



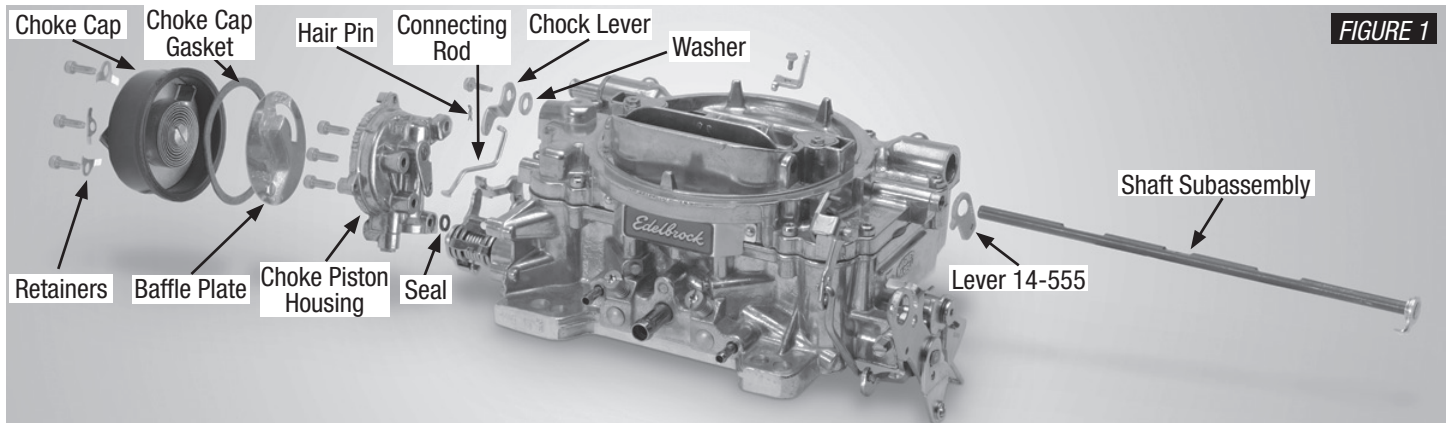
**PERFORMER SERIES CARBURETOR  
ELECTRIC CHOKE KIT  
CATALOG NUMBER:#1478  
For Edelbrock #1405 & #1407 carburetors  
INSTALLATION INSTRUCTIONS**

**PLEASE** study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

**INSTALLATION KIT CONTENTS**

- |                                     |                                  |                       |
|-------------------------------------|----------------------------------|-----------------------|
| 1- Choke Piston Housing             | 1- Choke Cap Gasket              | 3- Choke Cap Retainer |
| 1- Connecting Rod                   | 1- Hair Clip Retainer            | 1- Shaft Subassembly  |
| 1- Thermostatic Coil Assembly w/Cap | 3- Choke Housing Attaching Screw | 1- 1/4" AN Washer     |
| 1- Choke Cable Lever                | 1- Choke Ground Wire (black)     | 1- Lever (14-555)     |
| 1- Baffle Plate                     | 3- Choke Cap Screw               |                       |
| 1- Choke Piston Housing Seal        | 1- Choke Positive Wire (red)     |                       |

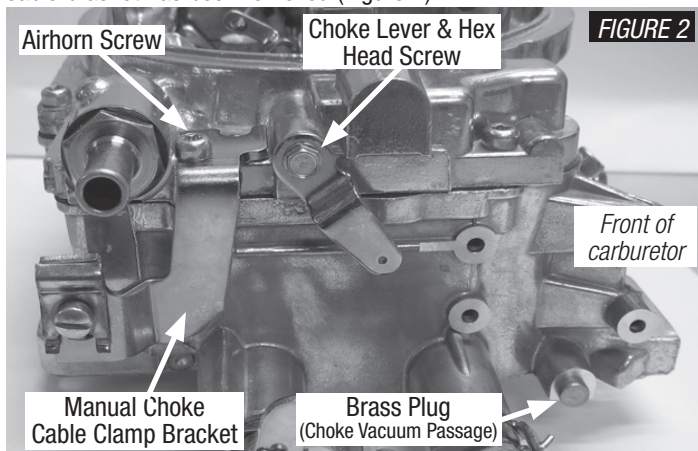
**CHOKE INSTALLATION**



**FIGURE 1**

1. Remove the carburetor from the engine by disconnecting all linkages and lines. Use the original carburetor Installation Instructions as a guide. Plug all fuel lines to avoid excessive spillage.

