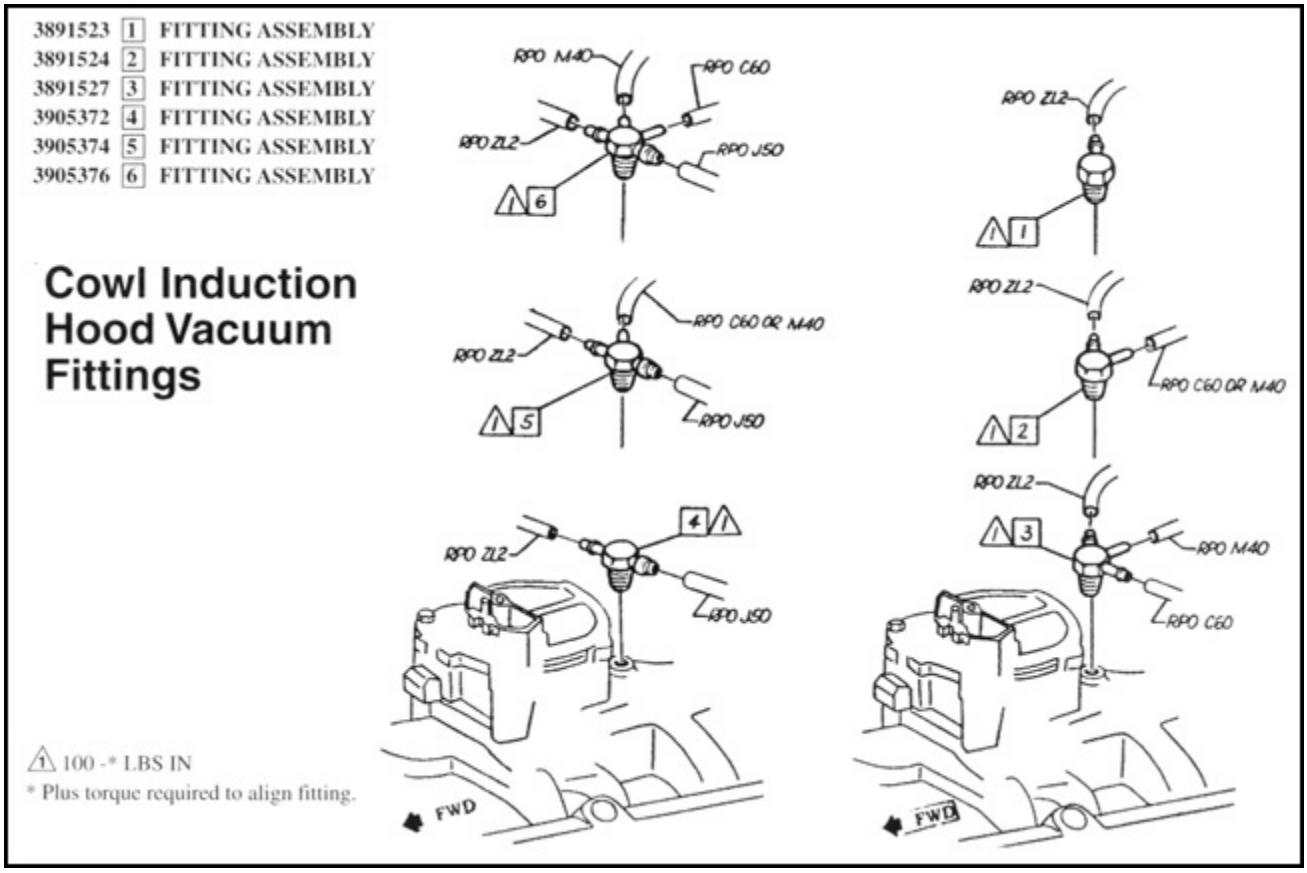
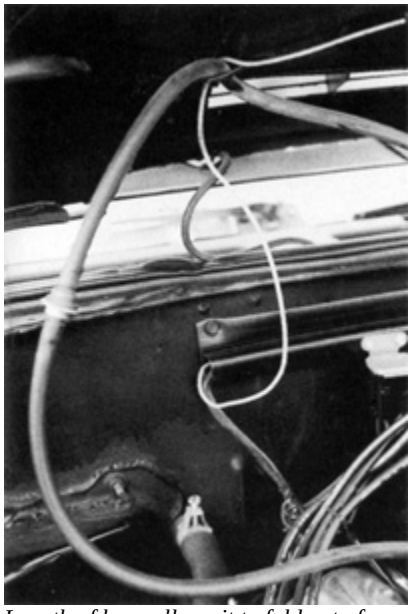
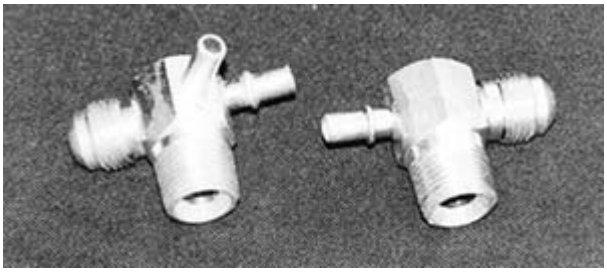
1970-72 Cowl Induction Assembly

