

Offered for sale at \$7950 + shipping is an extremely rare Mickey Thompson Inline Autolite 2x4 Induction system for FE Ford Big Block. This includes everything pictured in the following eight slides. This intake is very similar to the Mickey Thompson Dual Four Crossram for conventional Holley carbs except was purpose cast with carb pads for two Inline Autolite four barrels. It is rumored there are only a couple of these intakes in existence. Those familiar with the MT Crossram know that it requires a distributor extension which is included with the sale. The distributor is a core and has no internals, just the shaft and extension.

The system is equipped with two D0ZX9510B carbs that have been completely restored. They have been gaged and all jets and bleeds as shown in the original specifications. All soft goods and gaskets are new. All steel brackets have been re-plated. One carb was NOS and has never seen fuel. The other is just as clean which is immaculate inside and out. Check out my other auctions.

The linkage is configured so the shafts on each carb rotate the opposite direction to promote symmetric flow. Each carburetor has a return spring, and there is a redundant outboard return spring on the accelerator lever. All linkage is stainless steel and the rod ends are Teflon lined so they do not require lubrication that collects dirt and fowls the linkage. All fuel lines are braided stainless with anodized aluminum Earl's fittings. There is a custom billet aluminum fuel log with a single -8AN inlet and gauge port. The fuel log also serves as the mounting post for the linkage wheel.

The system includes custom CNC'd velocity stacks and adapter. There is an o-ring gland milled around the perimeter to seal to the carb casting. The small filters vent the main wells to the exterior of the stacks and seal with o-rings in the main well ports on top of the carbs.

Offered with intake, 2 B-Carbs, velocity stack adapters, distributor and extension, fuel log/lines, and linkage.





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Front View

Rear View



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Autolite



IN - LINE

DOZX9510B

SERIAL

1F

202 80

All hardware and linkage components are stainless steel. The rod ends are Teflon lined and do not require lubrication.

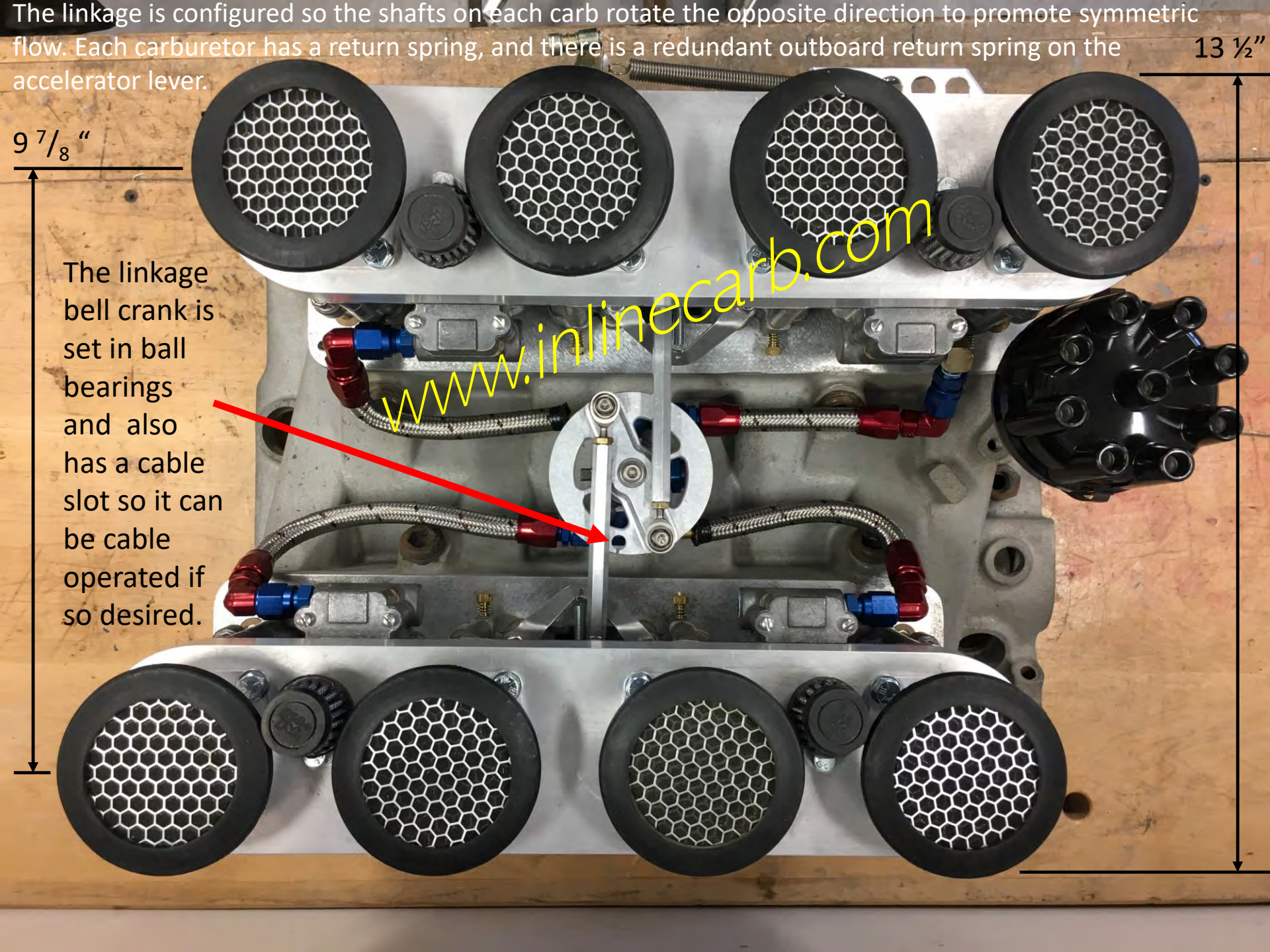
The linkage is configured so the shafts on each carb rotate the opposite direction to promote symmetric flow. Each carburetor has a return spring, and there is a redundant outboard return spring on the accelerator lever.

