CARBURETOR CALIBRATION REFERENCE GUIDE FOR MODEL #1905 & #1906

Before you attempt to establish a new calibration, please ensure you have installed your Edelbrock carburetor according to the Installation Instructions supplied with the carburetor. Be sure that the engine is in a sound state of tune. All ignition items must be in proper working order, including reasonably fresh plugs of the correct heat range. Timing should be properly set and the air filter element and fuel filter should be clean.

Proper fuel pressure should be verified and cracked or brittle vacuum lines should be replaced. Many "carburetor calibration" problems have been solved by first addressing other engine systems.

PARTS AND EQUIPMENT

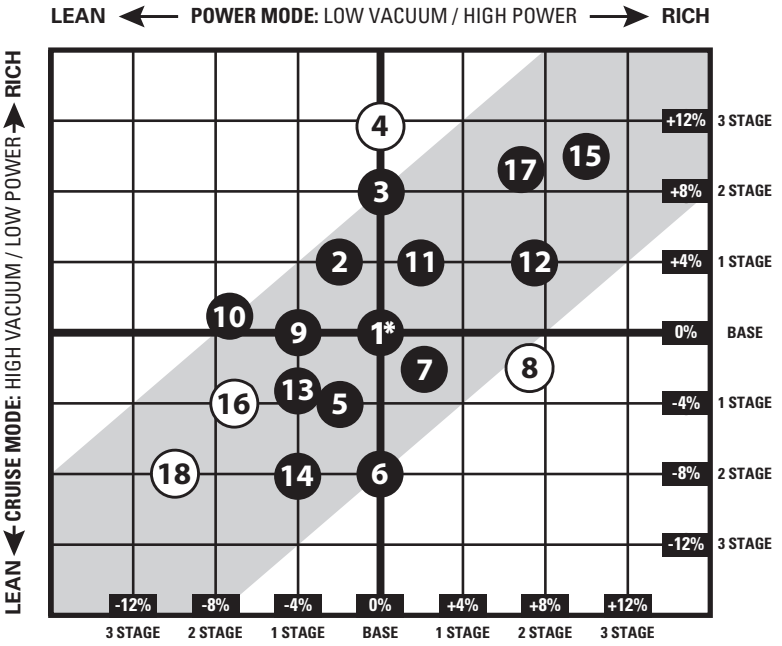
Aside from ordinary hand tools, the following items are recommended.

Tachometer If the vehicle is not equipped with a tach, the dwell meter style tach will be adequate.

Vacuum Gauge Should be hooked up to read engine's intake manifold vacuum. Without a vacuum gauge, some of the calibration procedures will be more difficult.

(#) Obtainable with a combination of this kit and/or stock parts

(#) Obtainable with parts not included in this kit



CHANGING COMPONENTS

Metering Rod and Step-Up Spring changes can typically be made in less than five minutes and without removing the carburetor. First, loosen the Step-Up Piston Cover Screws and twist the Step-Up Piston Cover Plates to the side. The Metering Rods and Step-Up Springs can now be removed and replaced if necessary. Be sure to replace the Step-Up Piston Cover Plate, use hand-held nut driver and tighten the Step-Up Piston Cover Screw when finished.

CAUTION:

Do not over-tighten the Step-Up Piston Cover Screws! They should only be tightened to 12 to 17 inch/pounds. Excessive torque will weaken or snap off the screw heads. If this happens, they may fall into the carb causing serious engine damage. If an inch/pound torque wrench is not available, snug the screw until it just touches the plate, then tighten 1/16th turn more.

To replace the Primary or Secondary Metering Jets, first, remove the Metering Rods and Step-Up Springs as outlined in the preceding paragraph. Next, disconnect the Choke Cam Connector Rod, Pump Connector Rod, and Choke Connector Rod (when applicable). Finally, remove the 8 Airhorn Attaching Screws and remove the Airhorn from the carburetor body. A standard flat head screwdriver can now be used to remove the appropriate Metering Jets. Once the desired Metering Jets have been installed the carburetor may be reassembled by reversing the above procedure.

STEP 1 Select the Calibration Reference Number that is nearest to your desired combination of *Cruise Mode* and *Power Mode*.

STEP 2 Refer to the Calibration Reference number for the Main Jet and Metering Rod combination to achieve the desired fuel metering.

PRIMARY ROD AND JET REFERENCE CHART

NO.	JET SIZE / STAMP ID	ROD STAMP ID	NO.	JET SIZE / STAMP ID	ROD STAMP ID
1*	0.101"/401	70-37	10	0.100"/400	68-42
2	0.100"/400	67-37	11	0.104"/404	73-42
3	0.101"/401	67-37	12	0.104"/404	73-37
4	0.101"/401	65-37	13	0.101"/401	71-42
5	0.100"/400	70-37	14	0.101"/401	73-42
6	0.101"/401	73-37	15	0.107"/407	75-42
7	0.104"/404	75-42	16	.0.098"/398	67-37
8	0.104"/404	75-37	17	0.104"/404	70-37
9	0.101"/401	70-42	18	0.101"/401	73-47

*STOCK SET UP

SECONDARY METERING

The factory calibration jet is shown in the center column. For leaner or richer calibration, use the jet # indicated in the appropriate column.

3 Stages Lean (12%)	2 Stages Lean (8%)	1 Stage Lean (6%)	Stock Calibration	1 Stage Rich (4%)	2 Stages Rich (6%)	3 Stages Rich (12%)
Jet #1425 0.092"	N/A	Jet #1426 0.095"	Jet #1427 0.098"	Jet #1428 0.100"	Jet #1429 0.101"	Jet #1430 0.104"