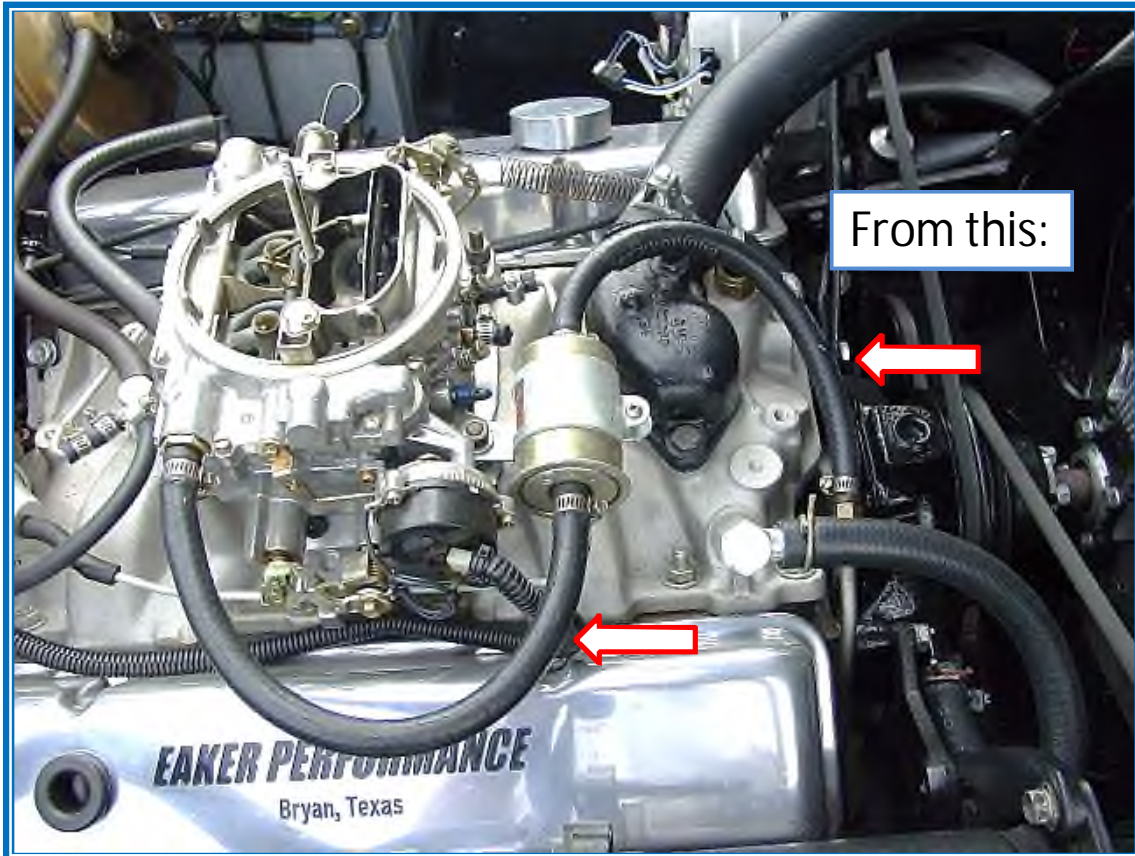


Steel fuel lines from pump to filter to carb with an Edelbrock 2101 Intake and a 1406 Performer Carb with electric choke



