EDELBROCK 94 TWO BARREL VINTAGE SERIES CARBURETORS
Part #1151 and #1152
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: 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 94 Vintage Series Carburetors have been calibrated, factory flow-tested and preset for trouble-free operation right out of the box, though final tuning and calibration may be required to achieve optimum performance. Please read all instructions prior to installation. These are non-emissions carburetors, check your local emissions laws.

NOTE: The Edelbrock 94 Carburetor is intended for use in multiple carburetor applications. It does not include the linkages required for use in a single two-barrel role, although a stock style ball end throttle shaft lever is available separately to convert it . Additional modifications and accessories may be required to accomodate cruise control, kickdown, return spring and other linkages.

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.

KIT CONTENTS:
- ❑ 1 Installation Instruction Sheet
- ❑ 1 Three Bolt Base Gasket

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.

- ❑ Replace fuel filter. Dirt (i.e. corrision 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.
- ❑ 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.

PARTS AND TOOLS RECOMMENDED FOR INSTALLATION

- ❑ New fuel filter (Edelbrock #8135 or equivalent)
- ❑ New air cleaner (Edelbrock #1202 recommended). If stock or other air cleaner is to be used, check fit on carburetor before installation .
- ❑ Throttle, transmission and cruise control bracket #8031, 8036, or 8030 (chrome) for 1972-1978 small-block Chevrolet. Other applications may require modification to original bracket.
- ❑ Carburetor Mounting Stud Kit (Edelbrock #8006)
- ❑ Universal Throttle Return Spring Kit #8005 (if original return spring cannot be reused).
- ❑ Choke cable retaining bracket (Edelbrock #1156)
- ❑ Sockets/wrenches/tubing wrenches
- ❑ Pliers
- ❑ Hacksaw and/or tubing cutter
- ❑ Multi-Carb Linkage Kit (Edelbrock #1031, 1032, 1033 or 1034)

NOTE: Vehicles not equipped with a two-barrel carb intake manifold should install one according to the manufacturer's instructions.

BEFORE REMOVING OLD CARBURETOR

1. **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. If your distributor has timed vacuum advance, you will hook the vacuum hose from the distributor to the vacuum port on the front of the new carburetor. If it has full vacuum advance, it will need to be hooked up to the intake manifold. Note that multi-carb setups may require recurving the distibutor advance.
2. **The stock steel fuel line must be converted** to fuel resistant rubber hose. The stock steel line will not connect to the fuel block recommended for use with multiple Edelbrock 94 carburetors. Use of Edelbrock Universal Fuel Line Kit #8135 is recommended for most applications. This kit contains a filter, neoprene hose, and fittings to adapt to 5/16" or 3/8" stock steel fuel lines ***(See Fig. 1)***.

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

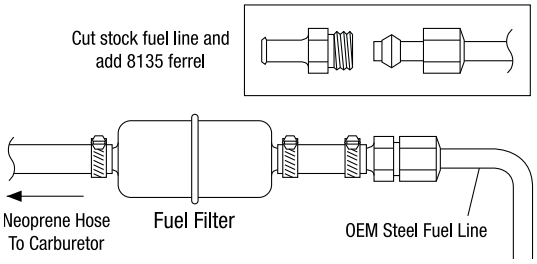


Fig. 1 - Fuel Line Kit #8135 Installed on Stock Steel Line

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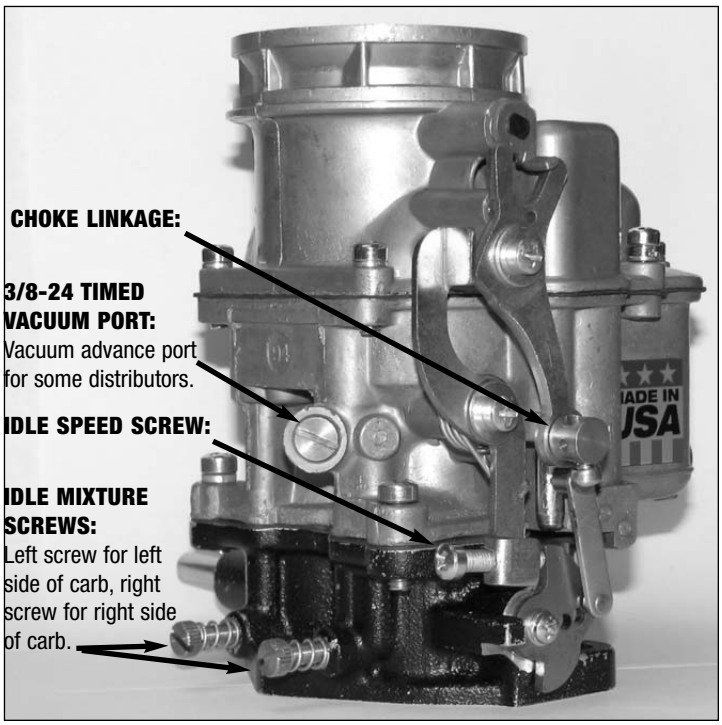


