



Choosing the right kits for your 6x2 linkage Direct or Progressive Ready-to-fit or Trim-to-Fit?

So you've got yourself a cool 6x2 intake, either a new cast manifold like the Edelbrock X1 ram or the Offenhauser Pacemaker 3924 (low-line), or a U-fab or log-type intake, and you've stepped up for six 97s. What you need now is a quality, sturdy linkage that won't flex when you stick your foot in it, and won't swamp your beautiful carburetors with huge brackets or weird curved linkage rods going in all sorts of directions (yes, we've seen them too).

Stromberg has 6x2 progressive and direct (non-progressive) linkages to fit pretty much everything out there. This means ready-to-fit kits for those popular intakes that are available brand new. And 'Trim-to-Fit' kits for everything else. The direct linkages come complete in one box. And the progressive linkages are modular, so you can always get the right parts for your intake. Here's how they work...

Choosing the right 6x2 Direct Linkage kit.

Let's get the easy ones out of the way first. Right now, we offer three 6x2 Direct Linkage kits.

Got the Edelbrock X1 ram 6x2 intake?

You need our 9261-D 6x2 Direct Linkage Kit. It spaces the carburetors 4-7/8th inch in front of each other and 9-1/8th inch apart across the intake, and there is no offset between the two banks of carbs. This linkage is ready to go, comes almost completely assembled with the Back-bar levers pinned to the shaft and even though it bolts straight on, it still comes with full instructions, of course.

Got the Offenhauser Pacesetter 3924 6x2 intake?

You need our 9262-D 6x2 Direct Linkage Kit. This is a low-line intake compared with the X1 so it can give you a little more clearance for low hood applications. It spaces the carburetors 4-3/4 inch in front of each other and 6-1/2 inch apart across the intake, with the carbs on the US driver's side 3/4 inch offset in front of the other bank. As before, this linkage is ready to go.

Got something else?

You need our 9260-D 6x2 Trim-to-Fit Direct Linkage Kit. It will work with intakes that space the carburetors up to 5-1/2 inch in front of each other, up to 9-1/8th inch apart across the intake and up to 1 inch of offset between the two banks of carbs. Believe us, that's going to cover pretty much every production engine around. How difficult is the trimming? You'll be drilling and maybe shortening one bracket and adjusting the lengths of the rods. And everything is explained in the Installation Guide included. Download a copy right here in our Tech Center if you'd like to see it first.

Choosing the right 6x2 Progressive kits.

A 6x2 progressive linkage is really just two 3x2 kits plus the Back-bar which joins it all together. With so many different variables between intakes, that's also how we offer them. Here's how to order the right kits for your intake:

1. Measure the carb to carb spacing – from one throttle shaft to the carb in front. Then order two kits - one for each bank - of the correct Stromberg 3x2 progressive linkage to suit your carburetor intake spacing. There's a list of which linkage fits which spacing below. If your spacing is not covered, buy the next size up and trim down the threaded rod between the secondary (outer) carburetors. Trim the right hand threaded end and add more 3/16-32 UNF thread if required.

For this spacing.....use this kit

4-9/16inch.....9243PRO

4-3/4inch.....9253PRO (fits Offenhauser Pacesetter 3924)

4-7/8inch.....9251PRO (fits Edelbrock X1 ram)

5-3/16inch.....9245PRO

5-1/2inch.....9246PRO

2. Now add the 6x2 Progressive Back-bar Kit to link both carburetor banks together. 6x2 intakes can differ in the space and offset between banks.

For this intake.....use this kit

Edelbrock X1 ram.....9261-BB

Offenhauser Pacesetter 3924.....9262-BB

Anything else.....9260-BB (Trim-to-Fit)

It might also pay to compare the spacing, width and offset of the Edelbrock and Offenhauser intakes (see above in Direct Linkages) to see if they are nearer to your requirements.

Fuel lines.

A 6x2 carb set-up does give you an opportunity to build a very cool solid fuel line of course, where linkage interference is not usually an issue. But if you're looking for hose-based solutions, it's not so simple. Firstly, some blower plates put the carbs so close together (side by side) that there is barely room for a hose end or a banjo (see below). And secondly, while direct linkages are usually without issue, progressive linkage present further problems that need special fuel line solutions.

This is why. On a 6x2 progressive linkage, the sliding rods on each bank must join the long center carb lever arms to the front carburetors. They cannot join to the back carbs (as you would usually with a 3x2) because of clearance issues with the back-bar. This is a problem with both straight hoses and banjos.

If you use straight hose ends (like our 9080K) with hoses to a firewall block or a fuel rail, those sliding rods will rub on the underside of the center carburetor hoses, which you CANNOT allow to happen. And you can't put them in a lower hole on the center carb lever because you need those for the back-bar link rods. And you can't swap them because the link rods then hit the BACK carb hoses! The good news, though, is that we offer a special fitting, 9080K-E, our extended SuperSeat hose fitting, which moves the hose and clamp further out a little to leave a gap for the sliding rod to clear. You may have seen pics of old school 6x2 progressives with slider rods bent like a big L shape to miss that center carb fuel inlet. Use a 9080K-E and bendy rods are history.

So what about banjos? Double trouble. Any 3x2 progressive linkage will hit the banjo line unless you use our 9086K banjo spacers to move the fuel line away from the linkage. So that's the first requirement. Have you got space between the two banks of carbs to fit banjos on spacers? You need about 1-3/4in gap between the end of the inlet valve on the one bank and the accelerator pump link rod on the carb opposite. Even then, you still have the same issue as with straight hose ends, where the sliding rod rubs on the underneath of the center carb banjo spacers. Again, we have a solution. 9086K-C has a groove cut in the center to allow that sliding rod free movement. Both 9080K-E and 9086K-C are on our website and available from your friendly Genuine Stromberg dealer.

Your link to the pedal.

Stromberg recommends a mechanical pedal link for all multi-carb systems. Ideally, your 6x2 Back-bar can be connected to the pedal via one of the long levers that work the two banks of carburetors (they have three adjustment/connecting holes at the top). However, if these do not line up with your pedal link, you can add a third long lever to the Back-bar shaft with Stromberg kit 9096K (Long linkage arm/swivel) positioned to align with your throttle pedal 'pull' point. Complete with swivel, clamping screw and 3/32" roll pin, the 9096K lever can also be drilled and pinned to the Back-bar to ensure positive location.

As with all our Tech articles, we welcome customer feedback and other input. Email us with your thoughts and if it adds to the debate, we can add it in.tech@stromberg97.com