Dave Zuberer

## Changes brought on by the swap to an Edelbrock 2101 intake and 1406 Carburetor:

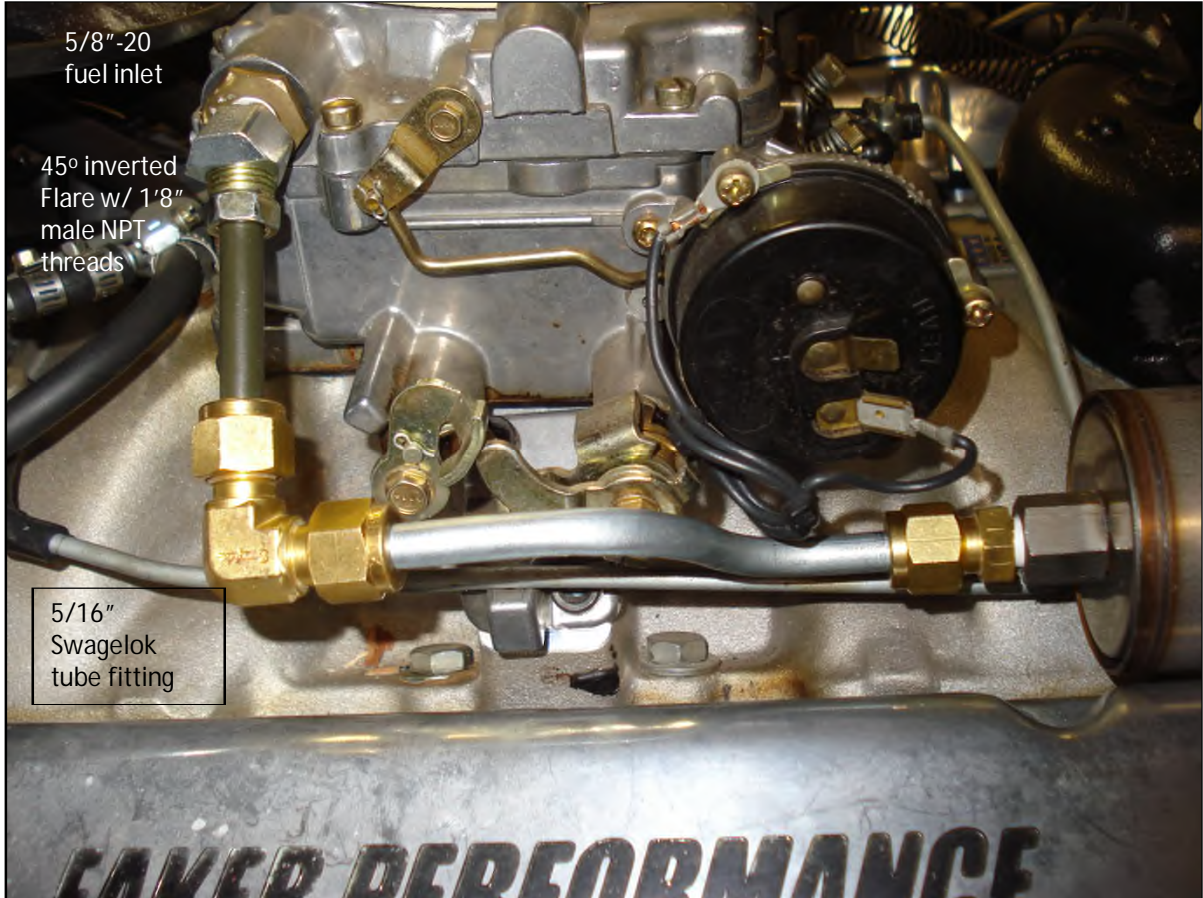
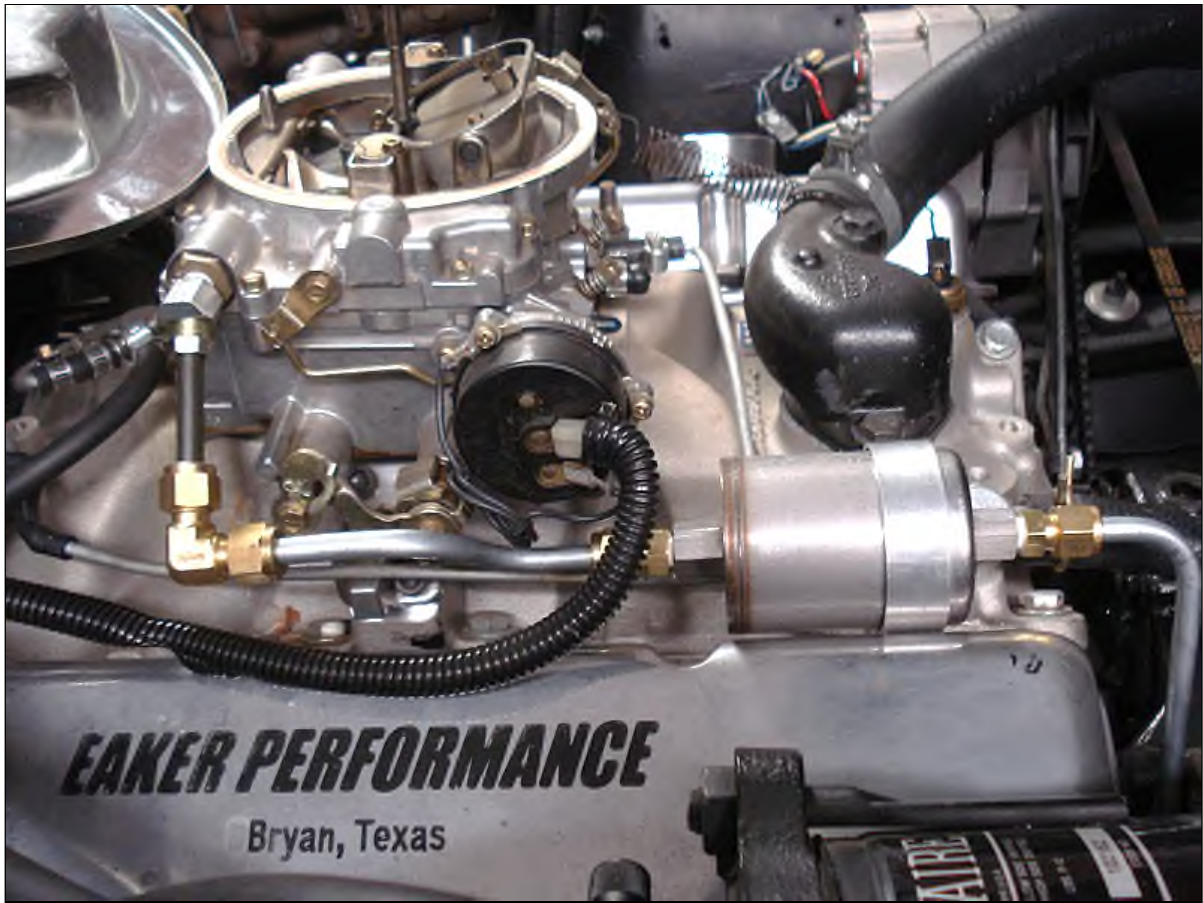
When we bought the '65, the fuel lines from pump to carb were, shall we say, "incorrect". The hard line from the pump had a 5/16" barb fitting attached to the end to which was connected a rubber fuel hose which ran to a steel filter with barbed connectors. From the outlet side of the filter was another rubber hose which ran to the Carter AFB carb that was on the car.

