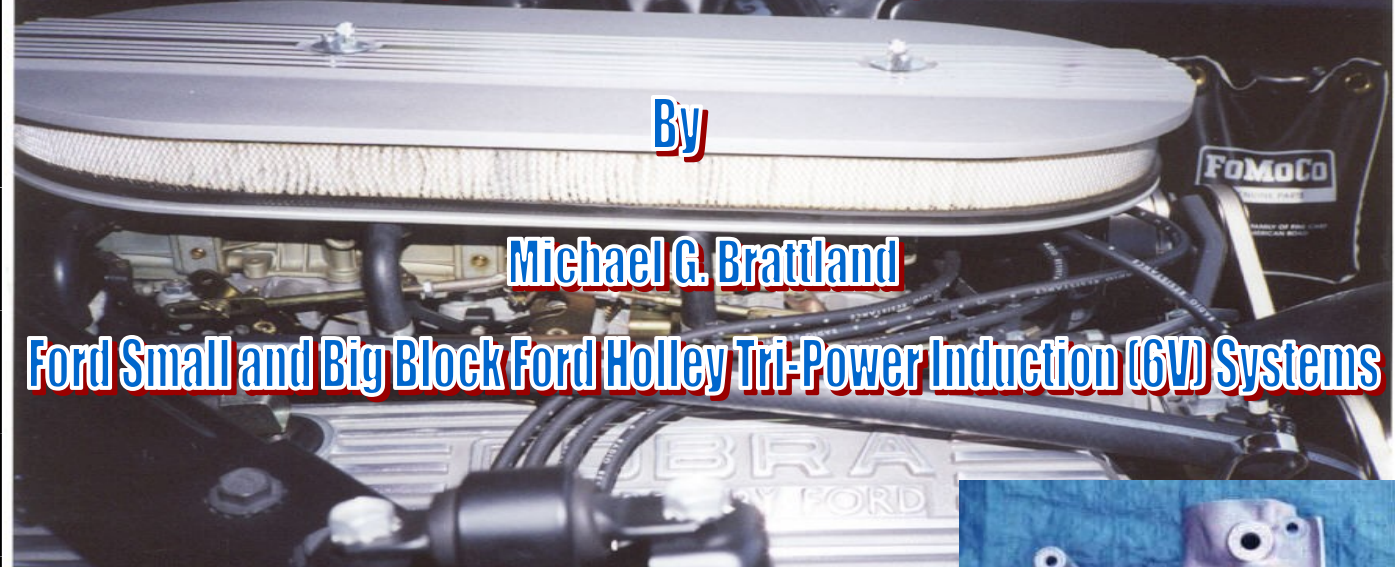


TRI-POWER BULLETIN



By

Michael G. Brattland

Ford Small and Big Block Ford Holley Tri-Power Induction (6V) Systems

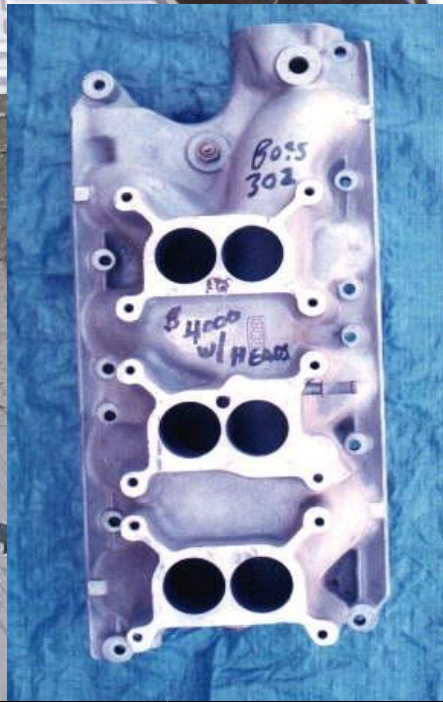
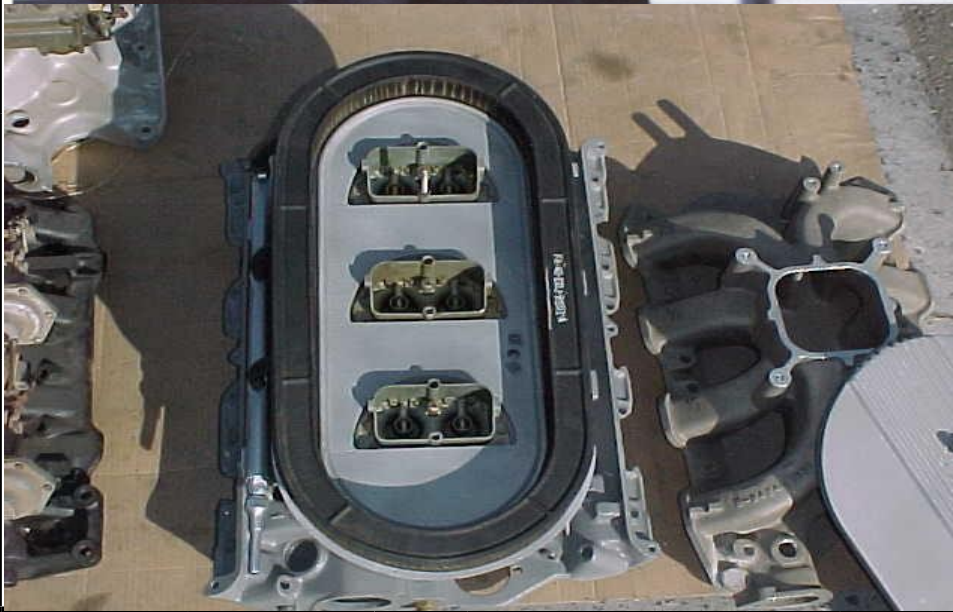


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351C and 429/BOSS429, including his personal experience as part of the Holley design engineering team for these 6V applications.

This edition now includes most of the diagrams which have been available on my websites www.gerlecreek.com and now more recently located at www.ford6v.com , now located in Chapter 12. The original Ford Installation Instructions for the 260/289 6V were a simple one page diagram which is now found in Figure 38, shared with me originally by Joe Bunetic.

Thanks to Pete Cowper, Esquire, Visalia, California, for reading and editing this edition for me. I have looked at it too many times to pick up some of the minor issues which his eye was so quick to notice.

After 15 years of being associated on the web at www.gerlecreek.com , it was finally time to transition all the Ford Holley Tri-Power 6V Carburetion information to a new domain website which supports only Ford Holley 6V information at www.ford6v.com . Both websites belong to me the author so for those who go first to the old one, there is a link to take you to the new domain location at www.ford6v.com .

The final and most important reason for this edition was to re-align and change the layout of the TRI-POWER BULLETIN, recreating the manuscript in a publishable format, which included all the pictures, graphics and diagrams in the original file for ease of printing. All of this has been done to make the bulletin more user friendly and complete for the discriminating Ford Holley 6V owner.

