



FUEL PUMP REPAIR KIT  
For all Edelbrock Street and Race  
6-Valve Mechanical Fuel Pumps  
Catalog #1799  
INSTALLATION INSTRUCTIONS

• PLEASE study these instructions carefully before installing your new fuel pump rebuild kit. If you have any questions or problems, do not hesitate to contact our Technical Hotline at: 1-800-416-8628, or e-mail us at [Edelbrock@Edelbrock.com](mailto:Edelbrock@Edelbrock.com).

• DESCRIPTION: This kit contains all parts necessary to rebuild all Edelbrock Street High Performance and Racing Fuel Pumps #1711, #1712, #1715, #1721, #1722, or #1725. Your fuel pump was manufactured and assembled to exacting specifications and strict quality control standards. Care should be taken when rebuilding this pump to ensure continued satisfactory performance.

WARNING: Personal protection must be given careful consideration. Eye protection should be worn at all times, especially when grinding and peening over the rocker arm pin. The pump body itself is spring loaded with a heavy diaphragm spring. Extreme caution and care should be taken when assembling and disassembling the upper pump body to and from the lower pump body. Upon re-installation of the fuel pump on the engine, care should be taken to ensure that all fuel lines and fittings are properly installed, tight, and not leaking fuel.

• DISASSEMBLY:

1. After removing fuel pump from engine, remove twelve allen head screws from the pump pulsator cover and separate from lower fuel pump body.
2. Remove eight screws from the valve retainers (7) in the lower fuel pump body; remove valves (5) and old gaskets (6).
3. Remove the pump diaphragm assembly (1) by pressing into casting and unhooking from fuel linkage rod (10).
4. Remove oil seal (12) and oil seal retainer (13).
5. Grind (don't use chisel to cut) rocker arm pin (8) end and remove locking washer (9). Drive rocker arm pin through casting and remove rocker arm assembly. NOTE: Drive rocker arm pin from side previously ground.

• CLEANING:

Clean all parts that are to be re-used with a commercially available carburetor cleaner. Follow instructions provided with the cleaner. Make sure that there is adequate ventilation when using cleaning solvents.

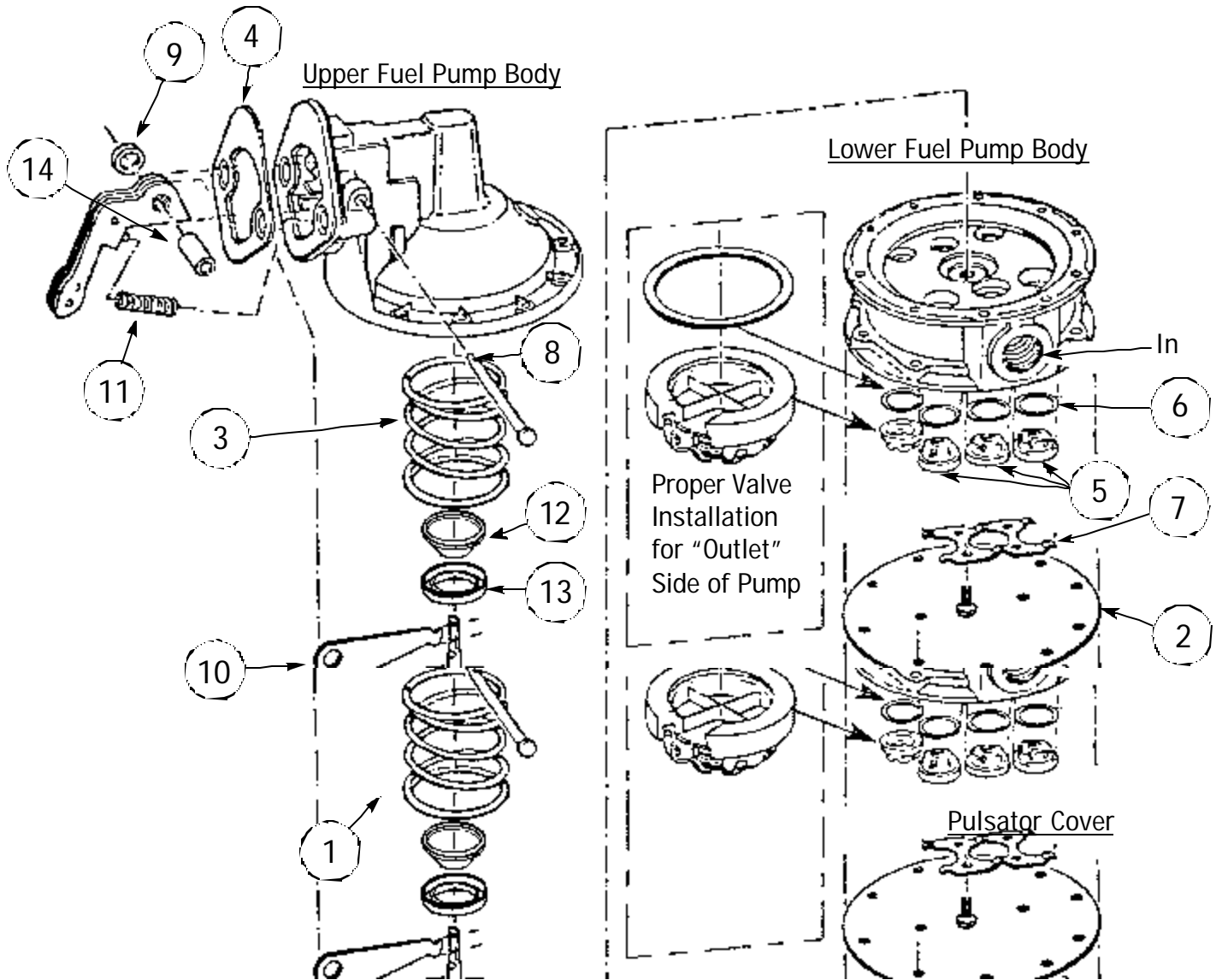
• ASSEMBLY:

1. Install the six valve gaskets (6), six valves (5), and two valve retainers (7) in the lower fuel pump body. The valve retainer screws should not be torqued to more than 25 in./lbs. The valves should be installed in the following manner:  
The "inlet" port of the lower fuel pump body is identified by the embossed letters "in". The valves on this side of the casting should be installed with the "spoked wheel" side up. The opposite or "outlet" port is not so identified. The valves on this side should be installed with the "spoked wheel" side down. Valve retainers (7) should be placed so that their ends will exert a downward pressure on the valves (see illustration).
2. Install new pulsator diaphragm (2) on the lower fuel pump body using two center allen head screws. Torque to 35 in./lbs.
3. Install the new oil seal (12) and retainer (13) in the upper fuel pump body. The oil seal retainer should be tapped flush with the casting.
4. Assemble the rocker arm, linkage (10), and bushing (14) together. Install the new rocker arm return spring (11).

5. Press the replacement rocker arm pin (8) into the fuel pump body casting and through the rocker arm assembly. Install the rocker arm pin lock washer (9) and "peen" the pin tightly over this washer.
6. Apply grease liberally to the pull rod end of the diaphragm (1). (The diaphragm's pull rod end must be inserted through the oil seal. The grease will prevent any damage from being done to the seal during insertion.) This kit contains two diaphragm springs. Use both springs for Racing fuel pumps or the larger spring only for Street High Performance fuel pumps. If you want to install both springs in a fuel pump originally equipped with the single low-pressure spring, please note that Racing fuel pumps MUST use a fuel pressure regulator to prevent carburetor flooding. Place the new diaphragm spring(s) (3) on the diaphragm and pull rod assembly (1). Insert the diaphragm pull rod end through the oil seal and "hook" the eyelet hole of the pull rod onto the rocker arm linkage (10).
7. Assemble the lower fuel pump body to the upper fuel pump body, with the diaphragm and diaphragm spring attached. Make sure the diaphragm and threaded casting holes are all aligned. The inlet and outlet ports of the lower fuel pump body should be at right angles (90°) to the rocker arm assembly.
8. Start but do not fully tighten the ten allen head retaining screws. Before fully tightening these screws, the rocker arm must be actuated to and held in the "full stroke" position. This is done to ensure that the diaphragm will be pulled to and held in its maximum working (flexed) position while the retaining screws are torqued tight in two steps. First to 15 in/lbs, and then to 35 in/lbs in a criss-cross or "star" pattern to ensure even, progressive tightening. This procedure will ensure against premature diaphragm wear and subsequent failure due to over-stretching of the diaphragm material when in the full stroke position. Another by-product of an improperly set diaphragm is erratic fuel flow and pressure. NOTE: This procedure can be assisted by holding the fuel pump in a vise or appropriate fixture, and holding the rocker arm down with a pipe or similar tool.

After re-installing the fuel pump, run the engine and check for fuel leaks and proper operation. Correct as necessary.

EXPLODED VIEW OF EDELBROCK FUEL PUMP



- (1) Diaphragm and Pull Rod Assembly
- (2) Pulsator Diaphragm
- (3) Diaphragm Spring
- (4) Mounting Gasket
- (5) Valve
- (6) Valve Gasket
- (7) Valve Retainer

- (8) Rocker Arm Pin
- (9) Rocket Arm Lockwasher
- (10) Rocker Arm Linkage
- (11) Rocker Arm Spring
- (12) Oil Seal
- (13) Oil Seal Retainer
- (14) Bushing

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