



22. Mount the control under the dash, route the cable (and grommet) through your firewall hole.



23. Connect both cables to the bellcrank as shown, adjust so fresh air door is fully closed a fraction before the dash knob bottoms.



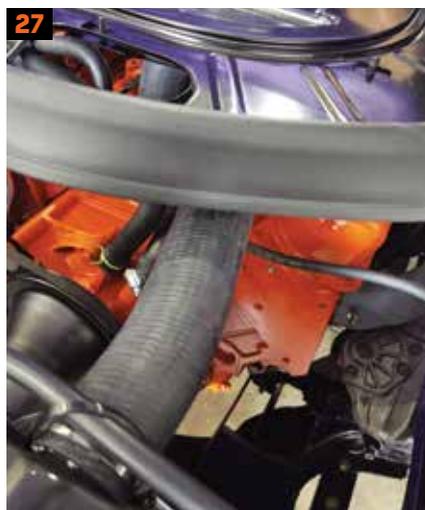
24. Add the drain hoses, trimmed to fit. You're done!



25. **IMPORTANT**—If your E-body has a two-speed wiper motor, a bit of hacking is needed. Obviously, you need to do this before you start the whole installation deal.



26. First, slice the left rear corner of the adapter ring for clearance as needed. Add primer and the foam seal, and nobody will be the wiser. We've done this hack on 340s and 383s, this hack might be touch-and-go with an RB engine.



27. The clearance to the upper radiator hose can be snug, if you are not concerned with OEM platinum appearance, adding a sleeve of large convolute tubing is the solution. Hemis had a specially trick curved hose (repros available).



28. What if you have a higher-than-stock manifold? You need to shorten the "funnel" area of the retainer. Measure twice...



29. ...but cut once.



30. The finished product. On this car, we needed to raise the carb strap-bar about one inch, too (circled). You can weld, right?



31. The finishing touch! And wait until you can see that bubble torquing over through the windshield when you punch it!