Mike Brattland November, 2010

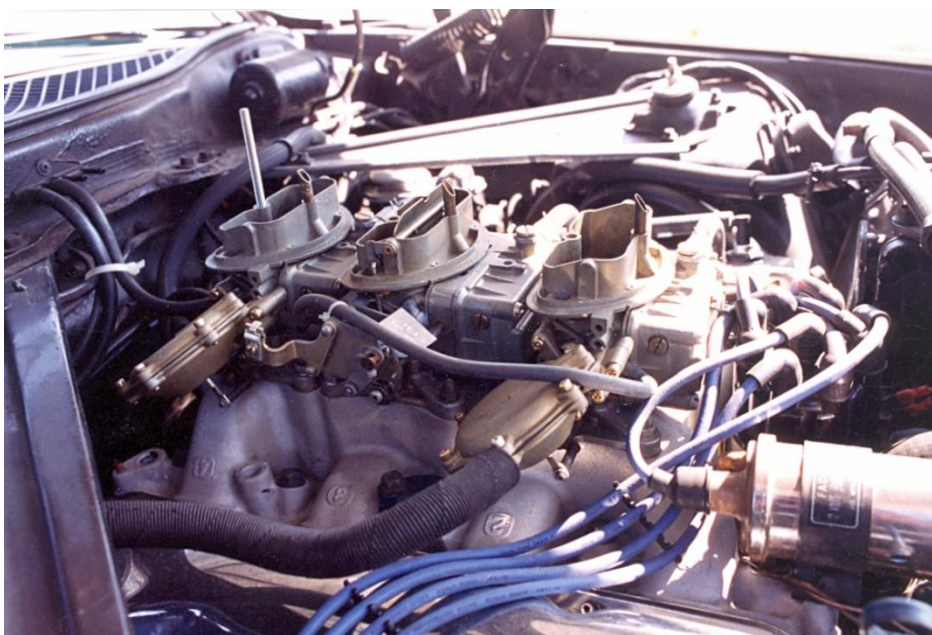


Figure 5 Bob Champion's 351C 6V Carburetion

a conglomeration of Chevy Corvette Holley 2300 6V carburetors, however, since I am a Ford guy at heart, I have constructed a set of mechanical secondary carburetors which basically look like any normal Ford 6V (Small or Big Block) setup, but are built around a Holley List 7448(350cfm) (center) along with two Holley List 4412(500cfm) (outboard) carburetors. The center hung fuel bowls have been swapped for the side hung fuel bowls for space considerations, in addition to extensive airhorn grinding. Beside dissecting these, the Corvette and MOPAR SixPac carbs which were intended for use on the BOSS429, 429SCJ and 351C 6Vs, this revision includes some very nice pictures of Klaus Muller's beautiful '59 Lincoln Continental Mk IV Coupe with a Lincoln 430 6V provided by Hans Aichinger, Bob Champion's 351C 6V powered Mustang, Gary Poling's BOSS429 6V in his Black Boss '69 Mustang Fastback and a ultra rare picture kindly shared by the noted automotive author Pete Sessler from Milford, Pa (ULTIMATE GUIDE TO AMERICAN V-8 ENGINES, PUBLISHED BY Motorbooks International, Dec 1998) of a BOSS302 Tri-Power Intake. Many thanks to Hans Klaus, Gary, Bob and Peter for sharing their pictures. Additionally, I enjoyed an informative telephone conversation with a longtime Ford Performance Automobile collector, Rick Kirk of RK Machine Inc. of Ripley, Oklahoma who owns, among other pieces of Ford history, the only known complete NOS this setup has never been run and has been in his possession since 1975. I have also attempted to correct a few errors or statements which over the last five years have come to my attention through many of the kind readers and users of this technical bulletin. Joe Bunetic has again shared several little known Ford 6V Technical Hints and has offered a copy of the original 1961 Ford technical instruction sheet and diagram which accompanied the "across the counter" sales of early Ford FE 6Vs which has been reproduced and included in this 4th edition. Again, Joe continues to be at the center of real knowledge about these nostalgic performance carburetor systems from Ford. Many thanks to Joe for all of his technical help. One final addition to this edition are figures showing various early FE throttle pedal linkage diagrams, as well as the inclusion of some additional adjustment information on throttle and downshift linkage adjustment from the 1962 Ford Galaxie Shop Manual to help those with 6Vs and automatics. Because the kickdown linkages and accelerator pedal to bellcrank linkages are long gone in most cases, I have included a sampling of several shop manual diagrams and guidance to assist people in putting together linkage for their particular application.