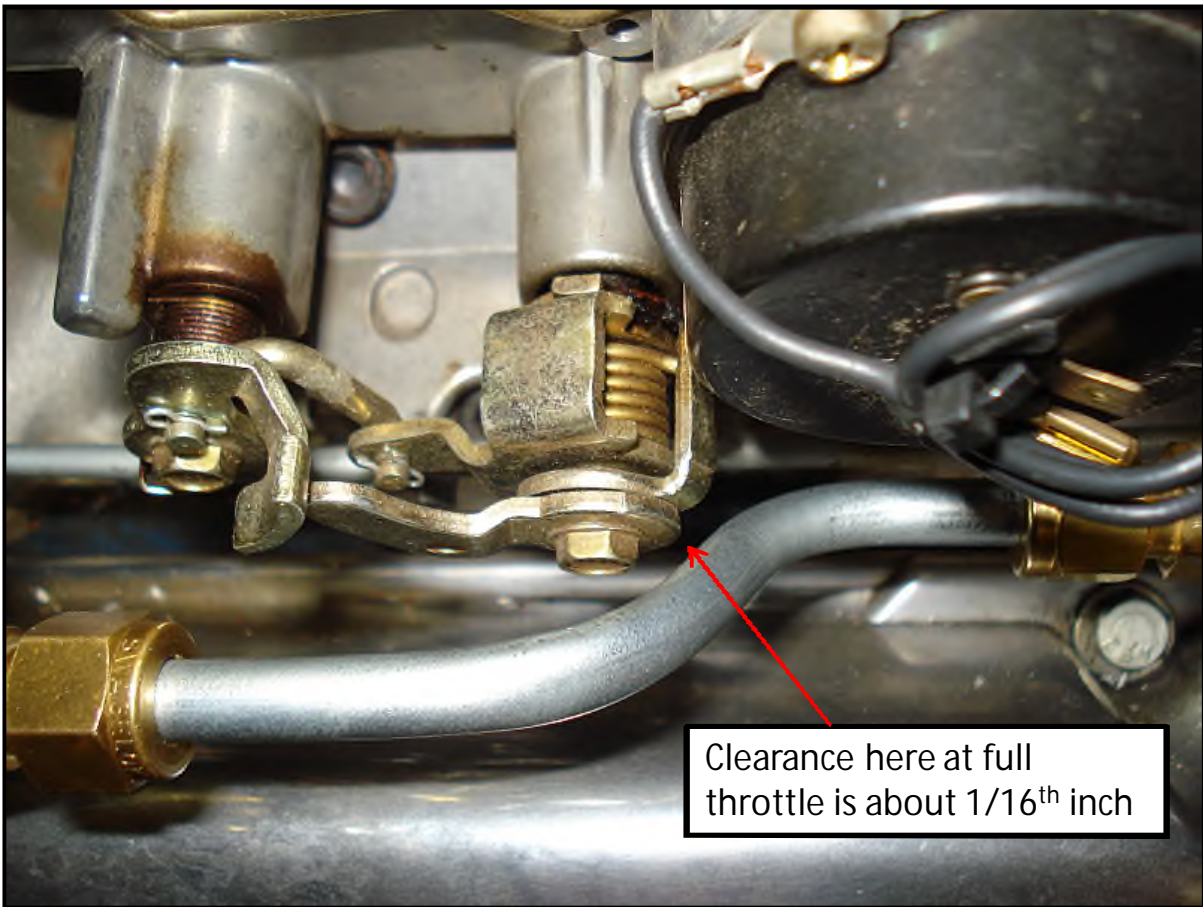
When we had a 2003 crate motor put into the car we had an Edelbrock 2101 intake with an Edelbrock 1406 Performer (electric choke) carb installed on the engine. That generated several problems. First, the Edelbrock carb has the fuel inlet on the right rear side of the carb. Not a problem if you're sticking with rubber fuel lines. A definite problem if you want a steel fuel line from the filter to the carb inlet. No vendors sell such a line. I tried the Russell right-angle line with the banjo fitting but could not make it work due to the misalignment of the fuel filter which has to be moved from the stock location due to the water outlet fitting on the Edelbrock intake (See photos). To get around that issue I made a new bracket for the filter support which moved the filter out toward the valve cover. I bent the line from the pump to the filter in the same shape as the original line for the 327/300 cars equipped with the Carter AFB. I made a short "S-bend" tube from the filter to a 90° Swagelok elbow which attached to a short tube running to a 45° inverted flare fitting fitted to the 5/8"-20 by 1/8" female NPT carb inlet fitting that came with the Carter AFB and is available from Paragon Corvette as Part No. 140.

