

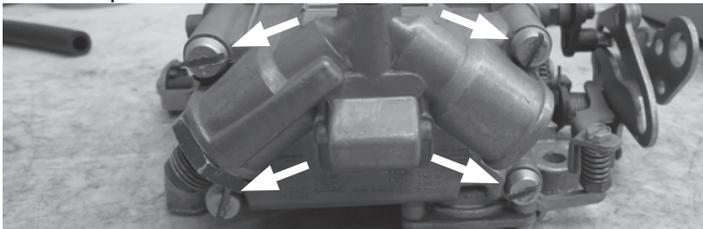


**PLEASE** read these instructions carefully before attempting to rebuild your carburetor. Make sure to refer to your carburetor Owner's Manual for further information if needed. If you have any questions, do not hesitate to contact our **Technical Hotline at :1-800-416-8628, 7am-5pm PST, Monday-Friday.**

**DISASSEMBLY**

*Please note that this is a general guideline and may not cover every step required to rebuild your specific 4150-style carburetor. Please refer to your carburetor's owner's manual for any additional information.*

1. Remove the four bolts or screws from the primary and four bolts or screws from the secondary fuel bowls. Remove the washers on the bolts or screws and match them up to the ones provided in the rebuild kit and set aside.

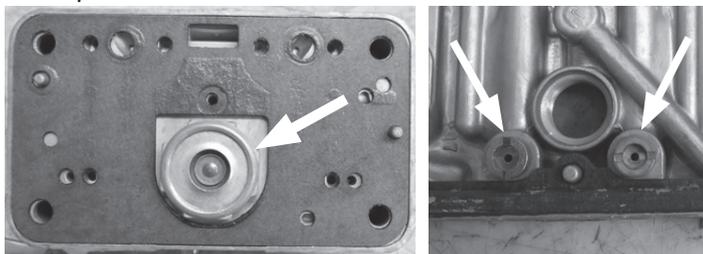


2. Remove both primary and secondary fuel bowls and metering blocks. Carefully remove the gaskets found between the fuel bowls and metering blocks. Match up the gaskets removed to the ones provided in the rebuild kit and set them aside.

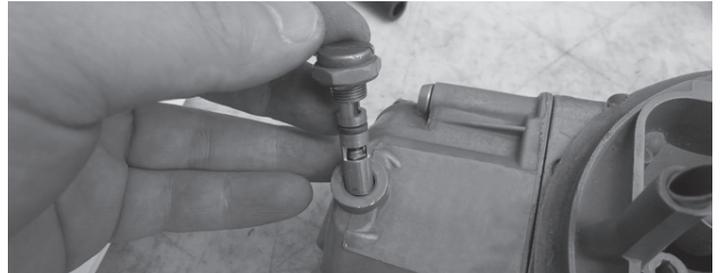
**NOTE:** *If fuel bowls are stuck, gently tap with the handle end of a screwdriver to break free.*

3. Remove the screws securing (6 or 8) the base plate to the carburetor with a Phillips screwdriver. Carefully remove the baseplate gasket and match it up to the correct gasket provided in the rebuild kit and set aside.
4. Remove the power valve from the primary metering block using a 1" wrench. Identify the power valve number stamped on the face of the power valve and match it to the one provided in the kit. If the provided power valve does not match, additional power valves are available from Edelbrock. Remove the jets from both the primary and secondary metering blocks with a flathead screwdriver.

**NOTE:** *Some carburetors have a power valve on the secondary metering block. An additional power valve will be required and is available from Edelbrock.*

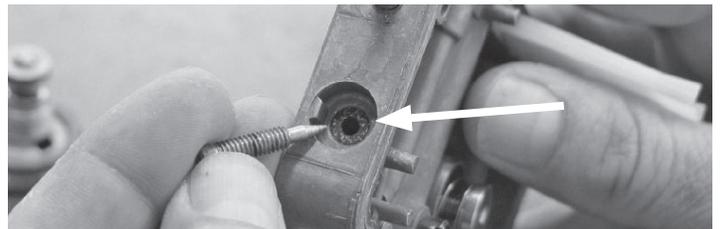


5. Using a 5/8" wrench, remove the inlet needles from both primary and secondary fuel bowls. Remove the nut and screw hardware from the needle assemblies as they will be reused.



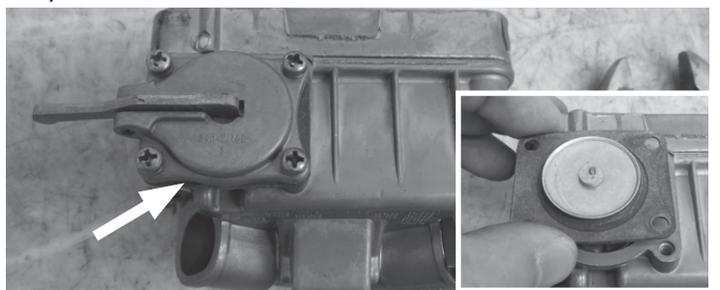
6. Using a flathead screwdriver, remove the idle mixture screws from the primary metering block, pull out the small cork O-rings and discard cork O-rings.