Mike Brattland September, 1999

The 5th edition of the TRI-POWER BULLETIN includes a number of little things learned in research since 1999, with the most significant being background and specifics on the Ford NASCAR 366 Engine Program which was the basis for the creation of the 351 Cleveland 6V intake manifold and the Holley List 4782/4783 6V carburetors for this Ford NASCAR program, as well as for the 429SCJ and BOSS429 6V programs. Thanks are due to A. Thomas Vaught, Senior Engineer, Ford Research, (R& I) Boosted Engine Systems (Eco-boost) Powertrain Research & Development, Ford Motor Company for the details on the Ford 6V programs for the

systems, which came on the 1958 Lincoln/Mercury equipped with the 430 cubic inch Super Marauder V-8 engine. This will make the 6V bulletin much more comprehensive and complete for the enthusiast and professional alike.

Special thanks goes to Frank Oddo, Joe Bunetic, Gary Poling, Ron Miller, Hans Aichinger and E.J. McLaughlin for their historical information on tri-powers, the many photographs shared, and numerous personal and long distance technical discussions. For Frank Oddo, probably the best known small block tri-power owner, thank you for your many years of technical advice to many of us who are your readers and certainly for the kind words of support and recommendation you made on my original edition of this technical bulletin in your Shop Manual column in the March, 1993, issue of STREET RODDER MAGAZINE.

A special thanks to Joe Bunetic for all his 351 Cleveland and Lincoln/Mercury 430 pictures and his 351 Cleveland/429 information, plus sharing his extensive knowledge on the Ford 6Vs. Thanks are due Gary Poling for sharing his long time knowledge about the 429SCJ and BOSS429 6Vs. Gary's 6V on his BOSS429 powered 69 Mustang was recently shown in the August 1994 issue of SUPERFORD MAGAZINE. A personal thank you goes to Ron Miller, owner of **Ford Power Parts** in Norwalk, California for loaning this perfect stranger some of his historical photos taken over the years including a 351 Cleveland 6V, as well as taking photos of his super rare, for sale 429SCJ 6V manifold. I loved it when I got the chance to actually put my hands on this manifold at the Pomona Swap meet in April 1994. Pictures of the same are included in this 3rd edition. Many thanks to Hans Aichinger for the several interesting conversations on the Lincoln/Mercury 430 Holley 6V and the exchange of technical information. Best wishes on your on-going search and restoration effort with your 1958 Lincoln. Lastly, thanks are due to E.J. McLaughlin who kindly gave me several great photos of his small block 6V which has resided on his 67 Shelby Mustang for many years and of course for the hours of discourse I enjoyed on our mutual automotive interests.

Mike Brattland November, 1996

I decided that it was time to add a few tidbits and some additional historical and informational pictures. Since January 1996, I have maintained a web page (www.gerlecreek.com) which offers some basic information and acts as a source for enthusiasts who need to find this book. It also offers some pretty good photos to whet the appetite of the Ford Tri-Power enthusiast, as well as classified web page (www.gerlecreek.com/documents/tpclassifieds.htm) for buying and selling of Ford 6V bits and pieces. Additional good news is Holley's move into the on-line world with their excellent web page at www.holley.com, which offers a bounty of excellent information and best of all, the ability of those with cyber connections, quick access to technical assistance at Holley. I am currently working on a 1938 Willys pickup powered by a Ford 466 topped with one of the seven or eight 429SCJ 6Vs in the country and of course, a 4 speed. It couldn't be any other way. So this edition has expanded to show more fully this rare 429SCJ 6V setup which has previously been discussed and depicted in this bulletin briefly with photos. The setup came with