By Mark Meekins



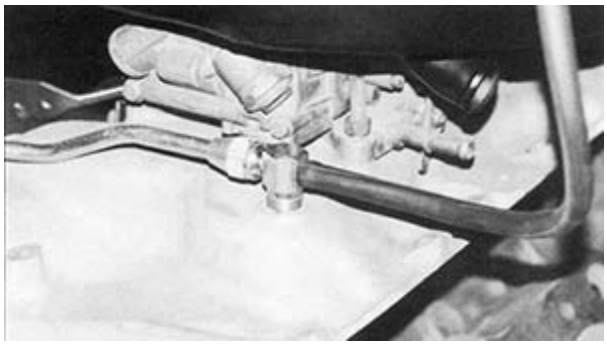


Length of hose allows it to fold out of way when hood is closed.

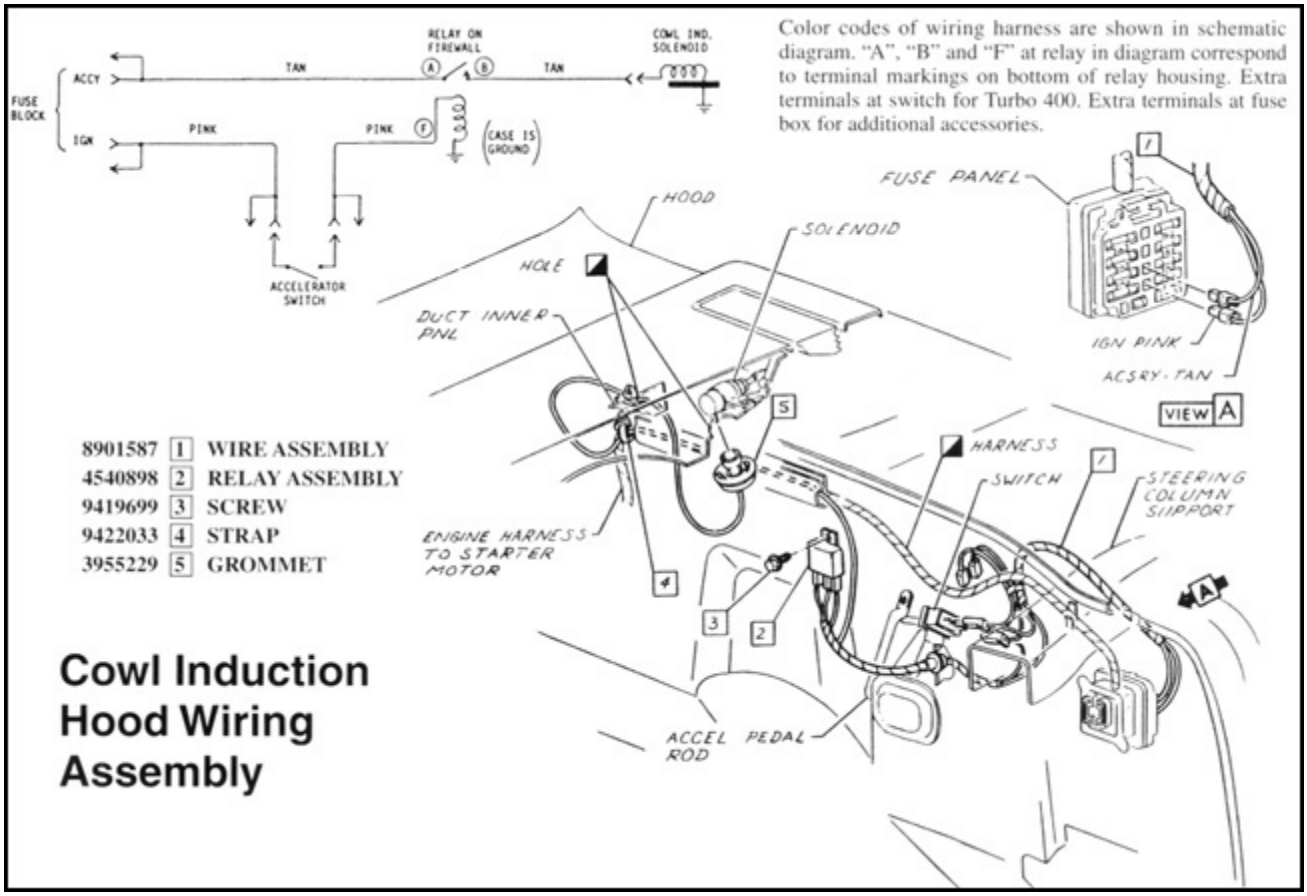


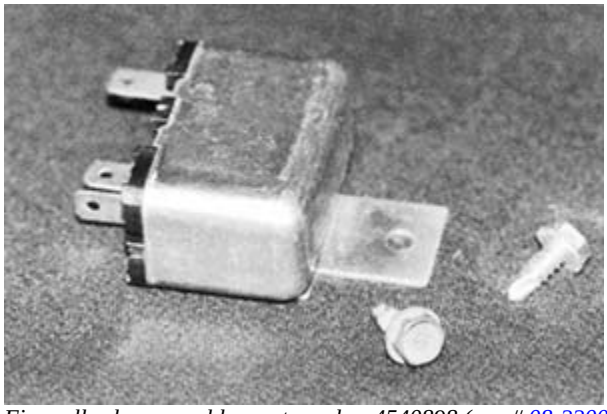
Vacuum fitting is located on back of intake manifold between carburetor and distributor. Metal booster brake line is on left and 18 inch hose to flow valve is on right.

Wiring harness is fed through firewall harness retainer.

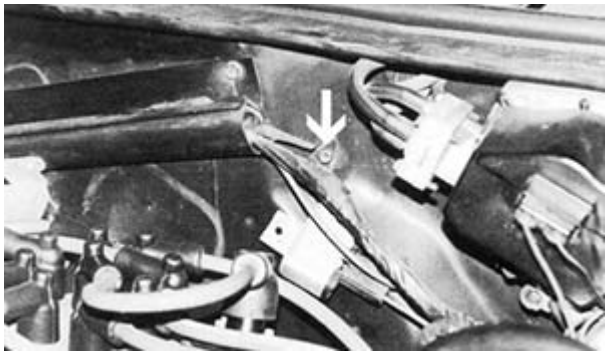


Possibly as many as four cowl inducted fittings where used.
Threaded side on these two examples is for booster brake line.