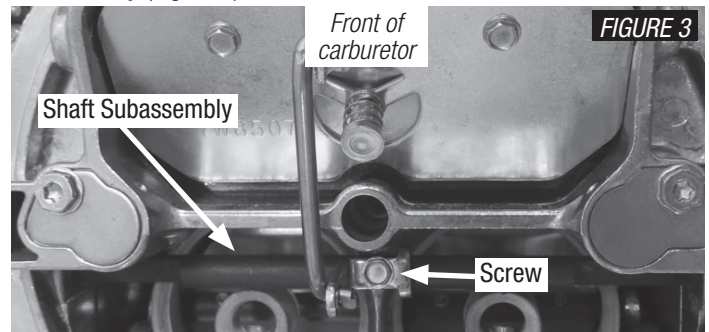
2. Remove the manual choke cable clamp bracket by removing the airhorn screw. Reinstall the airhorn screw after the manual choke cable bracket has been removed (Figure 2).



**FIGURE 2**

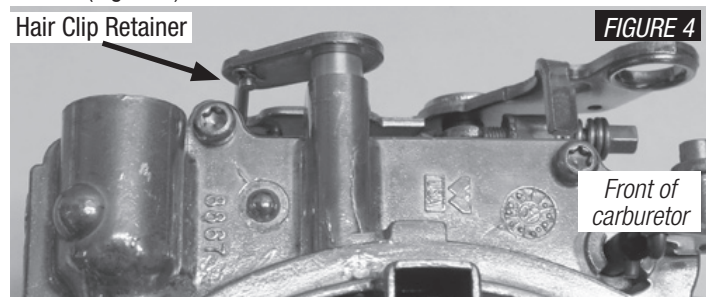
3. Remove the choke hex head screw securing the choke lever. The hex head screw will be reused, the choke lever can be discarded (Figure 1).

4. Remove the screw securing the choke linkage to the shaft subassembly (Figure 3).



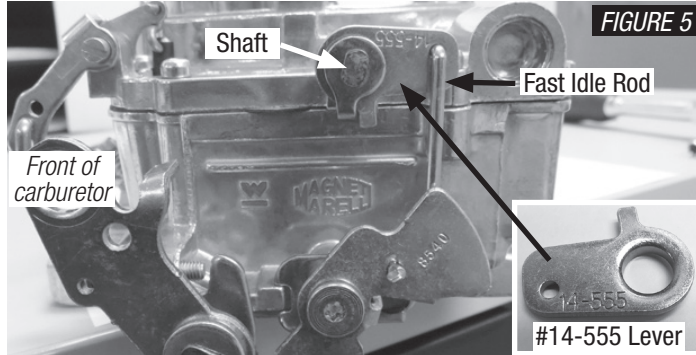
**FIGURE 3**

5. Remove the retaining clip and pull the shaft subassembly out of the airhorn (Figure 4).



**FIGURE 4**

6. Place the supplied #14-555 lever onto the new shaft and slide the subassembly into the airhorn. The lever should be located on the shaft using Figure 5 as a guide. Using the factory hair clip, attach the fast idle linkage rod to the #14-555 lever.

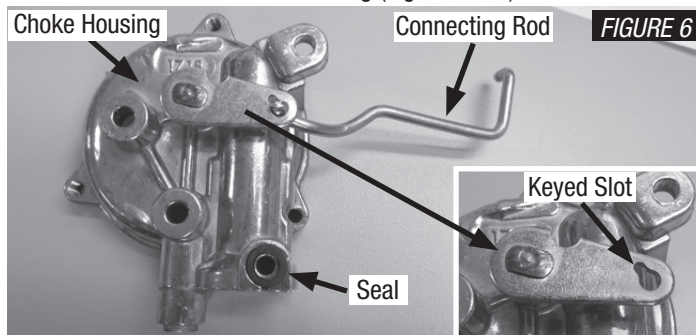


7. Place the 1/4" AN washer from the kit on the protruding end of the shaft subassembly. Install the new electric choke lever using the factory hex head screw (Figure 1). **NOTE:** Verify that the choke valve and linkages work freely. It may be necessary to remove the 1/4" AN washer if the shaft is binding.