Foreword

I wrote the TRI-POWER BULLETIN because of my frustration in being unable to find any original information other than sales documents for my Ford Small Block 6V setup. Over the last five years, I have searched and read many books, technical manuals, and magazine articles, written many letters, all in search of some answers. Initially, information I gathered was sparse, but after a number of years I have uncovered a considerable amount of information and met a number of Ford enthusiasts who have shared my interests in the subject and who have helped me with information which I have included. Of the many books articles I have personally reviewed, the bibliography lists the specific ones that have something written about the subject. Specifically, I have only found two published pieces on the Ford Small Block 6Vs written since their early 1964 introduction, none however published by the Ford Motor Company, with the only slight exception being the two marketing announcements found in the February and July/August 1964 issues of SHOP TIPS FROM FORD. The first and most complete, with an especially good pictorial, was a Don Hayes article in the April, 1964, issue of SPEED AND CUSTOM MAGAZINE. The article shows an installation, but offers no real technical guidance of note, and certainly no linkage or carburetor adjustment guidance. The other is a more recent Frank Oddo Shop Manual column in the August 1987 issue of STREET RODDER MAGAZINE. Frank Oddo's column is the only published guidance I have found where information on how to adjust your small block 6V carburetors is offered. With regard to the big block 6V, Ford provided professionals and enthusiasts alike with direct factory guidance in the form of the SHOP MANUAL SUPPLEMENT to the appropriate year Ford or Thunderbird Shop Manual which came with the big block 6V. Complimenting this excellent factory tuning information was the early Les Ritchey article on drag race tuning of the carbs and linkage for the FE big block 6V.

In the course of learning about my own small block 6V, using Frank's guidance for a number of years and eventually evolving to experimenting with the factory FE big block 6V procedures when adjusting my carburetors, I have come to the conclusion that the Ford factory guidance for the big block carburetor adjustment works perfectly and should be employed equally by small and big block 6V owners when adjusting their carburetors. However, in many exchanges over these years, most enthusiasts whom I have talked to are unaware of the similarities and the existence of the inclusive technical information. Hence, my intent is to share my experience with other enthusiasts and help remove the mystery surrounding the operation of these nostalgic induction systems.

Mike Brattland January 1993

Commencing with this 3rd edition, I have decided to include the data and technical information I have gathered on the earliest of the Ford Holley Model 2300 carburetor 6V

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ACKNOWLEDGEMENTS

I wish to acknowledge and personally thank Joe Bunetic of Fairview Heights, Illinois for the many contributions to the specifics and detail shared in this book learned through his many years of experience working with Ford 6V Carburetion. He is the Guru for Ford multi-carburetor applications in this country. No one person, not even at Holley, knows more about Ford Holley 3x2 Carburetion than Joe. My thanks to Joe Bunetic for sharing so many little interesting facts, the pictures and insider knowledge about these nostalgic carburetion systems.

