



EDELBROCK PERFORMER SERIES CARBURETOR Q-JET REPLACEMENT KIT Part #14065 INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our Technical Hotline at: 1-800-416-8628, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

IMPORTANT NOTE: *Edelbrock Performer Series carburetors will not work on computer-controlled applications such as some 1981 & later GM vehicles with Q-Jet carburetor. Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.*

DESCRIPTION: Edelbrock Performer Series Carburetors have been calibrated, factory flow-tested, and preset. Please read all instructions prior to installation. For "Theory of Operation" and "Tuning Procedures", see the accompanying carburetor Owner's Manual (#1406). These are non-emissions carburetors, check your local emissions laws.

ATTENTION: *EDELBROCK CARBURETORS ARE NOT CALIBRATED FOR OR COMPATIBLE WITH ALCOHOL RACE FUEL OR E85 PUMP FUEL. USE OF ALCOHOL OR E85 IN YOUR EDELBROCK CARBURETOR WILL DAMAGE YOUR CARBURETOR AND VOID YOUR WARRANTY. THESE FUELS CAN ALSO DAMAGE OTHER FUEL SYSTEM COMPONENTS, UNLESS SPECIFICALLY DESIGNED FOR USE WITH ALCOHOL FUELS.*

NOTE: *The carburetor adapter included in this kit will raise the carburetor by over 3/4". Some air cleaners will require additional spacers (not included) for carburetor clearance; especially on carbs with electric chokes. Please verify hood clearance before proceeding with your installation. Check air cleaner-to-hood clearance by placing several large clay posts at various points on top of your air cleaner, then close the hood to compress the posts. Measure the thickness of the clay posts to ensure that adequate clearance exists.*

KIT CONTENTS:

- Edelbrock Performer Series 600 CFM Carburetor with Electric Choke, Satin Finish
- Carburetor Adapter Kit (Includes Adapter, Spreadbore/Squarebore Gasket, Fuel Filter, Fuel Hose, Fittings, Clamps)
- Cruise Control Kit
- Automatic Transmission Kickdown Stud - 1982 & Later TH350, 200R4, 700R4
- Installation Instructions

CHECK THE FOLLOWING BEFORE BEGINNING INSTALLATION

WARNING: *WHEN WORKING AROUND GASOLINE, ALWAYS WORK IN A WELL VENTILATED AREA AND KEEP ALL OPEN FLAMES, SPARKS, AND OTHER SOURCES OF IGNITION AWAY FROM THE WORK AREA. FAILURE TO DO SO CAN RESULT IN A FIRE OR EXPLOSION.*

- Check fuel pump for proper operation. Replace if necessary.
- Check the intake manifold and cylinder head gaskets for leaks and replace if necessary.
- Check the ignition system: clean and gap or replace spark plugs, plug wires, and adjust ignition timing to proper specifications.
- Make sure to use the replacement fuel filter. Dirt (i.e. corrosion residue or other debris) found in carburetor voids warranty.
- Check and replace the air filter if necessary.
- Check PCV valve and replace if clogged.
- Check all hoses for leaks or cracks and replace if necessary.

PARTS AND TOOLS RECOMMENDED FOR INSTALLATION

- New Air Cleaner (Edelbrock #1221 or #4221 recommended). If stock or other air cleaner is to be used, check fit on carburetor before installation to determine if Edelbrock Air Cleaner Spacer #8092 is required.
- Universal Throttle Return Spring Kit #8005 (if original return spring cannot be reused).
- Edelbrock idle compensator #8059
- Throttle Cable Adapter #8018
- Banjo Fuel Fitting #8089 (if required for air cleaner clearance).
- Sockets/Wrenches/Tubing Wrenches
- Pliers
- Hacksaw Or Tubing Cutter
- Rubber Fuel Hose Cutter
- Screwdrivers - Phillips and Flathead
- Torx Driver
- Wire Crimpers
- Test Meter or Test Light
- Shop Rag
- Manifold/Carb Cleaner

