



**EDELBROCK EFI & CARBURETED
FUEL PRESSURE REGULATOR REBUILD KITS
CATALOG #178010 & #178040
INSTALLATION INSTRUCTIONS**

WARNING!

Prior to starting the installation, make sure to eliminate all potential fire hazards as fuel leakage can occur when loosening the fuel system connections and components.

CAUTION! Installation of this product should be performed by those persons knowledgeable in the repair and modification of automotive fuel systems. **Do not loosen the fuel system connections until relieving pressure** as recommended in your automotive service manual.

Rebuild kit #178010 is compatible with Edelbrock EFI regulator models #1728, 1729, 174021, 174022, 174023, 174041, 174042 and 174043. It is intended for repairing internal or externally leaking regulators.

KIT CONTENT FOR 178010:

(1) Diaphragm Assembly	(3) -6 O-Ring	(4) 8-32 x 1/4" Screw (Bracket)
(1) Adjuster Set Screw	(2) -10 O-Ring	(4) 8-32 x 1/2" Screw (Cover)
(1) Adjuster Nut	(1) Mounting Bracket	(4) #8 Lock Washer
(1) Adjuster Washer		

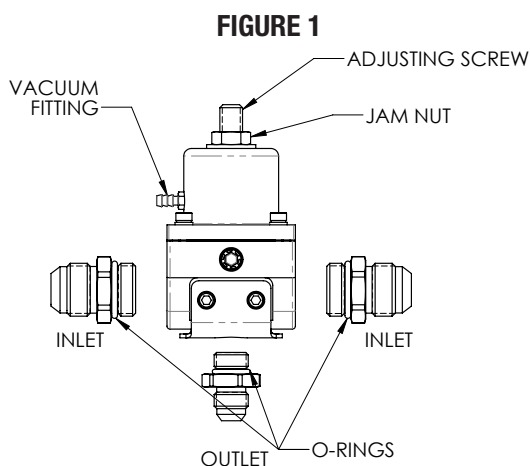
Rebuild kit #178040 is compatible with Edelbrock carbureted regulator models #174051, 174052, 174053, 174081, and 174103.

KIT CONTENT FOR 178040:

(1) Diaphragm Assembly	(7) -6 O-Ring
(1) Adjuster Set Screw	(2) -10 O-Ring
(1) Adjuster Nut	(4) 8-32 x 1/2" Screw (Cover)
(1) Adjuster Washer	(4) #8 Lock Washer

INSTALLATION PROCEDURE:

1. With the ignition off and engine cool, relieve the fuel system pressure.
2. Disconnect the fuel lines from the regulator. Plug the open fuel lines to prevent foreign debris from entering the fuel system. Remove the regulator after disconnecting mounting hardware.
3. Remove the fuel fittings from the regulator and discard the O-rings (Labeled in Fig. 1). Remove the regulator cover screws (Item 2 in Fig 2) using a hex key style wrench. NOTE: Original hardware is secured using fuel resistant thread adhesive and may be difficult to loosen.
4. Separate the regulator cover (Item 1 in Fig. 2) from the regulator body (Item 6 in Fig 2). Make sure to note order and orientation of the inner components, as shown in Figure 2, when removing them from the regulator.
5. Remove the old diaphragm assembly from the regulator body and discard. NOTE: diaphragm should "peel off" from the body. Clean all metal parts using an automotive solvent and a soft bristle brush. Some of the regulator surfaces need to be scratch free for sealing and corrosion resistance purposes. Inspect all parts for foreign debris and any sharp edges that may cut the rubber parts. If the original diaphragm assembly failed, this could have been a result of foreign debris.



6. After all solvent has been removed from the components, reinstall them using the new diaphragm assembly (Item 5 in Fig 2) supplied in this kit. The chrome ball portion of the diaphragm assembly must be orientated towards the body of the regulator. The cover may not sit flush against the diaphragm assembly and body until the cover screws are installed. This is normal as the spring (Item 4 in Fig 2) will need to be compressed, to get into proper position, while the cover screws are being installed. The use of a fuel resistant thread adhesive is highly recommended when reinstalling the cover screws. Reinstall the O-ring and fuel fittings.
- NOTE: This kit includes all the necessary replacement O-rings for all regulators listed above. Some models will use different O-ring sizes resulting in 2 extra O-rings after the rebuild. Please discard any extra O-rings as they can not be used due to size differences.
7. Reinstall the regulator back to its original location. Connect and tighten fuel fittings to the appropriate fuel lines. Connect the vacuum line to the vacuum fitting on the regulator, if equipped. Otherwise, ensure the regulator vacuum fitting is not obstructed.
8. Turn the ignition to the "ON" position be DO NOT start the engine. Check the fuel system for any leaks.
- WARNING!** If leaks are present, immediately switch ignition to the "OFF" position and repair all leaks before continuing.
9. To adjust the fuel pressure regulator, start the engine and loosen the jam nut on the top of the regulator. Turn the adjusting screw until the desired fuel rail pressure is obtained. Tighten the jam nut and recheck the fuel rail pressure.

FIGURE 2

