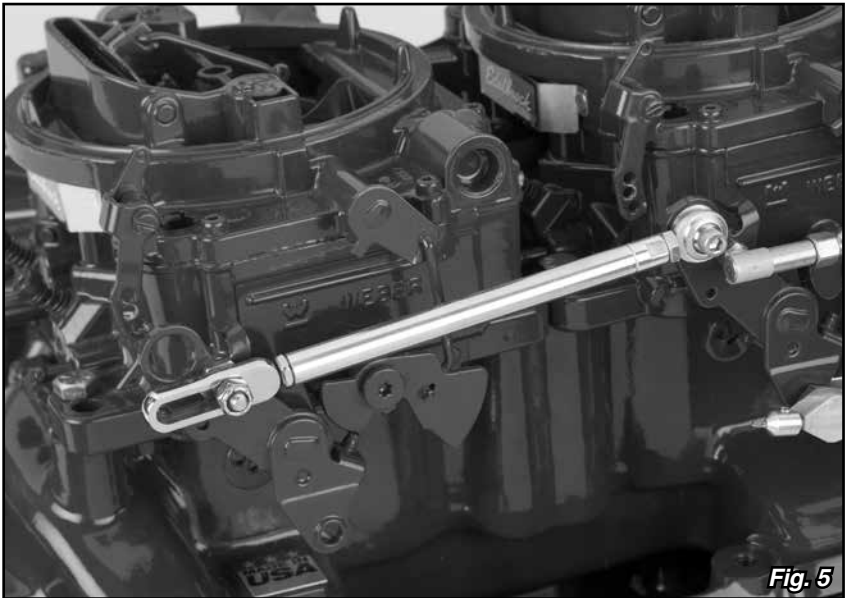
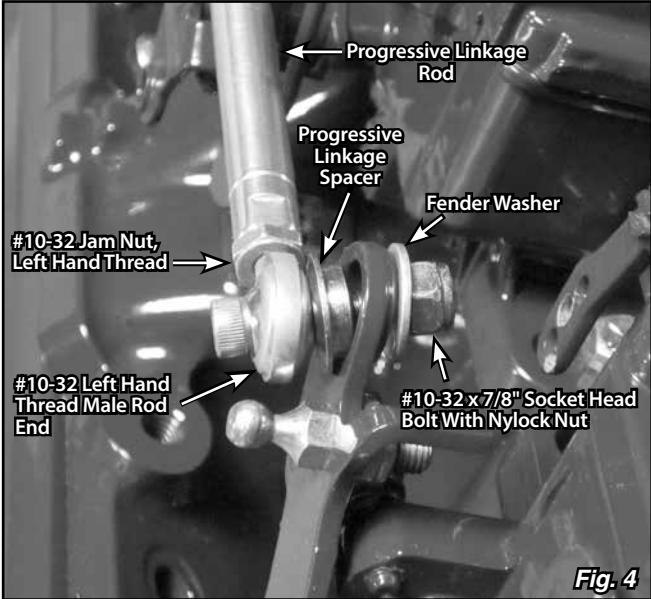
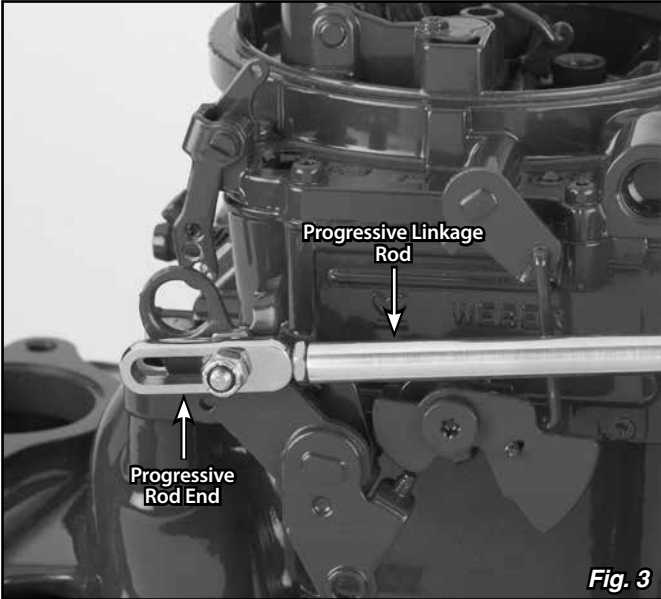
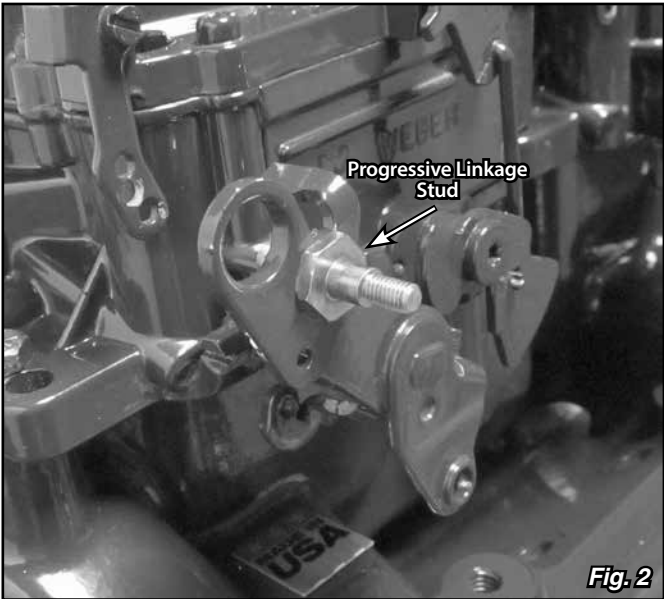


Fig. 1

Progressive Throttle Linkage Installation Instructions



**Lokar Progressive Linkage shown here installed with a Lokar Throttle Cable (not included), a Lokar Kickdown Kit (not included), and a Lokar Billet Aluminum Throttle Bracket & Springs for Edelbrock® and Carter AFB (not included).**