

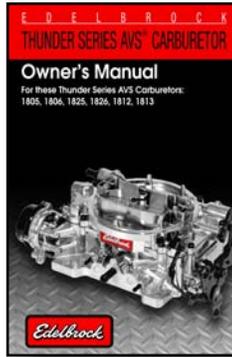
CARB TECH WITH EDELBROCK TECH MANAGER, DAVE STINSON: INSTALLMENT 1

Just when you thought you knew it all, it happens. The call from a consumer that makes you realize just how humbling it can be dealing with as many phone calls as we do day in and day out. Most of these calls are routine carburetor tuning questions and these routine calls make up a large percentage of the volume of calls that we experience monthly.

Although many of you already know the ins and outs of our Performer and Thunder series carburetors, we feel it is always productive to revisit some of the frequently asked questions that our Technical Sales Staff deal with everyday. Our goal is to keep you as informed as much as possible in order to help you effectively sell our products; so read on... you never know what you might learn! This is the first installment in a series of our Carburetor Tech with Dave Stinson, so look for more valuable information in future newsletters.

Beginning with the Basics

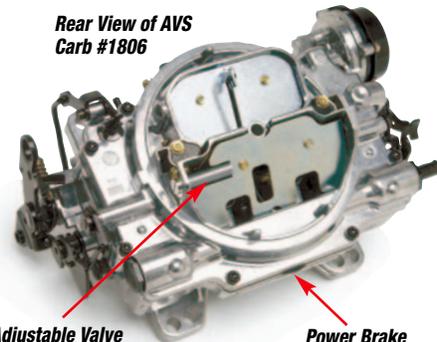
- 1.) Get to know this book; it is the bible of Edelbrock carbs and it's FREE
- 2.) Learn the basic functions and features of the Edelbrock carburetors



Performer Series Carb Owners Manual #0034

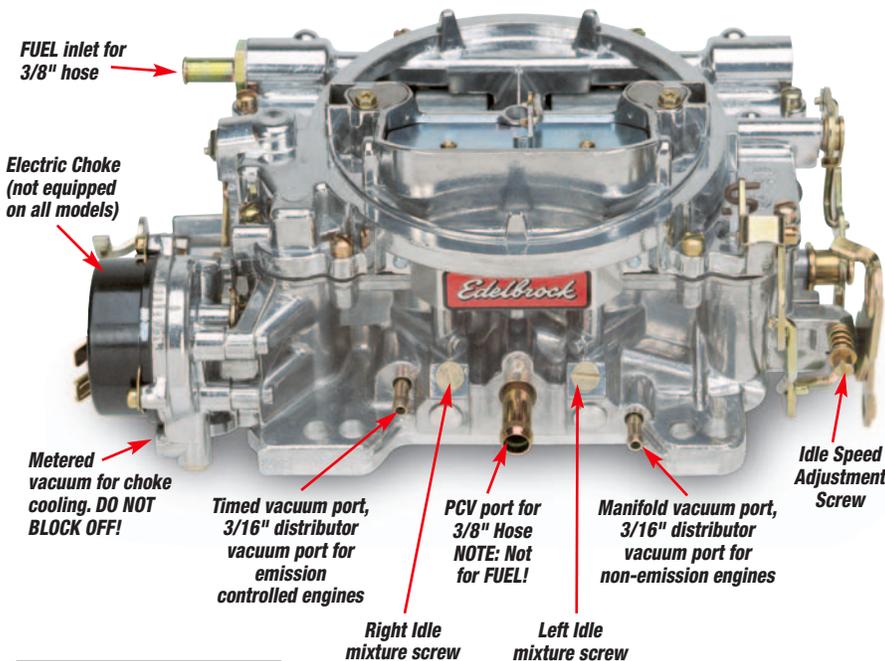


Rear View of AVS Carb #1806



Adjustable Valve Secondary (AVS), available on Thunder series only

Power Brake Vacuum Port, 1/4" NPT; if not used, pipe plug supplied.



FUEL inlet for 3/8" hose

Electric Choke (not equipped on all models)

Metered vacuum for choke cooling. DO NOT BLOCK OFF!

Timed vacuum port, 3/16" distributor vacuum port for emission controlled engines

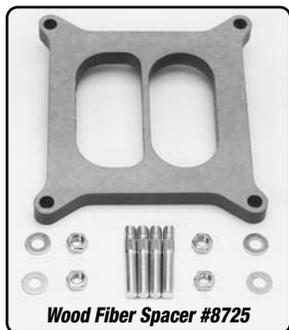
PCV port for 3/8" Hose NOTE: Not for FUEL!

Manifold vacuum port, 3/16" distributor vacuum port for non-emission engines

Idle Speed Adjustment Screw

Right Idle mixture screw

Left Idle mixture screw



DUDE, WHERE'S MY FUEL?

One very popular question that comes through the tech lines is, "all of the fuel has mysteriously disappeared from my carburetor; where did it go"? Of course most consumers think the worst, there is a leak in the carb; the casting is absorbing it; it is draining into my intake manifold; it's draining back to the fuel tank; a gnome is stealing it at night. The real truth to this mystery starts the moment you shut off your hot engine.

Heat soak is a term associated with the heat of the engine rising through the manifold, much like a chimney, and into the fuel bowls of your carburetor. Due to the blend of today's fuels, they are prone to vaporizing under heat and this is exactly what is happening to your fuel--vaporization. This can be controlled with the help of one of Edelbrock's phenolic or wood-fiber heat insulators, as listed on page 43 of the 2005 catalog.

When it comes to starting your engine after the fuel has vaporized, follow this procedure:

- 1.) Depress pedal all the way to the floor and hold for 5-10 seconds and let off
- 2.) Wait 15-20 seconds and without touching the pedal, crank ignition

This should get you started, thanks to a reservoir of fuel in the pump spring cavity, unaffected by the heat soak. Look for our next installment on Electric Choke Set-up and Maintenance!

DECIPHERING THE CODE PART NUMBER AND JULIAN DATE CODING FOR CARBURETORS

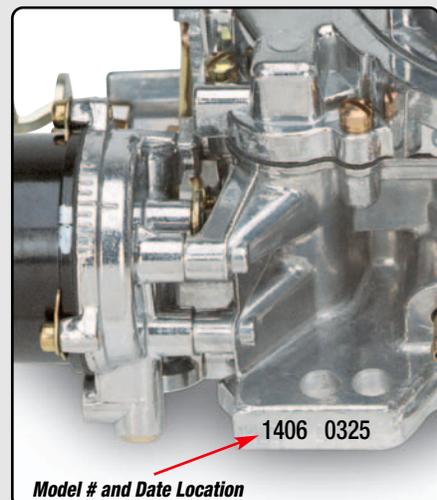
This is a very important piece of information as the eight digits on the front, right-hand base of the carb identifies, #1) The part number of the carburetor and #2) The manufacturing date of the carburetor.

Example: 1406 0325

"1406" represents the part number.

"0325" is the thirty-second day of 2005

The first three digits designate the day (001 to 365) and the last digit designates the last digit of the year the carb was manufactured.



Model # and Date Location