Additional issues were that the stock air cleaner does not fit the 1406 carb and the crankcase ventilation system needs to be modified. The air cleaner was replaced with an Edelbrock 1221 Pro Flo Series 14" Deep-flange drop base. I use a 2" x 14" Mr. gasket filter element. The crankcase ventilation was solved by going with valve covers with opening for the PCV valve and a vacuum line the base of the carb. The oil fill port is in the left valve cover.

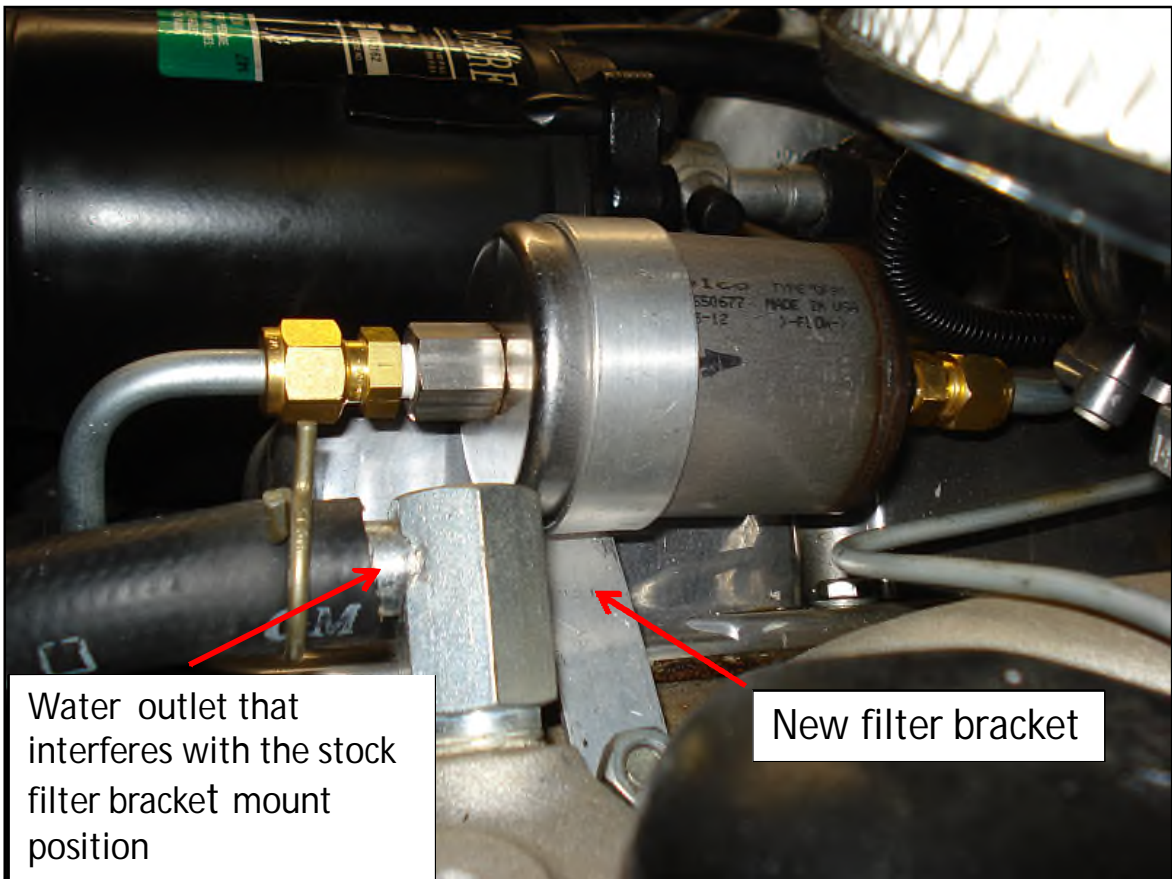
If I had it to do over again, I would stick with the original intake and carb setup. That would preserve the original fuel filter location and factory fuel lines. It would also preserve the dual-snorkel air cleaner, the oil fill tube (with the vacuum take-off) in the intake and the crankcase ventilation system that was the original configuration (line from oil fill tube to rear of carb and the large hose from the air cleaner to the crankcase vent tube). I still have all those parts so the car could be returned to the original configuration with a little effort.

The system has performed satisfactorily for some 12 years now. Dave Zuberer (DZVette)





Clearance here at full throttle is about 1/16<sup>th</sup> inch



Water outlet that interferes with the stock filter bracket mount position

New filter bracket

## Carb, Manifold and air cleaner set-up on our '65 Corvette.

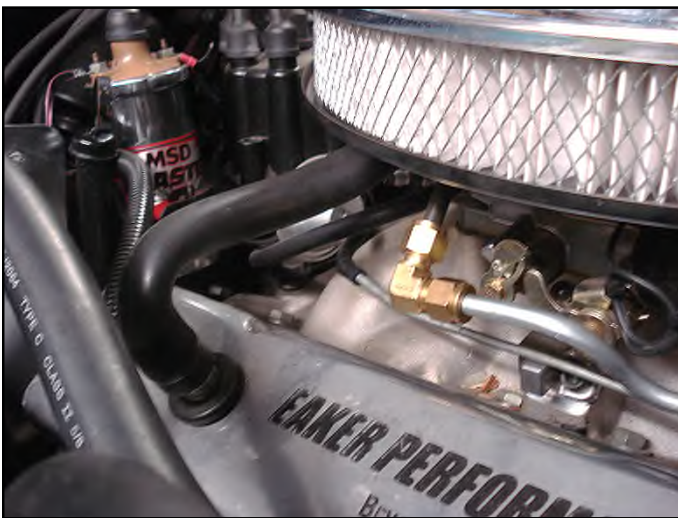
Carburetor: Edelbrock Performer 1406 w/ electric choke

