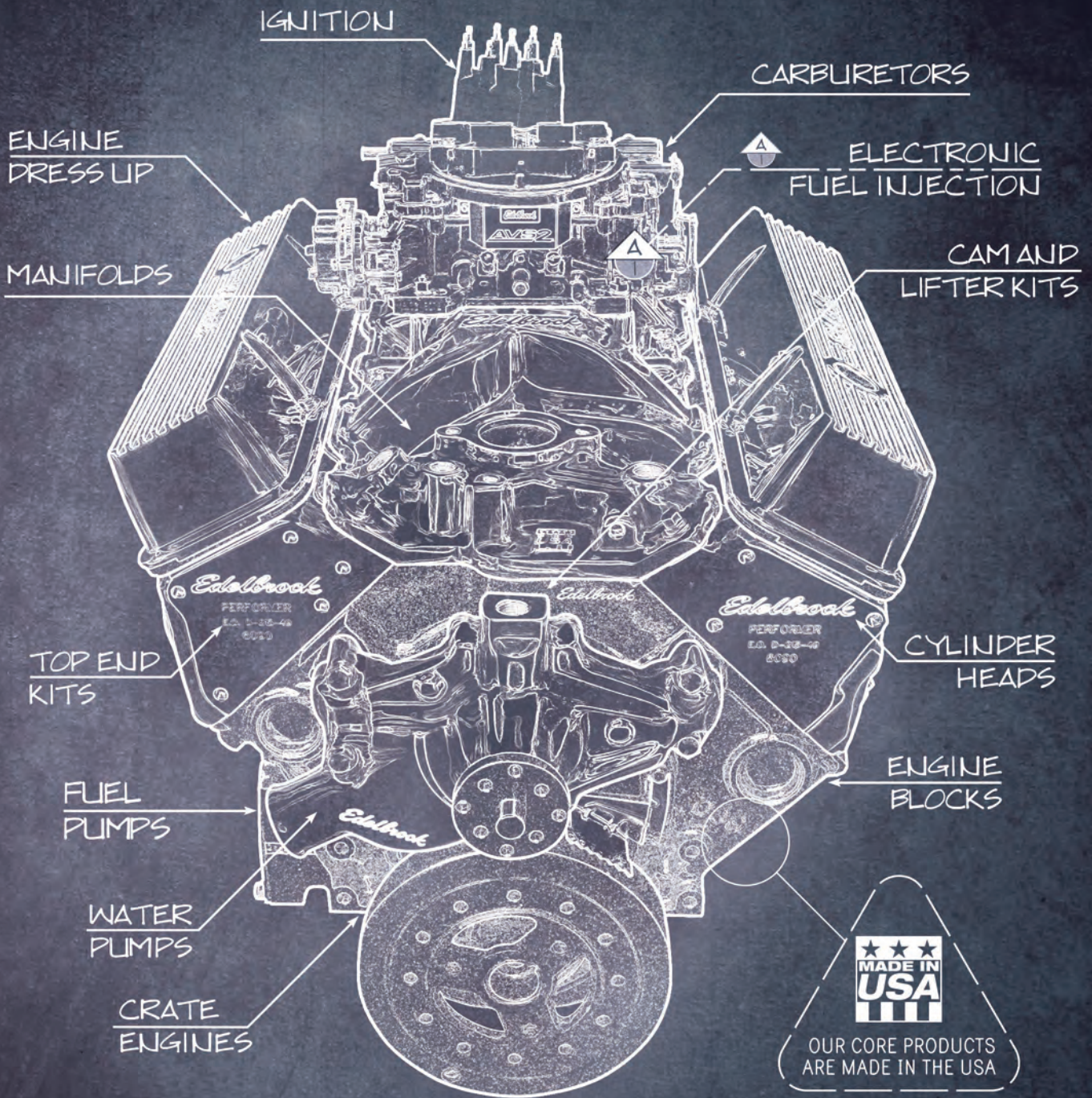


BLUEPRINT FOR PERFORMANCE



EDELBROCK PERFORMANCE PRODUCTS



PROJECT: PARTS CATALOG

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NEW PRODUCTS REFERENCE GUIDE