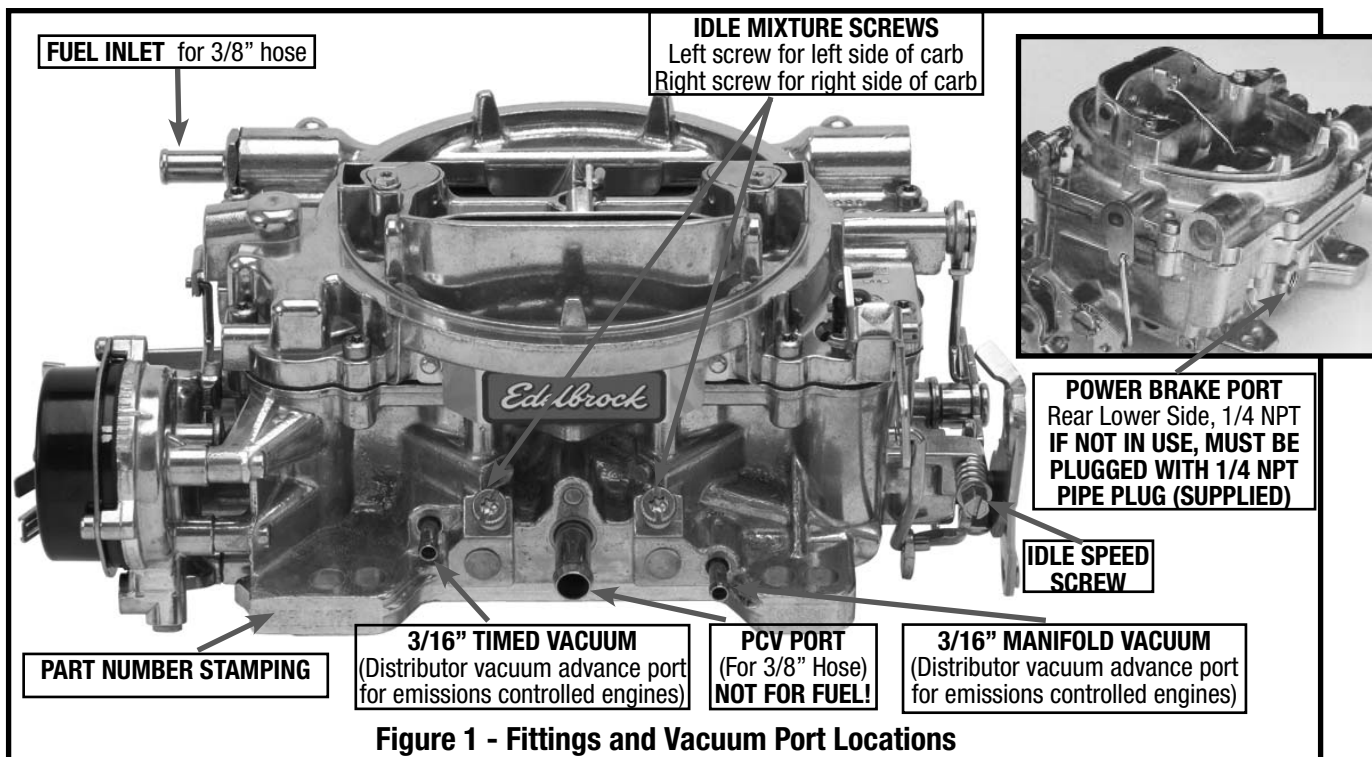


Figure 1 - Fittings and Vacuum Port Locations

Installation Procedure

PERFORMER SERIES CARBURETOR INSPECTION

1. Check for possible damage to the carburetor.
2. Make sure all throttle linkages operate freely.
3. Ensure that all fuel inlet and vacuum ports are free from packing material.

4. Compare the throttle arm of your new carburetor with the old one to be sure that all required linkages will hook up properly (See Fig 2). Install the proper throttle and transmission linkage for your particular application. Throttle stud is removable and must be reinstalled in the proper location.

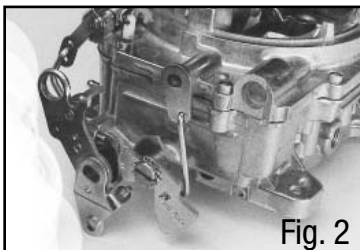


Fig. 2

5. Check and prepare carburetor for proper vacuum fitting installation (power brakes, PCV, distributor, transmission, etc.), using the supplied vacuum caps, "T" and hose when applicable. **If vacuum port at rear of carb is not used, plug with the 1/4 NPT pipe plug supplied.**

6. Remove one (1) choke housing retaining screw and install the eyelet end of black GROUND (-) choke wire to the choke housing (See

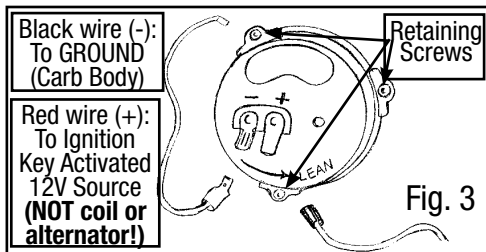


Fig. 3). Reinstall the screw and connect the clip end of choke ground wire to negative (-) terminal on the choke housing. The red POSITIVE (+12V) connects to a "Key Activated" 12V source.