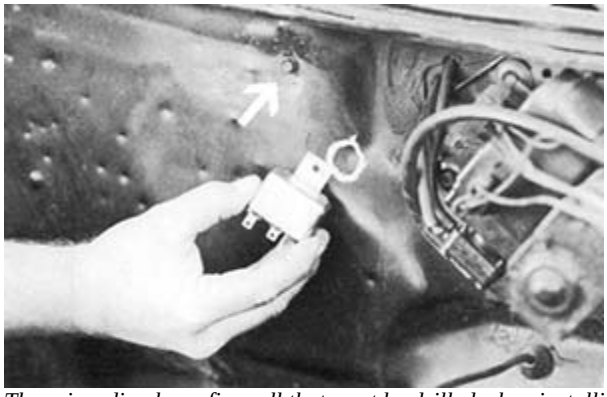




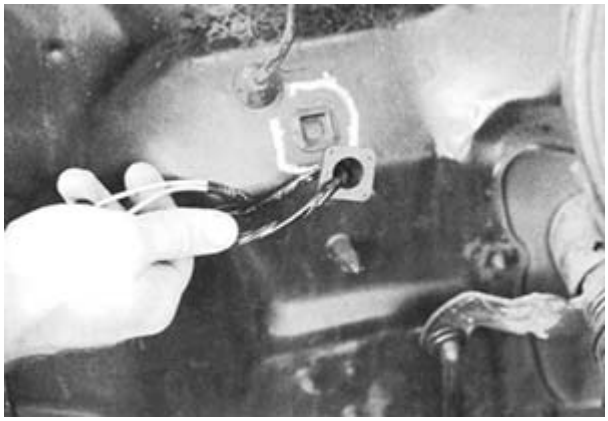
Firewall relay assembly, part number 4540898 (our # 08-2200), uses one tapping screw. Original in foreground. Replacement Screw is at right.



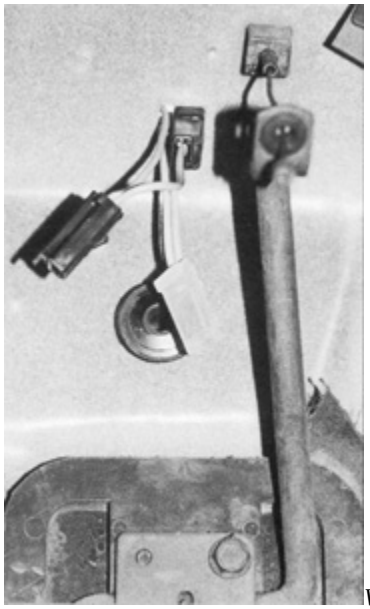
Screw hole for relay is located to the right of the wiring harness retainer. Refer to assembly manual for additional details.



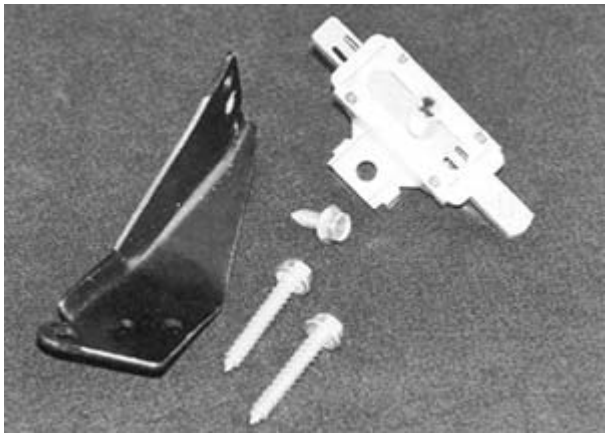
There is a dimple on firewall that must be drilled when installing cowl induction system. Note location to relation of screw (arrow) for harness retainer.



Just below accelerator cable is square plastic plug that will have to be pushed out from inside. Cowl induction wiring harness has square grommet to seal hole after wires have been passed through.



With plug removed, feed one fitting at a time through firewall. It will get snug, but all the connectors will fit. For alternate installation connectors can be removed and reinstalled after the wire is passed through.



Kick down bracket and gas pedal switch. This unit operates the electrical components of the hood and activates the Turbo 400 passing gear for cars equipped with automatic transmission.