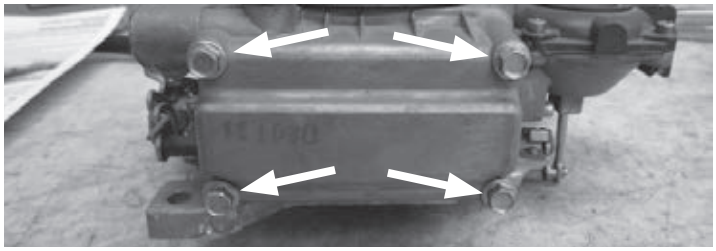
4160-Style Carburetor Rebuild Kit
Part #12750
INSTALLATION INSTRUCTIONS

DISASSEMBLY

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

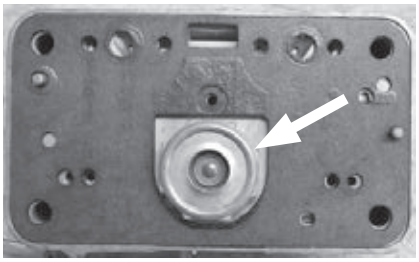
1. Remove the four bolts or screws from the primary and four bolts or screws from the secondary fuel bowls. Remove the washers from the bolts or screws and match them up to the ones provided in the rebuild kit and set aside.

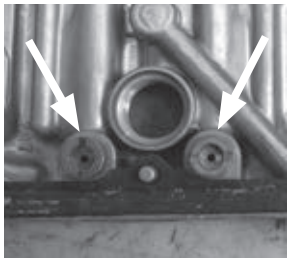


2. Remove the primary fuel bowl and metering block, being careful to not damage the fuel transfer tube. Carefully remove the gaskets found between the primary fuel bowl and metering block. Match up the gaskets removed to the ones provided in the rebuild kit and set them aside.

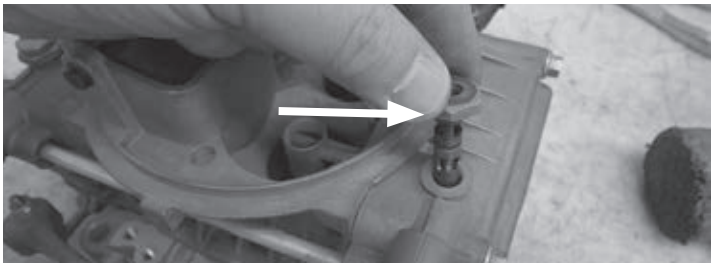
   ***NOTE**: If fuel bowl is stuck, gently tap with the handle end of a screwdriver to break free.*

3. 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 the primary metering block with a flathead screwdriver.

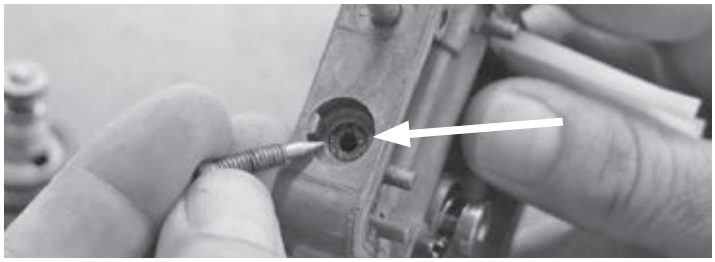




4. Using a 5/8" wrench, remove the inlet needle from the primary fuel bowl. Then remove the screw and the adjustment nut from the inlet needle assembly.

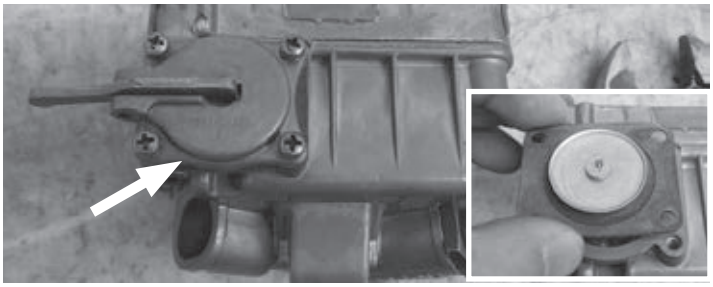


5. Using a small flathead screwdriver, remove both idle mix screws from the primary metering block. Pull out the small cork O-rings and match the cork O-rings to the ones provided in the rebuild kit and set aside.

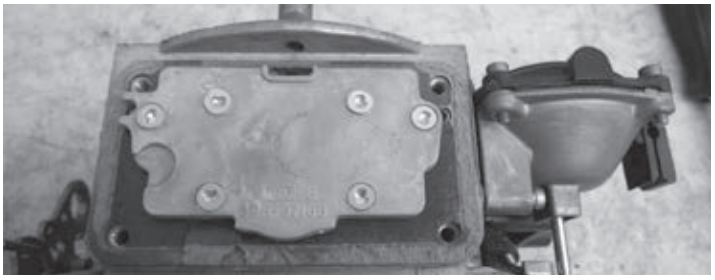


6. Remove the pump cover attached to the primary fuel bowl and remove the pump diaphragm.

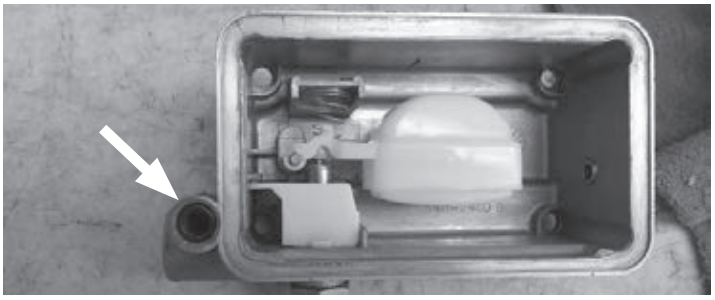
   ***NOTE**: Some carburetors will have a check ball or a rubber check. If a rubber check is used, remove and replace with the one provided in the kit.*



7. Remove the secondary fuel bowl. Using the provided clutch head screw bit, remove six screws securing the metering plate. Remove metering plate and backup plate. Match up the metering plate gasket and secondary metering block gasket to the ones provided in the rebuild kit and set aside.