Carburetors

AVS2 Series Carburetor (800 CFM) 10

Intake Manifolds Installation Items

PVC Grommet 1967-1991 AMC/Jeep - OEM or Edelbrock Intake Manifold 79

Cylinder Heads

Victor LS-R CNC for Chevrolet LSX (Gen IV) V895-96
Performer RPM LT4 for Chevrolet LT1/LT4 (Gen V) V897-98
Victor Jr. LT4 for Chevrolet LT1/LT4 (Gen V) V897-98

Supercharger Kits

2016-18 Chevrolet Camaro 3.6L..... 151
2017-18 Chevrolet Colorado/GMC Canyon 3.6L 152
2015-17 Ford Mustang 5.0L 4V Stage 1..... 156
2018-19 Ford Mustang 5.0L 4V Stage 1..... 156
2015-17 Ford Mustang 5.0L 4V Stage 2..... 156
2018-19 Ford Mustang 5.0L 4V Stage 2..... 156
2015-19 Ford Mustang GT/GT350/Bullitt 5.0L/5.2L 4V..... 156
2018 Ford F-150 5.0L 4V 157
2019 Ford F-150 5.0L 4V 157
2018 Jeep JL 3.6L..... 158
5.0L Universal System (Ford Coyote Engine Swap)..... 161

Supercharger Components/Accessories

Aluminum Coil/Side Covers 2018-19 Mustang GT 5.0L..... 166

Throttle Bodies

2015-17 Ford Mustang GT - 103mm Throttle Body (analog)..... 156
2018-19 Ford Mustang GT - 103mm Throttle Body (digital) 156

Electronic Fuel Injection Systems

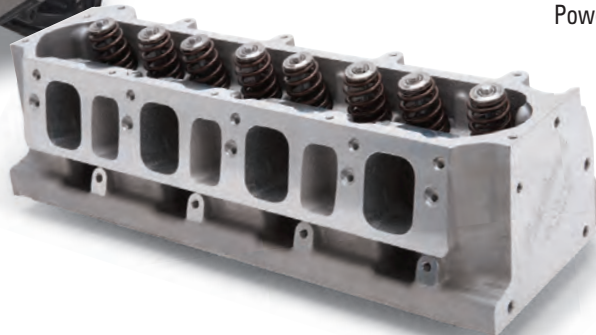
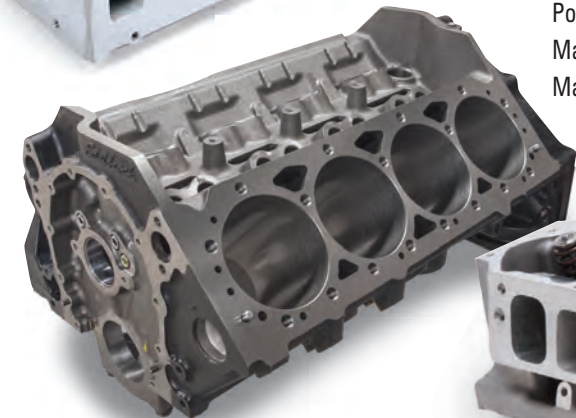
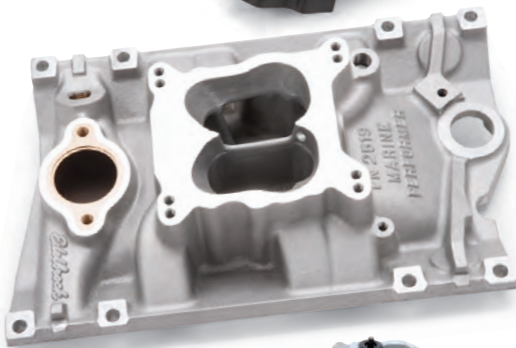
Pro-Flo 4 EFI Systems167-172
– Traditional Manifold/4150 Throttle Body (Chrysler, Ford)..... 170
– Pro-Flo XT Manifold/90mm Throttle Body
(Small-Block Chevy, LS Chevy, Big-Block Chevy, Chrysler) 171

