

Offered at \$7950 plus shipping, this is a CrossBoss induction system set up with the DOZX 9510A Carb (875 cfm) that has been restored to a very high functional and cosmetic standard including some very unique custom parts. This is a high-quality restoration ready to be added to your collection or ready to run.

This system includes a fully restored D0ZX9510A 875cfm carb, set up to original specs as you would have purchased it in the over-the-counter-program so you know exactly what you're getting and where you're starting from. All soft goods are new and every bleed orifice, jet, and functional aspect of the carb has been dimensionally checked. All sheet metal parts were re-plated and all exposed brass parts were bright dipped and are perfect shape without any screw driver gouges.

*All* soft goods have been replaced with new parts and every functional part of this inline has been blue printed and matched to a very high standard. All soft goods were replaced means; four new accelerator pump diaphragms, four new umbrella check valves for the accelerator pump circuit, new Viton needles and seats, and new gaskets were used. The nitrophenyl floats were also installed and set at proper height.

The castings were all inspected, found to be crack-free, with no stripped threads or flaws. The idle channel restrictors were checked and found to be the correct .046" bleeds. The main jets are .106" and the idle air bleeds at .040". The high speed bleeds were checked and found to be standard at .031". The accelerator pump bleeds (to the main well) were checked clear and wire gauged at 14 ga. The accelerator pump shooters are stock .035". The cotter keys for the accelerator pumps are in the stock setting but have not been bent on the accel pumps arms so you can place them where you prefer. The accelerator pump diaphragm return springs and external springs were tested and matched. There is lube where there should be on the throttle shafts and none where there shouldn't be. The jets and bleeds on this carb are as they would have been purchased new.

Brass main well vent tubes were added to the top casting of the carb as was commonly done in the day. I have found they tend to prevent fuel from sloshing about and getting sucked out of the main well. In addition, raising the reference signal above the carb inlet surface provides a significantly more stable signal, especially with the low profile air cleaner. This carb is clean inside and is yet to see fuel since being rebuilt. The top plate and accelerator pump fillister screws have been replaced with stainless steel hardware.