BEFORE REMOVING OLD CARBURETOR

1. Before removing the old carburetor, make note of any special or unusual linkage or mounting requirements. Kickdown linkages, cruise control linkages, air cleaner heat stove ducting, etc. These may require extra parts, adapters, or extensions to complete your installation. Consult your Edelbrock Performer Series carburetor Owner's Manual and installation instructions for recommendations or call our Technical Hotline at: 1-800-416-8628, Monday-Friday from 7am-5pm PST.
2. Remove the OEM air cleaner and check fitment on your new EPS carburetor. If additional clearance is required, use an air cleaner spacer #8092 (3/8" thick) or #8093 (1/2" thick). You may want to use a new air cleaner designed specifically for EPS carbs (including those with electric chokes): Order Edelbrock Signature Series Air Cleaner #1221 (chrome-plated steel) or Elite Series Air Cleaner #4221 (polished aluminum).
3. Determine if the distributor vacuum port is timed (no vacuum at idle) or full (vacuum present at idle). With the engine at operating temperature and idling, pull the vacuum advance hose off of the carburetor and "feel" for vacuum by putting your finger on the vacuum port (See Fig. 4). If your distributor has timed vacuum advance, you will hook the vacuum hose from the distributor to the passenger side vacuum port on the new carburetor. If it has full vacuum advance, it will be hooked up to the driver side port.

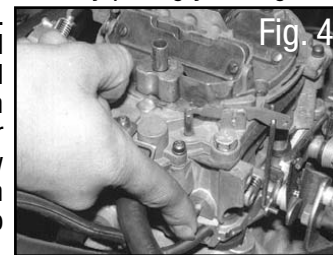


Fig. 4

CARBURETOR REMOVAL

1. Prior to removal, make sure that the engine is cool.
2. Disconnect the negative battery cable from the battery.
3. Remove the air cleaner and disconnect all linkages, choke mechanisms, throttle spring and etc. from the factory carburetor.

NOTE: Make sure to note precise location of all these linkages and return springs. You may want to mark them with masking tape for reference for reinstallation.

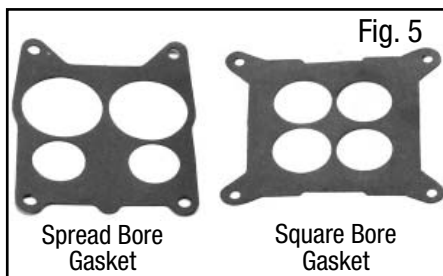
4. Disconnect all wires, tubes, and hoses from carburetor and note their locations.

NOTE: There should be a maximum of one (1) wire to the electric choke and one to the idle compensator solenoid (if equipped with A/C). Any other electrical wiring attached to your carburetor indicates a computer controlled engine. Edelbrock carburetors will not function correctly on computer controlled applications.

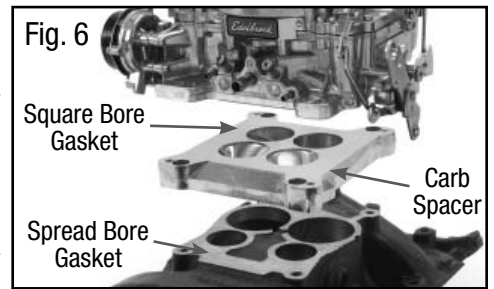
5. **Hot Air Choke Applications Only** - Disconnect the heater tube from the choke housing (if equipped). Edelbrock carburetors do not use the hot-air-style choke. This tube may be left disconnected with no issues. If you would like to cover this opening on the factory manifold, use the appropriate Edelbrock Choke Adapter Plate: #8901 for small-block Chevrolets; #8961 for big-block Chevrolets; #8951.
6. Carefully remove the fuel line from the carburetor. **TAKE EXTREME CARE NOT TO SPILL ANY EXCESS FUEL.** Place a rag underneath the fuel line to absorb any spillage that may occur. Certain models require two wrenches to remove the fuel line; one to hold the fitting on the carburetor and the second to turn the fitting on the fuel line. Use a tubing wrench to avoid rounding the tube fitting nut.
7. Remove the carburetor mounting nuts/bolts and washers. Be careful not to drop the removed components into the intake manifold throttle bore opening upon carburetor removal.
8. Remove the carburetor, being careful not to spill any debris into the intake manifold. Immediately place a clean rag into the intake manifold throttle bore opening to keep foreign objects out.
9. Remove the old mounting gasket and thoroughly clean the mounting surface. Compare the old carb gaskets to the gaskets included with your Edelbrock carburetor. If there is a difference in bolt pattern or bore spacing, call the Edelbrock Tech Hotline.