EFI Service Parts/Components

Pro-Flo 4 System Engine Control Unit..... 178
GM Stepper IAC Motor Adapter to Hitachi PWM Throttle Body 178

Sportswear

Men’s Button Down Shirts (Various) 237
Men’s Tee Shirts (Various)237-239
Men’s Tank Tops (Various) 239
Men’s Long Sleeve Tees.....239
Men’s Sweatshirts and Hoodies (Various)239-240
Men’s Jackets (Various)..... 240
Kids Tee Shirts (Various) 240
Wrench & Rattle Toddler Onesie..... 240
Women’s Tee Shirts/Tank Tops 241
Women’s Sweatshirt and Hoodie 241
Edelbrock Hats and Beanies 242
Edelbrock Patches/Bags/Rags and Accessories 243



Carburetors

- Introduction 7-8
- AVS2 Series 9-10
- Thunder Series AVS 10
- Performer Series 11-12
- Marine Carburetors 12
- Calibration Kits 13
- Carb Accessories 14-15
- Adapters & Spacers 16-18
- Throttle Brackets & Hardware 19
- Fuel Inlet, Filter & Hose Kits 20-21
- Fuel Distribution Blocks 22
- Q-Jet Accessories 23
- Service Parts & Accessories 24

Intake Manifolds

- Manifold Selection 25
- Manifold Installation Kits 26
- Marine & Nitrous 27
- AMC & Buick 28-29
- Cadillac & Chevrolet V6 29-30
- Chevrolet Small-Block 30-38
- Chevrolet LT1 37
- Chevrolet LS Series 39-44
- Chevrolet W-Series 44
- Chevrolet Big-Block 44-52
- Chrysler Small-Block 53-54
- Chrysler Magnum 54
- Chrysler Big-Block 54-57
- Chrysler HEMI 57
- Ford Flathead 58
- Ford Small-Block 59-68
- Ford Modular 69
- Ford Big-Block 69-71
- Holden 72
- Honda, Acura 73
- Oldsmobile 74-75
- Pontiac Street, Race & Rover 76-77
- Manifold Installation Items 78-80
- Manifold Reference Dimensions 81-82

Gaskets

- Introduction, Bulk Pack & Sealants 83
- Carburetor & Manifold Gaskets 84
- Front Cover, Water Pump, 85
- Supercharger Lid 85
- Gasket Application Reference Guide 85-86

Cylinder Heads

- Introduction 87-88
- AMC, Jeep, Buick 89-90
- Chevrolet Small-Block 91-94
- Chevrolet LT, LS, LSX & W-Series 95-97
- Chevrolet Big-Block 97-100
- Chevrolet Duramax 101-102
- Chrysler Small-Block 101-102
- Chrysler Big-Block 103-106
- Ford Flathead 107-108
- Ford Small-Block 107-110
- Ford Big-Block 111-112
- Holden, Jeep & Oldsmobile 113-114
- Pontiac 115-116
- Flow Data & Valve Spring Info 117-118
- Pro-Port Raw 119-120
- Cylinder Head Accessories 121-124
- Valve Springs & Retainers 125-126

Camshafts

- Performer Plus 127
- Performer RPM, Torker-Plus
& Hydraulic Flat Tappet Lifter Kits 128
- Rollin' Thunder 129-130

Lifter Kits

- Hydraulic Roller Camshaft Kits
& Hydraulic Roller Lifter Kits 131

Valvetrain & Gear Drives

- Lifters, Lifter Installation Kit,
Lubricants & Gear Drives 132

Timing Chain Sets & Covers

- Timing Chain Sets 133
- Timing Covers 134

Power Packages

- Performer & E-Street 135-136
- Performer RPM 136
- Power Package Top End Kits 137-140

Intake Manifold & Carb Kits

Single-Quad	141
Dual-Quad	142

Supercharger Kits

Introduction	143
Chrysler & Dodge HEMI	144-145
Dodge Truck	146
Chevrolet Corvette	147-148
Chevrolet Camaro SS	149-150
Chevrolet Camaro V6	151
Chevrolet Colorado/GMC Canyon	152
GM Trucks & SUVs	153-154
Ford Mustang	155-156
Ford Trucks & SUVs	157
Jeep	158
Mazda MX-5 Miata	159
Scion FR-S, Subaru BRZ & Toyota GT86	160
Universal Systems & E-Rod	161
E-Force 122 Street Rod	162
Components & Accessories	163-166