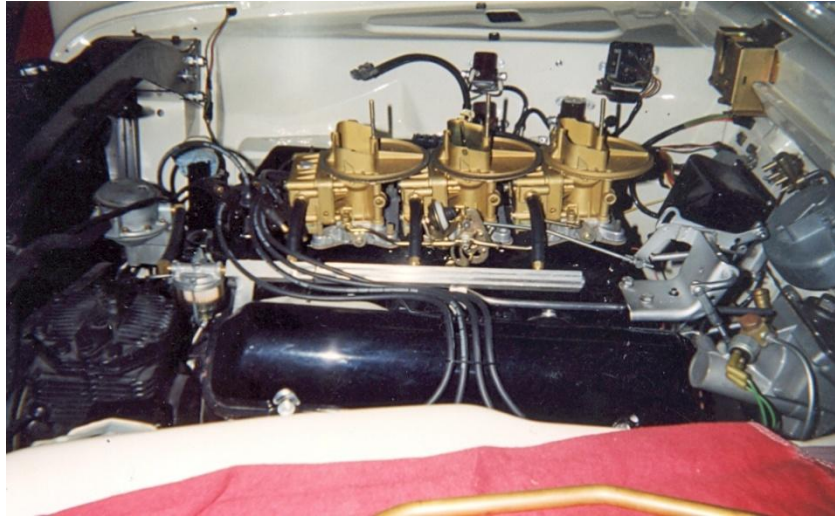


Figure 3 Lincoln/Mercury 430 6V Carburetion-Hans Aichinger

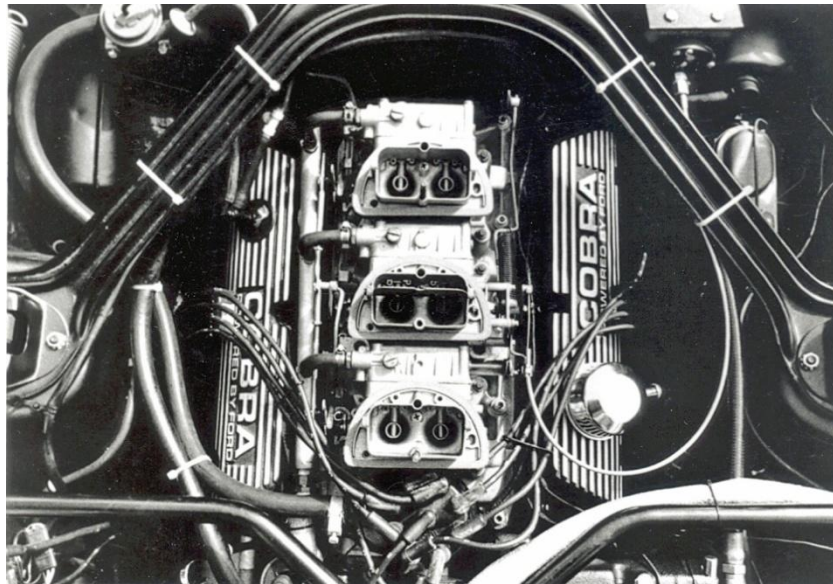


Figure 4 EJ McLaughlin's 289 6V Carburetion

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Dedication

For the many Ford Multiple Carburetion Owners who need assistance with their Ford Holley 6V¹ Carburetion.



Figure 1 351C 6V Intake-Ron Miller

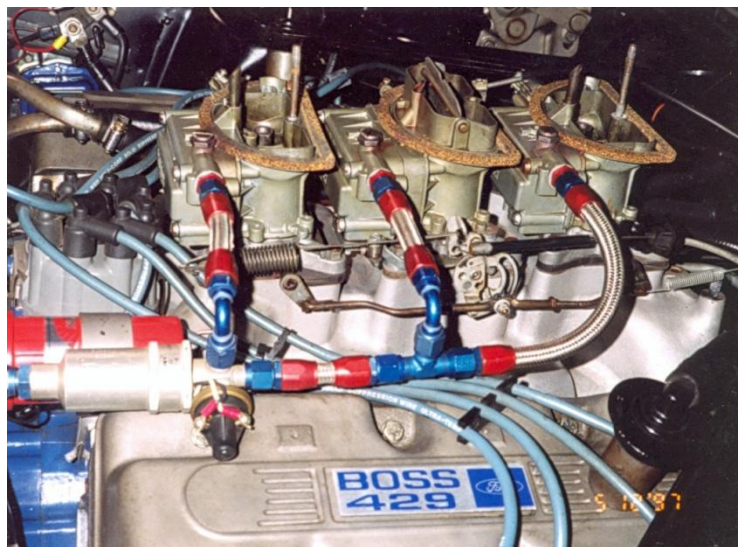


Figure 2 Gary Poling's BOSS429 6V Carburetion

¹ What does Ford 6V mean? "6V" is Ford parlance for 6 venturi or 6 barrels regarding carburetion. 6V means three 2 venturi or 2 barrel carburetors=six barrels. The venturi is what supplies the air and fuel to the engine through the respective carburetor. Venturi is more commonly referred to as barrel or throat in really old school language. Ford has used this parlance when referring to carburetor types in parts listings and manuals from the 1960s. 2V refers to a 2 barrel carburetor; 4V refers to a 4 barrel carburetor; 8V refers to 2- 4 barrel carburetors or 4- 2 barrel Weber carburetors and 6V refers to 3-2 barrel carburetors.

Tri-Power Bulletin

TRI-POWER BULLETIN Ford Small and Big Block Holley Tri-Power (6V) Induction Systems

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5th Edition, 2010 revised

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