9 7/8"

13 1/2"

The linkage bell crank is set in ball bearings and also has a cable slot so it can be cable operated if so desired.

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The main well reference vent is filtered and sealed with O-Ring. The top casting of the carb is modified to accept the O-Ring

The velocity stack adapter is sealed with an O-ring in a CNC machined gland.

Unported

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Distributor and Drive Extension

Inline Autolite Carburetors

Two DOZX9510B carbs have been cleaned, rebuilt, gauged, and blue printed. They have new gaskets, accelerator pump diaphragms, umbrella check valves, and all jets and bleeds have been restored to the as delivered sizes as shown to the right. They have several minor modifications. Two additional fuel ports have been added for symmetry and ease of plumbing the fuel lines. The main well vents in the top casting have been modified to accept the O-ring vent extensions on the velocity stack adapters.

AUTOLITE INLINE CARBURETOR

SPECIFICATION SHEET

BASIC SPECIFICATIONS

| | |
|---------------------------------------|-----------------|
| Bore Dia | DOZX 9510-B |
| Venturi Dia | 2 1/4 In. |
| Air Flow Capacity - Dry @ 1.5 in. Hg. | 1.8 In. |
| Air Box Idle Vacuum | 1425 CFM |
| Air Box WOT Vacuum | 19 in. Hg. |
| Idle Air Flow Setting (Prod. Test) | 1.5 in. Hg. |
| Idle F/A Setting (Prod. Test) | 40 CFM |
| Initial Screw Position (Ref.) | .090 F/A |
| | 1 1/2 Turns Out |

FUEL INLET SYSTEM:

| | |
|--------------------------|----------|
| Fuel Pressure | 6.0 psi |
| Inlet Needle | Viton |
| Inlet Seat Dia | .097 In. |
| Fuel Level Setting - Dry | 1/4 in. |
| - Wet @ 6.0 psi | 1/8 in. |

IDLE SYSTEM:

| | |
|--|---------------------|
| Idle Jet - In Tube | .031 In. |
| Idle Air Bleed - Jet | 63F |
| Idle Channel Rest - Upper Body (if used) | none In. |
| Idle Discharge Hole - In T'Body | .086 In. |
| Idle Discharge Port - Slot (width x length @ bore) | .032 in. x .250 in. |

MAIN SYSTEM:

| | |
|--|----------|
| Main Metering Jet Dia | .093 In. |
| Well Emulsion Tube | C9AP-A |
| High Speed Bleed Dia - In Main Well Retainer | .055 In. |
| Bowl Vent Hole Dia | 3/16 In. |

PUMP SYSTEM:

| | |
|-----------------------------|---------------------|
| Accel. Pump Shooter Dia | .028 In. |
| Accel. Pump Spring Position | Mid Hole |
| Accel. Pump Capacity | 70-90 cc/10 strokes |
| Accel Pump Bleed | .013 In. |



All items in the previous slides are included for \$7950 + shipping.

Not included in the sale price but available are the filters shown in the following pictures. Unfortunately, the driver's side filter will not clear the distributor so these filters would require the use of an offset distributor or crank trigger ignition.



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