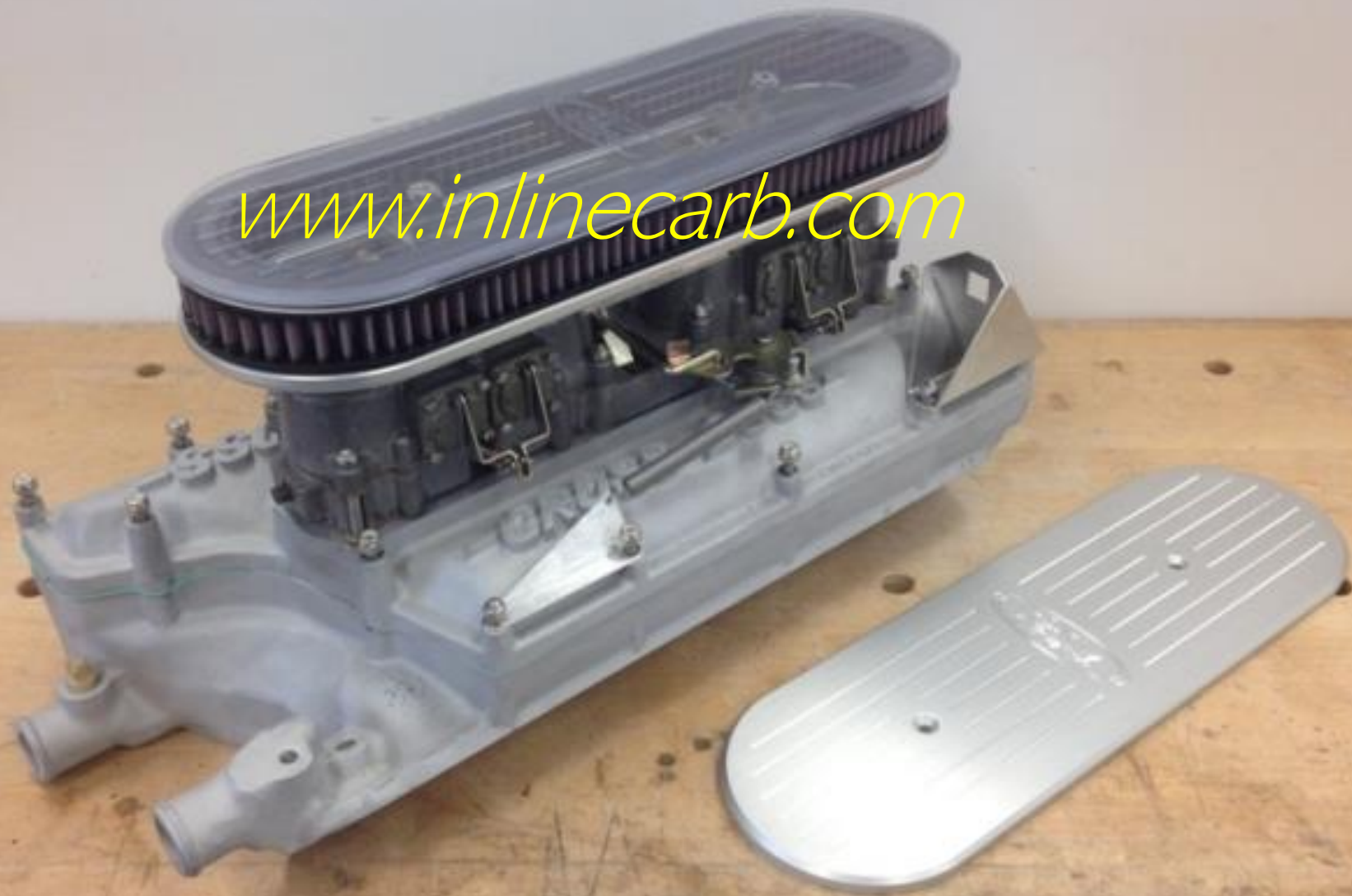
The Cross Boss intake manifold is in exceptionally good shape. It has custom made ¼-20 stainless steel studs with stainless locknuts and washers for retaining both the lid and the carburetor. Studs are the best for securing the top and the carb to insure you don't strip threads on the Cross Boss intake and are needed to allow the carb to be mounted without disassembling. It has a new precision cut top plate gasket made from high quality gasket material.

The accelerator cable and return spring brackets are custom pieces that provide dual redundant protection to assure the carb reliably returns to the idle position and interface with the stock Boss 302 accelerator cable without any modification so it is easy to return to stock induction.

The air filter is cnc machined from billet aluminum, mounts to the carb without any mods whatsoever, includes a K&N washable element, has been anodized so that is exceptionally resistant to staining and fading, and then was cnc ball end mill engraved in tribute. The finish is excellent. **You can have your choice** of the **black** or **clear natural aluminum** colored anodized piece (choose either black or natural, as seen in the pictures). As an added kicker, a clear Lexan (polycarbonate) and is included with the auction. It's a very trick show piece and the high working temp of polycarbonate means that it could actually be run as a functional part. You will never find a better way to show off your inline than this clear air filter cover. With air cleaner, the entire height of the intake from the valley rail to the top of the air cleaner is 11 5/8". It *WILL* fit under the hood on a Boss 302 without modification.

All of the above will be packed in a wood reinforced plastic tote as shown in the pictures. The price of the tote is included and besides providing safe packaging for shipment it will also serve as an excellent storage container.

