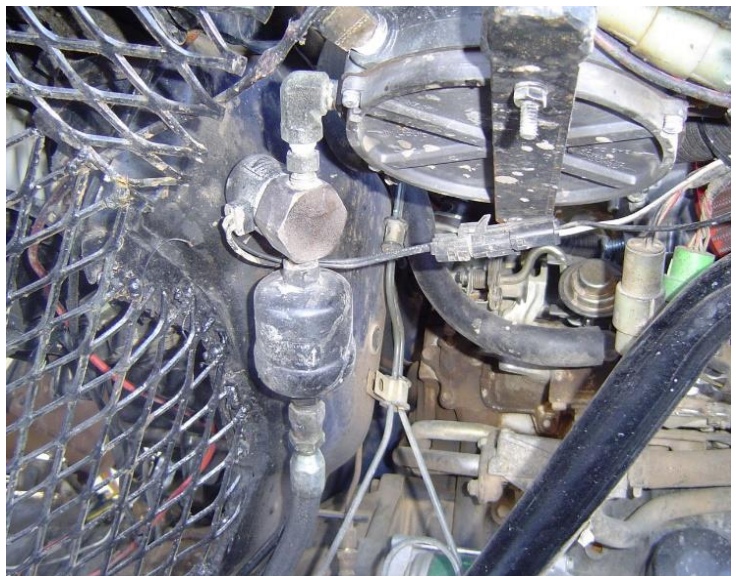


22RE Instructions



This is the mixer assembly bolted to the adapter. You will attach this to the throttle body. It will be a tight fit with the upper radiator hose and battery in the same area. We have found that aiming the air inlet downwards seems to fit pretty well. It is very important that there are no vacuum leaks from open ports on the intake manifold.



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.

Note: Do not over tighten fuel line fitting where it screws into the pressure regulator. This can cause it to crack and leak.

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. Either wire can be positive or negative.

This is the connection for the water hoses that feed the regulator. Remove the u shaped hose connecting the intake to the pipe coming from the timing cover and connect both hoses. It does not matter which hose connects to either connection on the engine.



Note: We have upgraded to a combination solenoid and propane filter that looks like the picture on the left.

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 intake manifold. Ported vacuum is a vacuum source that is only active off idle. This port is usually marked with a “P”

You will need to install a carbureted distributor and ignition coil. This is the carbureted ignition coil. You will notice one wire is yellow and one very light tan. The tan wire needs +12v.





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 photo is an underneath view of the bulkhead fitting. This is how we recommend connecting the tank to the bulkhead fitting.



Once you fill the tank and start the engine, check for leaks. These adjustments should only be done with the engine warmed up. To set timing, drive the vehicle and keep advancing the distributor until the power and throttle response stop increasing. Make sure there are no vacuum leaks. Even small leaks will create big problems. The idle speed adjustment is now the small set screw on the factory throttle body that contacts the throttle stop. The old idle adjustment screw should be turned all the way in and if there is a vacuum tube connected to the bottom of the idle adjustment it should be capped. It is very important there are no vacuum leaks.



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, please tell others. If not, please tell us. Thanks!