CARBURETOR INSTALLATION

1. Remove rags or towels from the manifold and place the matching spread bore gasket (See Fig. 5) onto the intake manifold. Now place the carb spacer onto the spread bore gasket and secure with the four fillster head bolts provided (See Fig 6).



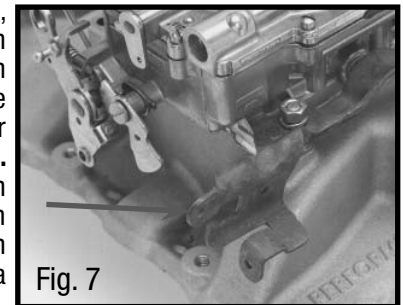
2. Install the four new carb studs into the spacer. ("Double-nutting" the studs is preferred over gripping with pliers.) Place matching square bore gasket onto the carb spacer. Install the new carburetor with the supplied lock washers and nuts. Hand tighten in a "criss-cross" pattern.



NOTE: Do not use any cement, glue, or RTV sealant on gasket.

CAUTION: Overtightening may break carb base and void your warranty.

3. Attach all vacuum lines, throttle/transmission linkages, and return springs. Install the Throttle Cable Adapter at this time (See Fig. 7). Check for smooth throttle operation from idle to WOT (Wide Open Throttle) and for a positive return to idle.



Note: When testing the electric choke carburetors, make sure to hold the choke to full open position.

IMPORTANT NOTE: With the engine OFF, make sure that there is no interference when opening and closing the throttle. Make sure there is no binding or hanging up between idle and wide open throttle, as this could cause the throttle to stick open, resulting in loss of engine speed control.

4. Connect all vacuum hoses to their proper location on the carburetor (See Fig. 1). Replace hoses that appear brittle or cracked to prevent vacuum leaks.
5. The stock steel fuel line must be converted to use the supplied fuel resistant rubber hose. The stock steel line will not connect to the Performer Series Carburetor. This kit contains a filter, neoprene hose, and fittings to adapt to 5/16" or 3/8" stock steel fuel lines.

Always use the new fuel filter supplied in this kit.
Failure to do so may void your warranty.

6. Mark the fuel line about 1/4"-1/2" from the OEM fitting. Remove the fuel line from the vehicle (if possible) and cut the OEM fuel line using a hacksaw or tubing cutter.

NOTE: After cutting the steel line, remove sharp edges and clean out any debris.

7. Make sure to file and remove the burrs from the rough cut end of the steel line. Also, be sure to thoroughly clean out all filings and metal particles from the line.

- Install the Edelbrock special brass hose fitting over the OEM steel fuel line (See Fig. 8) and securely tighten using the compression unit. Use tubing wrenches to avoid rounding the hex nut.