Intake Manifold: Edelbrock Performer 2101 Aluminum

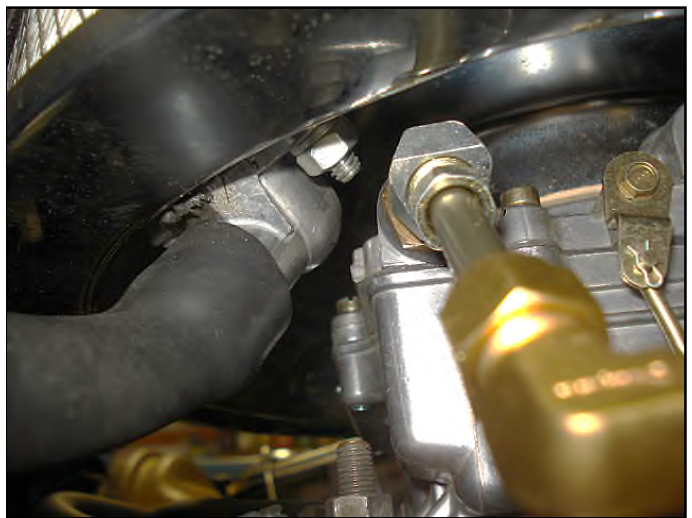
Air cleaner:

- Edelbrock 1221 Pro-Flo Series 14" Deep-Flange Base
- Mr. Gasket 2" x 14" 1480A filter element

These components allow ample room for hood clearance.



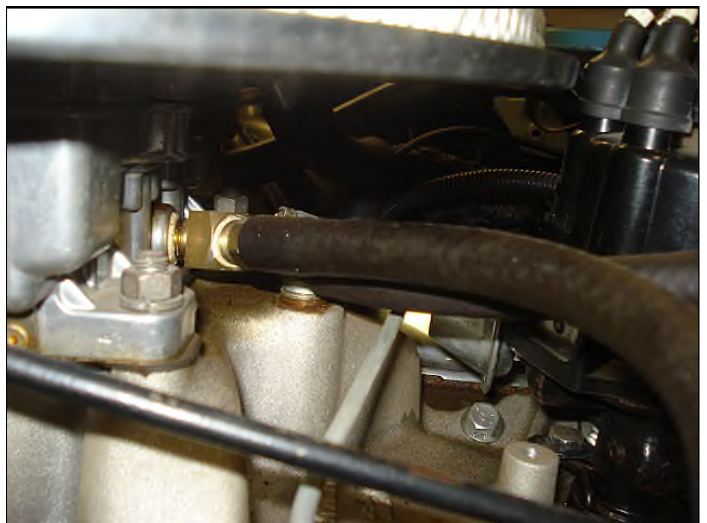
Connection to air-cleaner base  
from right-side valve cover



Connection at air-cleaner base



Connection from vacuum fitting  
at rear of carb to left valve cover



Vacuum fitting at rear of carb

## Edelbrock Pro-Flo Air Cleaners

### PRO-FLO SERIES ROUND AIR CLEANERS

Edelbrock triple chrome-plated round [air cleaners](#) work with all popular 5-1/8" diameter carburetors (Performer Series, Thunder Series AVS, Holley, Thermo-Quad, Quadrajet and Carter AFB). The 10" and 14" models have knock-outs in the air cleaner base and include an adapter for crankcase ventilation. #1208, #1209 and #1221 fit all [Edelbrock carburetors](#). Heights of air cleaners are in parentheses, measured from the gasket flange to the top of the supplied retaining nut. Dimensions are accurate within 1/8".



Application	Overall Height	Emissions	Chrome	Black
14" Diameter with 3" Element	3-5/16"	■	<a href="#">1207</a>	-
14" diameter with 3" pre-oiled cotton element	3-5/16"	■	1206	-
14" Diameter with 3" Element, 3/8" Deeper Flange (Will NOT fit Turbo Engines)	3-3/4"	■	<a href="#">1221</a>	<a href="#">1223</a>

↓  
Substitute 2" x 14" filter element