8. Carefully secure the choke linkage to the shaft subassembly with the supplied hex screw (Figure 3). **WARNING:** This procedure can only be performed once as the shaft threads are not reusable. Be very careful not to strip out the screw by overtightening. Stop turning when the screw head contacts the bracket.

9. Using pliers, remove the brass plug (Figure 2) from the choke vacuum passage. Use compressed air to clean out any debris in the passage to ensure it is not blocked.

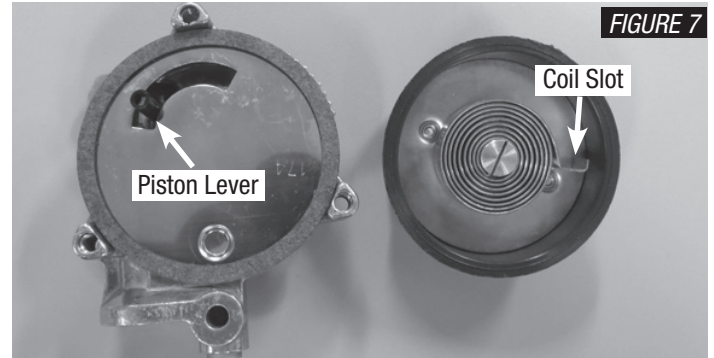
10. Place the connecting rod into the keyed slot of the choke housing lever as shown in Figure 6. Place the choke piston housing seal into the cast recess of the choke housing (Figure 1 & 6).



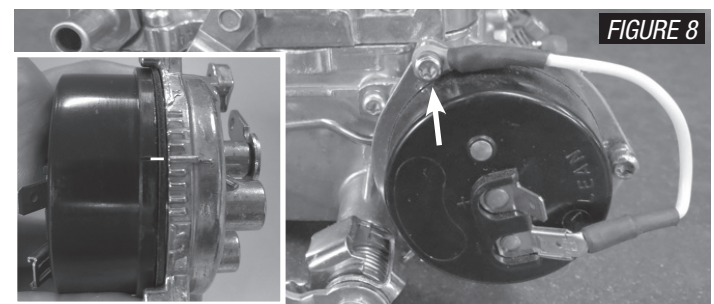
11. Install the choke piston housing on the carburetor using the three self-tapping #20 Torx screws (Figure 1).

12. Place the unattached end of the connecting rod through the hole on the electric choke lever and secure it with the supplied hair clip retainer (Figure 1).

13. Install the baffle plate with the indentation facing the carburetor (Figure 1). Place the cap gasket onto the baffle plate and install the choke cap so that piston lever sits in the coil slot (Figure 7).



14. Clock the choke cap clockwise until the indicator on the cap is center of the indicators on the choke housing (Figure 8). Using the supplied retainers and screws, secure the choke cap to the housing. When doing so, attach the black ground wire by placing the eyelet end of the wire between the designated screw and retainer (Figure 8). Connect the clip end of the black ground wire to the negative (-) terminal on the choke housing (Figure 8).



15. Connect the red wire to the positive (+) terminal on choke housing (Figure 3). Connect the other end of the red wire to an ignition key activated +12 volt source. Ensure this source maintains +12 volts with the engine running. **DO NOT ATTACH TO COIL.**

### CHOKE ADJUSTMENT

The length of time during which the choke will stay closed is determined by the position of the choke cap. As the choke cap is turned clockwise the choke will stay closed longer. To properly set the choke, loosen the choke cap retaining screws and turn the choke cap to the leanest notch on the choke housing. Tighten the choke cap retaining screws, and run the engine until normal operating temperature is reached. With the engine running, slowly turn the choke cap clockwise until the choke valve begins to close. Now turn the choke housing one notch counterclockwise (LEAN) and tighten the choke housing retaining screws. Periodic readjustment of the choke will be required as the temperature changes throughout the year. After each adjustment verify that the choke valve opens fully after the engine is warm.

Fast idle may be adjusted to manufacturers specifications (usually 1500 rpm) during normal choke cold operation. The fast idle screw can be adjusted with engine off and throttle held open to allow screw head access. Recheck fast idle speed after each adjustment.