Figure 1 - Fittings and Vacuum Port Locations

INSTALLATION PROCEDURE

3. **Always use a new fuel filter.** Failure to do so will void your warranty.
4. **Do not use more than 3 PSI fuel pressure.** Excessive fuel pressure may cause flooding. If your fuel pressure is too high, install an adjustable pressure regulator, such as Edelbrock #1789.
5. 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 linkage, fuel inlet fitting and fuel line.

CARBURETOR INSPECTION

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

CARBURETOR REMOVAL

1. Prior to removal, make sure that the engine is cool.
2. Disconnect the negative battery cable from the battery.
3. Remove air cleaner(s). Be sure to carefully disconnect any hoses from the air cleaner(s) and note their location for reinstallation. You may want to mark them with masking tape for easy reference.
4. Disconnect linkages and any return springs.

   NOTE: *Ascertain the precise location and orientation of all linkages, levers and return springs. You may find it helpful to take pictures for reference.*

5. Disconnect all wires, tubes, and hoses from carburetor and note their locations. All bare wire contacts should be taped off.
6. Carefully remove the fuel line from the carburetor(s). **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. Be cautious of any fuel remaining in the bowl.
8. Remove mounting nuts or bolts and washers. Be sure to put them where they won't fall into the intake manifold upon carburetor removal.
9. Remove carburetor, being careful not to spill any dirt into the intake manifold. Immediately place a clean rag into the intake manifold to keep foreign objects out.
10. Remove old mounting gasket and thoroughly clean mounting surface.

CARBURETOR PREPARATION

1. Compare the throttle arm of your new carburetor with the old one to be sure that all required linkages will hook up. The Edelbrock 94 carburetor is designed to work with multi-carb linkages and is intended for driver side throttle linkage attachment. If passenger side operation is required, a ball end throttle shaft lever is available separately to accomodate this configuration.
2. If vacuum port at the rear of carb is not used, ensure that the 3/8-24 plug is firmly installed. If it is to be used, install proper fitting.
3. Attach the choke cable retaining bracket (sold separately) on the primary carburetor, if a choke will be used on your application.

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CARBURETOR INSTALLATION

1. Remove rag from intake manifold and install new studs, mounting gasket and adapters (where applicable).

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

2. Carefully place new carburetor on gasket.

3. Replace all mounting nuts and washers. Hand tighten with a short box-end wrench or swivel socket.

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

4. Connect all linkages and throttle return springs. You may have to cut, bend or modify your stock throttle cable brackets to fit the new carburetor.

   IMPORTANT NOTE: With engine OFF, make sure that there is no interference when opening and closing the throttle. Be 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.

5. Connect the manual choke cable, if used.

   NOTE: *If the manual choke is not connected (secondary carbs of triple deuce setup, for example) then the choke blade must be fixed open. To lock open, remove the choke lever pivot bolt and install a star washer below the flat washer. Holding the choke blade open while reinstalling the pivot bolt with a small amount of Loctite will lock the choke in the open position.*

6. Connect the vacuum hose to carburetor, if necessary. Replace any hose that appears brittle or cracked to prevent vacuum leaks.

7. Connect fuel line to carburetor. Avoid contact with any sharp edges or areas of extreme heat.

8. Reconnect the negative battery cable from the battery.

9. 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, excessive fuel pressure, 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 needle and seat area with a rawhide mallet, or wooden handle of a hammer. Start engine and see if flooding continues. If so, remove top of carburetor and remove any dirt that may be in the needle and seat. Next check float level. Turn over top and set float level. Proper adjustment positions top of float 1-13/32" from gasket surface when air horn is inverted.*

   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.

8. Install air cleaner, making sure it does not contact the carburetor linkage or fuel line and has proper hood clearance. We recommend Edelbrock Pro-Flo chrome air cleaner #1202, which is a 4.65" diameter, closed element air cleaner that is designed to fit all Edelbrock Vintage 94 Series carburetors..

9. Recheck all linkage for smooth throttle operation.

10. Use the Edelbrock Uni-Syn #4025 to accurately balance the air flow at idle on multiple carburetor applications.

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