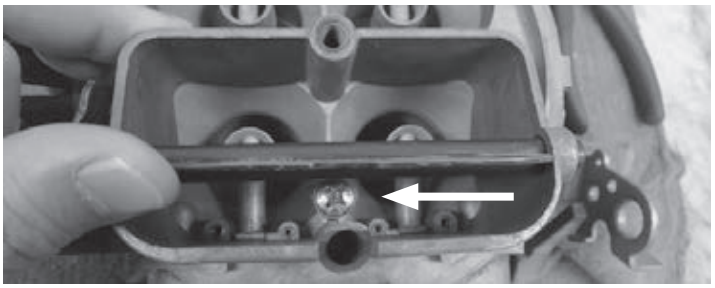


8. Remove the fuel transfer tube O-rings from both primary and secondary fuel bowls. Match O-rings to the ones in the rebuild kit and set aside.



9. Remove the screws securing (6 or 8) the base plate to the carburetor with a Phillips screwdriver. Remove the baseplate gasket and match it up to the one provided in the rebuild kit and set aside.
10. Unscrew the accel pump discharge nozzle found within the throttle bore of the carburetor using a Phillips screwdriver. 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.*



11. Clean all parts thoroughly with approved cleaning solvent or lacquer thinner. Make sure to remove all gasket residue from carburetor, metering block/plate, 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.*
12. 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.
13. 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.
14. Insert the power valve gasket and install the new power valve into the primary metering block. Reinstall the jets into the primary metering block.
15. Insert the new cork O-rings into the idle mix screw holes and reinstall the idle mix screws. Tighten the idle mix screws, then back them out exactly 1.5 turns.
16. 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 below.

    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 surface.

Duracon (Plastic) Center Hung Float:

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

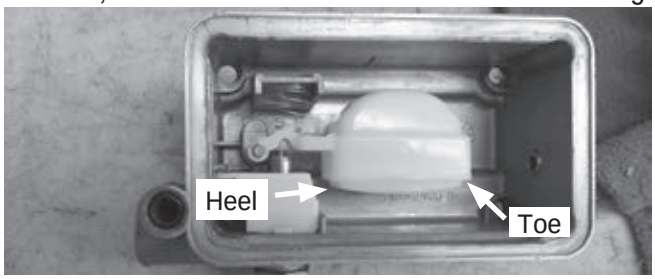
Secondary Side - 3/8" measured with the fuel bowl inverted, at the center of the float to the fuel bowl casting.

Brass & Nitrophyl Side Hung Float:

Primary Side - 7/64" measured with the fuel bowl inverted, at the toe of the float to the fuel bowl casting.
Secondary Side - 13/64" measured with the fuel bowl inverted, at the heel of the float to the fuel bowl casting.

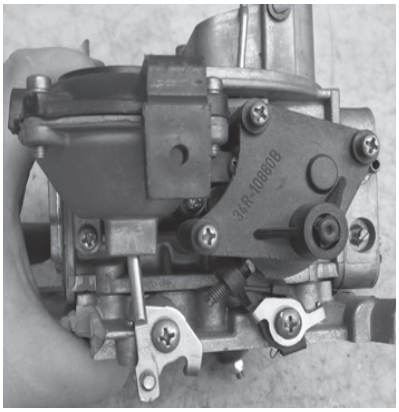
Duracon (Plastic) Side Hung Float:

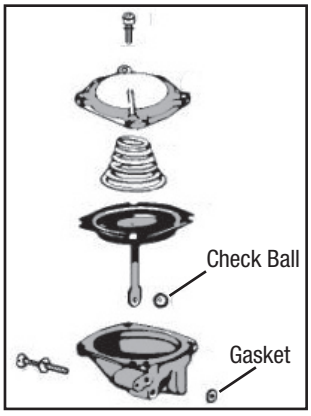
Primary Side - 7/32" measured with the fuel bowl inverted, at the toe of the float to the fuel bowl casting.
Secondary Side - 5/16" measured with the fuel bowl inverted, at the toe of the float to the fuel bowl casting.



17. Align 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 new washers onto the fuel bowl bolts or screws and fasten the primary fuel bowl to the carburetor.
18. Install the new O-rings onto the fuel transfer tube. Using a little O-ring lube, install the fuel transfer tube onto the primary fuel bowl.

19. Align the secondary metering block gasket onto the carburetor and position the metering backup plate onto the secondary metering block gasket. Position the metering plate gasket onto the metering backup plate and install the metering plate with the clutch head screws.
20. Apply O-ring lube to the fuel transfer tube and carefully install the secondary fuel bowl, aligning it with the fuel transfer tube. Install the washers onto the secondary fuel bowl bolts or screws and secure the secondary fuel bowl to the carburetor.
21. Disassemble the vacuum secondary diaphragm assembly using a Phillips screwdriver. Be careful not to lose the check ball inside the assembly. Replace the secondary diaphragm and gasket.





22. The rebuild of your 4160-style carburetor is complete. Adjustments to the idle mix screws may be required. Please refer to your 4160's Owner's Manual for details.

NOTE: *Depending on your specific 4160-style carburetor, there may be some leftover parts after the rebuild.*