**NOTE:** *Some carburetors will have idle mixture screws on the secondary metering block. If applicable, remove the idle mixture screws and discard the cork o-rings.*



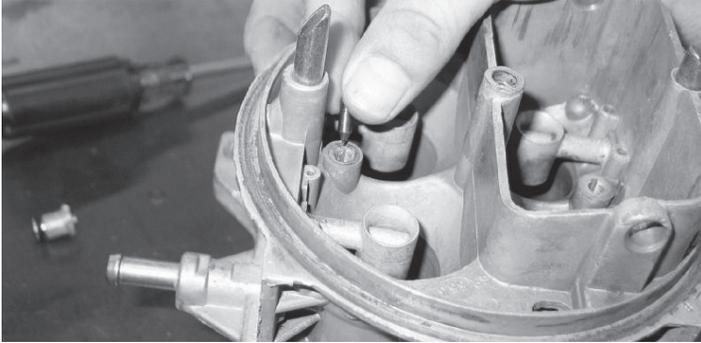
7. Using a Phillips screwdriver, remove the pump cover attached to the primary and secondary fuel bowls and remove the pump diaphragms. Match up the pump diaphragms removed to the ones provided in the rebuild kit and set them aside.

**NOTE:** *Some carburetors will have a check ball or a rubber check. If a rubber check is used, remove and replace with one provided in the kit.*



- Unscrew the accel pump discharge nozzle found within the throttle bore of the carburetor using a Phillips screwdriver (*double pumpers will have two*). Remove the screw, discharge nozzle, small needle inside the nozzle hole and gaskets. Match up the gaskets to the ones provided in the rebuild kit and set aside.

**NOTE:** Be careful not to lose the small needle that rests inside the nozzle hole. It will slide out if the carburetor body is flipped.



- Clean all parts thoroughly with approved cleaning solvent or lacquer thinner. Make sure to remove all gasket residue from carburetor, metering blocks, and fuel bowls. Make sure to clean all carbon deposits in throttle bores and passages.

**NOTE:** Do not use wire brushes or pointed tools to clean carburetor parts as they may damage the components. Do not immerse rubber or similar materials in cleaning solvent.

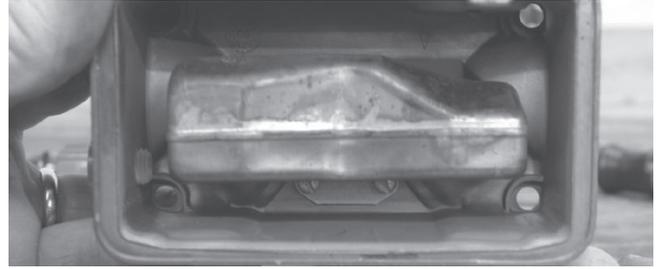
- Once all parts are clean, reinstall the baseplate onto the carburetor using the new baseplate gasket. Make sure the provided gasket matches the original gasket.
- Reinstall the small needle (pointed end down) back into the discharge nozzle hole. Install the new discharge nozzle gasket and discharge nozzle with the original Phillips screw. Repeat for second discharge nozzle if applicable.
- Insert the power valve gasket and install the new power valve into the primary metering block. Repeat on secondary metering block if applicable. Reinstall the jets into the primary and secondary metering blocks.
- Insert the new cork O-rings into the idle mix screw holes on the primary metering block and reinstall the idle mix screws. Tighten the idle mix screws, then back them out exactly 1.5 turns. Repeat to secondary metering block if applicable.
- Screw the new inlet needle into the needle provision on the primary fuel bowl. Place the adjustment screw gasket onto the inlet needle and install the adjustment screw. Place the locking screw gasket onto the adjustment screw and install the locking screw. Adjust the float to the specs provided to the right. Repeat to the secondary fuel bowl.

**NOTE:** To adjust the inlet needle, use a large flathead screwdriver and an open-end 5/8" wrench. Loosen the screw and turn the adjusting nut clockwise to lower the float level.

Please note that this is a general guideline for float adjustments, additional fine tuning may be required.

#### Brass & Nitrophyl Center Hung Float:

Primary and Secondary Side - Invert fuel bowl and adjust the float until the surface of the center float is parallel to the fuel bowl casting.



#### Duracon (Plastic) Center Hung Float:

Primary Side - 5/16" measured with the fuel bowl inverted, at the center of the float.

Secondary Side - 3/8" measured with the fuel bowl inverted, at the center of the float.

#### Brass & Nitrophyl Side Hung Float:

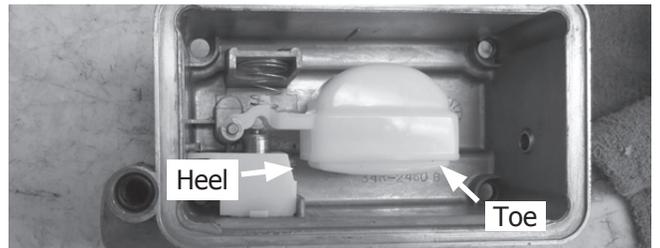
Primary Side - 7/64" measured with the fuel bowl inverted, at the toe of the float.

Secondary Side - 13/64" measured with the fuel bowl inverted, at the heel of the float.

#### Duracon (Plastic) Side Hung Float:

Primary Side - 7/32" measured with the fuel bowl inverted, at the toe of the float.

Secondary Side - 5/16" measured with the fuel bowl inverted, at the toe of the float.



- Place the primary metering block gasket onto the carburetor and place the primary metering block onto the primary metering block gasket. Place the primary fuel bowl gasket on the primary metering block and place the primary fuel bowl onto the primary fuel bowl gasket. Install the washers on the fuel bowl bolt or screws and fasten the primary fuel bowl to the carburetor. Repeat for the secondary metering block and secondary fuel bowl.
- The rebuild of your 4150-style carburetor is complete. Adjustments to the idle mix screws may be required. Please refer to your carburetor's owner's manual for details.

**NOTE:** Depending on your specific 4150-style carburetor, there may be some leftover parts after the rebuild.



Edelbrock, LLC • 2700 California St. • Torrance, CA 90503  
Tech Line: 1-800-416-8628