[www.inlinecarb.com](http://www.inlinecarb.com)



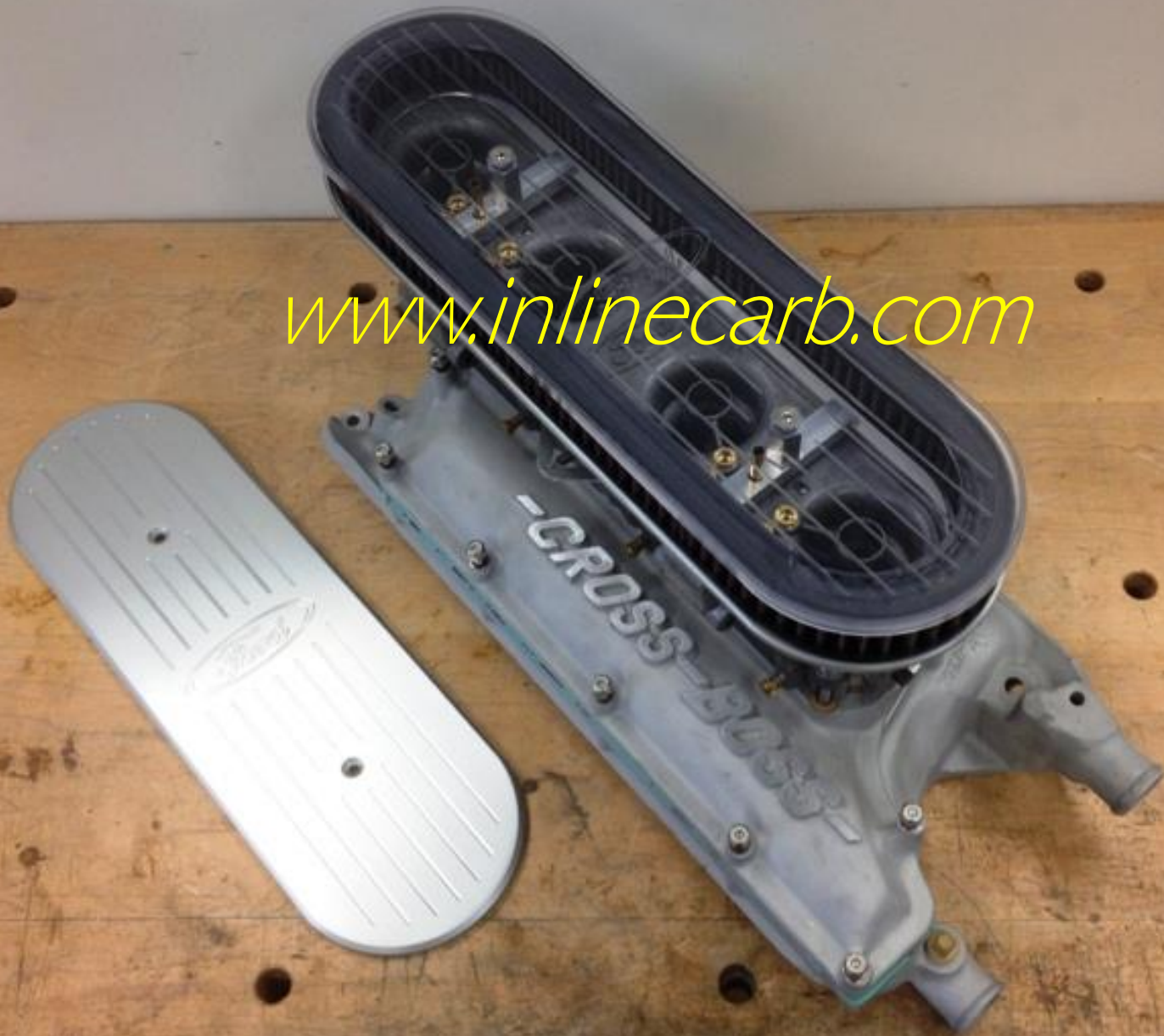
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Your Choice of Black or Natural Aluminum Anodized Finish

*Clay balls indicate clearance in stock B302 trim*

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**29"L x 20"W x 15"T**

**Weights 65lbs**

**Ships from 52722 zipcode**



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