

22R Instructions



This is the mixer assembly bolted on the factory carb base. You'll notice we reused the factory carb base for its unique throttle and pcv mounting. You will need to reuse the three factory screws that bolt the base to the adapter.

This is how the mixer and regulator look installed in the truck. The regulator needs to be mounted solidly. The hose in between is flexible. Be sure to check that all fittings have Teflon tape on them and are tight.



This is the bottom of the regulator. You can see how the line goes into the filter, then the solenoid, then the reg. The solenoid gets wired to a key on 12v. It is very low amps.

The water lines must be spliced into. The direction of the y fittings is important. If you do not run a heater, connect both hoses to the regulator without the y fittings. If you look carefully the straight part of the water "y" goes inline with the heater hoses. Both "y's" will have the same angle. The other one in this picture is behind the first. It's important that they are not backwards because coolant will not flow properly and will cause problems. The line in the front is the feed and the rear one the return.



These are the hoses connected and the kit installed. Notice the vacuum advance is connected to the forward port on the distributor. This port is the advance. The other end connects to a ported vacuum source on the carb base.



This is the correct installation of the tank brackets. They are adjustable by turning the hold downs. The brackets must be mounted to the truck with grade eight bolts and washers. You must also put big washers under the bottom of the truck to prevent the tank from pulling through the floor.

This is the bulkhead fitting back by the tank. It has a pressure relief device built into it. It is very important that all connections are tight and checked under pressure with soapy water. This is where the line connects in the back. The propane line must not be run within a foot of the exhaust, must be secured with a strap every 8 inches. I highly recommend following the factory steel fuel lines. Good tie wraps also.



This is how we recommend connecting the tank to the bulkhead fitting. Once you fill the tank and start the engine, check for leaks, and set the idle mixture by turning the screw on the side of the mixer. These adjustments should only be done with the engine warmed up. To set timing, drive the vehicle and keep advancing the distributor until you hear it “pinging” or detonating, or until it doesn’t make any more power. Back it off until the pinging stops. You may have to perform this procedure several times. The idle mixture as well as the high speed mixture adjustments have already been pre set. Turning the big screw out leans the idle mixture. Underneath the mixer where the black elbow screws in is the high speed adjustment . There is a “R” and “L” to tell you which way to go.

If you have any questions, please call me at (480) 430-8033. Thanks for buying our kit, and we hope to see you out on the trail. If you like our kit, tell others. If not, tell me. Cary.