Electronic Fuel Injection

Pro-Flo 4	167-171
LS ECU & Harness Kits	172
Fuel System Kits	173
Throttle Bodies	174
Intake Elbows	175
EFI Manifolds	176
EFI Components	177-178

Max-Fire Ignition

Distributors	179
Ignition Coils	180
Spark Plug Wires	181-191

Engine Blocks

Engine Blocks	192
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Crate Engines

Introduction	193
E-Street	194
Chevrolet Small-Block	195-198
LS3	199-200
GMC LT	201
Chevrolet Big-Block	202-203
Chrysler GEN III HEMI	204
Ford Small-Block	205
Ford 5.0L	206

Water Pumps

Introduction	207
High-Performance Street	208-210
Competition	210-211
Installation Items	211-212

Engine Dress-Up

Pro-Flo Air Cleaners	213
Signature Series Valve Covers	214
Elite II Series Air Cleaners & Valve Covers	215
Racing Series Air Cleaners & Valve Covers	216
Victor Series Air Cleaners & Valve Covers	217
Classic Series Air Cleaners & Valve Covers	218
Pro-Flo Universal Air Filters	219
Replacement Air Filter Element	220
Coil Covers, Hold-Down Tabs	221

Nitrous Systems

Pre-Assembled Manifolds	222
Plate Systems	222-223
Direct Port Systems	224
Nitrous Accessories	225-229
Nitrous Fittings	229

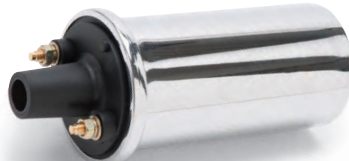
Fuel Pumps & Regulators

Mechanical Fuel Pumps	230
Carbureted Electric Fuel Pumps	231
Carbureted Regulators	232
Fuel Pump & Regulator Kits	233
Inline EFI Electrical Pumps	233
EFI In-Tank Pumps and Regulators	234
Fuel Filters	235
EFI Fuel System Kits	236

Sportswear

Men's Button Down Shirts	237
Men's Tees & Tank Tops	237-239
Men's Sweatshirts and Hoodies	239-240
Men's Jackets	240
Kids Apparel	240
Women's Tee Shirts/Tank Tops	241
Women's Sweatshirt and Hoodie	241
Hats and Beanies	242
Accessories	243

General Warranty..... 244



Edelbrock

FROM CONCEPT... TO PROVEN PERFORMANCE PRODUCT



A 3D printed prototype (left) for the Edelbrock Duramax Diesel cylinder head, and the finished cylinder head #79119 shown above.

3D rapid prototyping allows our engineers to check the various aspects of form, fit and function when designing a new product, and helps us get products from idea to reality in a shorter period of time.

Edelbrock products start with an original thought or idea that then has to be translated into a working model. Our R&D staff is not only well qualified at their respective positions, but they're also automotive enthusiasts.

Why is being an enthusiast so important? Because an enthusiast does more than work in the automotive aftermarket, they live it — and it's at that point where understanding the inner workings of a supercharger, engine or EFI system becomes second nature. They are constantly thinking of new and innovative ways of making a product that works better.

To aid them in bringing their passion to life, Edelbrock engineers have access to the most up-to-date tools such as the Siemens NX10 design suite, Computational Fluid Dynamic (CFD) software and the latest in 3D rapid prototyping. All these technologies combined allow our engineers to take a product from idea to reality in a shorter period of time, ensuring that the product performs properly before ever producing a production part.



Our Super Flow model SF-840 and Mustang eddy-current chassis dynos also give us the ability to test in the car under simulated road conditions. Both these dynos can handle up to 1,000 hp at the wheels and speeds of 200 mph.

But for real-world tuning and testing, there is no substitute for the real thing. Edelbrock's fleet of test vehicles are driven by Edelbrock engineers and employees to get a "real world" feeling for product improvements as well as product durability.