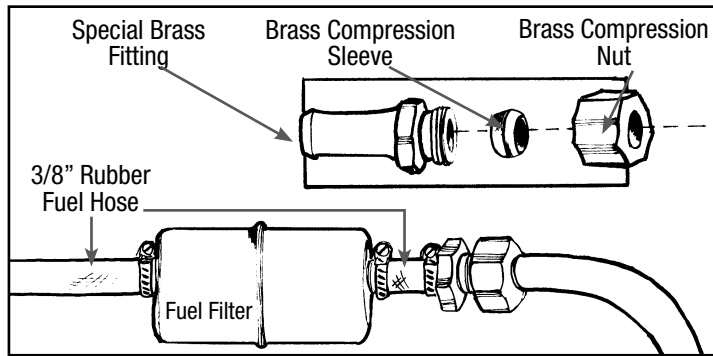


Fig. 8 - Fuel Line Kit Installed on Stock Steel Line

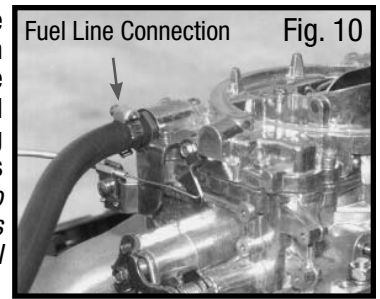
- Position the fuel filter as close as possible to the above noted special brass fuel line fitting. Note: The filter must face the correct direction. The filter end marked "IN" must face the fuel pump.
- Cut the supplied fuel hose to the correct length and connect the filter to the brass adapter fitting using the shorten fuel hose.
- Install one clamp on each end of this hose and securely push the fuel hose onto the filter and fuel line. Make certain that the hose is completely installed on each fitting before tightening the screw-type worm clamp. **CAUTION:** Do not over-tighten the clamps or you may cut into the fuel line and cause a leak.

NOTE: It may be necessary to re-route the fuel line to prevent interference with the air cleaner. Test fit your air cleaner on your new carburetor before you begin installation. Look for areas of interference such as the choke housing, fuel inlet fitting, and fuel line.

- Correctly route the attaching hose from the outlet end of the fuel filter to the inlet fitting of your Edelbrock Performer Series carburetor. Make certain that there are no sharp bends or kinks in this fuel line. Also, check to make certain that when the carburetor air cleaner is installed, it does not pinch or interfere with the fuel line hose. If the straight inlet fitting on your carburetor creates an interference problem, use Air Cleaner Spacer #8092 to raise the air cleaner 3/8" for clearance, or replace this fitting with an Edelbrock #8089 Banjo fitting (See Fig. 9). This will allow the fuel hose to be located tightly along the side of the carburetor to obtain the necessary clearance beneath the air cleaner.



- Cut the fuel hose to the proper length to fit between the fuel filter and the carburetor. Install the fuel hose using the remaining two worm-type hose clamps (See Fig. 10) **CAUTION:** Do not over-tighten the clamps or you may cut into the fuel line and cause a leak.



- Do not use more than 6.5 PSI fuel pressure. Excessive fuel pressure may cause flooding. If your fuel pressure is too high, install an adjustable pressure regulator, such as an Edelbrock #8190.
- Edelbrock idle compensator #8059 may be installed to raise the idle speed during air conditioning compressor operation.
- Install the air cleaner making sure it does not contact the carburetor linkage or fuel line. Also check for proper hood clearance. We recommend the Edelbrock Pro-Flo chrome air cleaner #1221, which is a 14" diameter, open element air cleaner that is designed to fit all Edelbrock Performer Series carburetors. Extremely low profile air cleaners will not fit electric choke carburetors without air cleaner spacer #8092 (due to choke and fuel line interference).

- Mark the air cleaner stud for proper length, remove from carburetor, and cut with a hacksaw. Deburr stud and reinstall it on the carburetor, along with the air cleaner (See Fig. 11).



- Recheck all linkage for smooth throttle operation.
- Reconnect the negative battery cable on the battery.
- Start engine and check for fuel or vacuum leaks. With engine at normal operating temperature and the choke fully open, set idle speed and mixture screws (See Carburetor Owner's Manual).

CAUTION: Be alert to carburetor flooding. Flooding can be caused by dirt, small particles of hose cuttings, floats and inlet needles which have settled during shipping, etc. When the fuel pump is turned on or when the engine is first started, watch closely for signs of flooding. If flooding occurs, turn engine off immediately and lightly tap on the side of the carburetor that is flooding, in the rear needle and seat area with a rawhide mallet, or wooden handle of a hammer. Start engine and see if flooding continues. If so, refer to your owner's manual.

WARNING: NEVER POUR FUEL DIRECTLY DOWN THE CARBURETOR WHEN ATTEMPTING TO START THE ENGINE! THIS MAY CAUSE A BACKFIRE AND POSSIBLE ENGINE COMPARTMENT FIRE, RESULTING IN ENGINE OR VEHICLE DAMAGE, PERSONAL INJURY, AND/OR DEATH.