



Description

The Six-Pack Air Cleaners are CNC machined from Aluminum billet. They use available air cleaner elements measuring 4.50 x 6.75 x 1.75 in. Size, 0.5 in. thickness (for example <https://www.summitracing.com/parts/sum-g1923-e>). To achieve equal spacing between them, there are end carburetor air cleaners and there is a center carburetor air cleaner. The two end carb air cleaners are identical (P/N 2300-E). The center carb air cleaner has offset top and base plates for spacing (P/N 2300-C). The baseplates are CNC milled with internal surfaces that help direct air flow into the carburetor for better flow. The kit of 3 air cleaners comes with filters, wing nuts and mounting studs. The air cleaners are available separately if you want to get your own accessories.

Part Numbers

- *2300-E-Top: Top plate for end carb air cleaners
- *2300-E-Base: Bottom base for end carb air cleaners
- *2300-C-Top: Top plate for center carb air cleaner
- *2300-C-Base: Bottom base for center carb air cleaner
- *2300-AF: 6.75" x 4.75" x 0.500" air filter element, washable
- *2300-Stud: ¼-20 mounting studs, must be cut to length
- *2300-WN: ¼-20 standard wing nut
- *2300-Gasket: air cleaner rubber gasket between carb and base plate

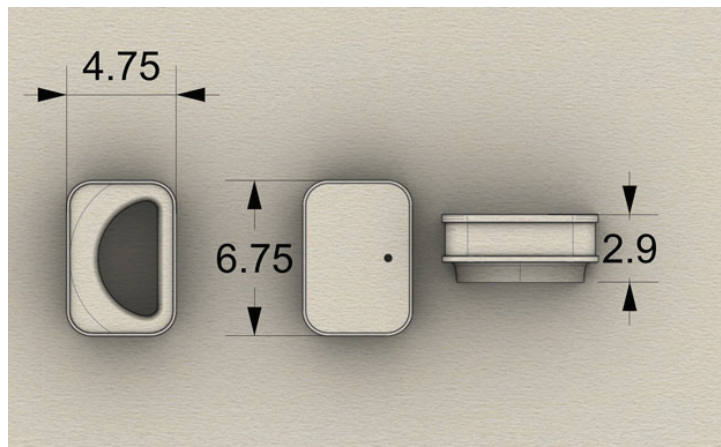
Fitting Information

These air cleaners are designed to clear all the connections on a standard Six-Pack carburetor setup. If you have non-standard fuel lines or other connections, you will need to inspect before installing and move any connections that are in the way.

Hood clearance is important to measure, especially at the forward end carb. This is measured by setting the end carb air cleaner with filter onto the front carb, then place a crumpled ball of aluminum foil on the top of the air cleaner. Close the hood slowly until it latches, then open the hood and measure the crushed Aluminum foil. On a 1970 Dart the hood clearance is $\frac{3}{8}$ ". If you measure less than $\frac{3}{8}$ " it is likely the air cleaner will occasionally hit the hood and damage both the hood and the air cleaner.

Under full power the engine can torque over and allow the air cleaner to hit the hood. We recommend using a "torque strap" connected to the driver's side engine and the frame cross member to limit the engine movement.

The end carbs are tapped for $\frac{1}{4}$ -20 studs to mount the air cleaners. Some center carbs are tapped and some are not. If your center carb is not tapped for a stud, then you will need to tap it. It is possible that you may need to use the correct size drill to open the hole for the tap, but all that we have inspected so far have the correct size hole for a $\frac{1}{4}$ -20 tap. This can be done on the car by first stuffing rags into the carb above the butterflies, then using thick grease on the tap to catch the chips. The center carb hole is not drilled deeply so if you can get approximately $\frac{1}{4}$ " tapped then that will work. Carefully remove the tap so the chips do not drop. Use a shop vac above the rags you stuffed into the carb to vacuum any chips that may fall. Then remove the rags. Alternatively, you can remove the center carb and tap it on the workbench. You will need to use longer studs than the originals on the end carbs.



Installation

Using a base rubber gasket (can be found on ebay searching for "Holley 108-127 Air Cleaner Gasket D-Shaped 3x2 Carburetor") install the baseplate on the rear end carb. Set the air filter on the base and the top plate on the air filter element. Inspect the $\frac{1}{3}$ -20 stud and insure at least 3 threads are above the top plate surface. If so, install the wing nut: finger tight is all that is necessary, DO NOT OVERTIGHTEN. Bent air cleaner parts are not covered by any warranty! If less than 3 threads show you will need to install a longer $\frac{1}{4}$ -20 stud.

On the center carb, install the $\frac{1}{4}$ -20 mounting stud. Install the base, air filter and top plate and insure at least 3 threads are showing above the top plate. Then install the wing nut but do not overtighten.



PE Manufacturing
11400 47th St Ste A
Clearwater, FL 33762
Phone: (800) 800-0966
www.pemfg.com



MANUFACTURING

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