Our testing doesn't stop there. Professional race car teams and drivers are also a vital part of our performance and durability testing. Working with these talented individuals is just another extension of our research and development process. So when we say "proven performance" we really mean it!

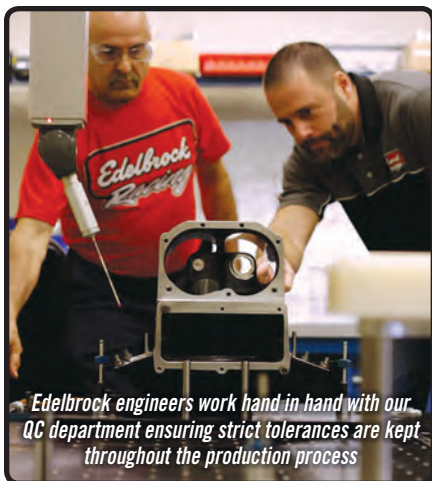
When all testing is completed, the results evaluated, and the part has passed all performance criteria, then, and only then, is the product deemed ready for production. These precise testing procedures are applied to the entire Edelbrock line for performance that's guaranteed.

Our Mustang eddy-current dyno helps us develop calibrations and test performance of new products such as superchargers and Electronic Fuel-Injection

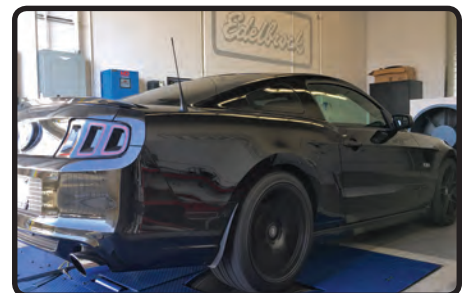
TESTING...

When you design and sell the best-engineered performance products in the world, you have to have a rigorous testing program. Why? Without adequate testing, there's no way to stand behind your product with confidence. That's why every product we design and sell at Edelbrock is tested and approved by Edelbrock engineers in a real world environment on state-of-the-art equipment.

Our three SuperFlow® computerized engine dynos are capable of measuring multiple engine variables up to speeds of 15,000 rpm. The SuperFlow® Powermark and SuperFlow® SF902 engine dynos are fully automated and programmable. Equipped with WinDyn™ software, it allows us to simulate various driving situations, and is the very latest in testing equipment.



Edelbrock engineers work hand in hand with our QC department ensuring strict tolerances are kept throughout the production process





ALUMINUM CASTING FOUNDRY

In a day and age where we are seeing more products sent overseas to be manufactured, we at Edelbrock see value in the quality of American manufacturing by American workers and we are proud of our casting and machining facilities— all of which are located right here in the USA.



Quality and performance starts with great engineering and superior workmanship. Our in-house pattern shop starts the process of delivering superior quality castings by creating highly accurate patterns using the latest in traditional techniques, CNC machining and 3D printed pattern technology.

We pride ourselves on quality and efficiency, and Edelbrock permanent-mold and sand-cast aluminum parts take shape in two of the most modern high-tech foundries in the Western United States.

Located in San Jacinto, California, the 185,000-sq/ft. foundry complex is capable of producing over 3,000 finished castings a day.

Our green sand foundry with 3 automated molding lines, 23 shell core machines, 2 cold set core machines, and a self-contained sand handling system is capable of processing 100 tons of sand per hour and produces some of the finest castings around. Solidification modeling software assists us by simulating the flow of molten metal prior to casting to ensure a higher quality casting. Computer-controlled robotic pouring stations also ensure the molten metal is at the correct temperature and the right amount of aluminum is used each time for outstanding consistency and quality.

Our permanent mold facility expands the casting capabilities and manufacturing of Edelbrock "Made in USA" products. This facility has two state-of-the-art Laempe automated cold set core machines as well as two dedicated static pour cylinder head casting machines with three additional tilt pour casting machines dedicated to small parts production.

On site ultra-modern heat-treat and aging equipment adds further to the self-sufficiency, dedicated manufacturing and quality control of our products.

Here at Edelbrock, not only do we cast and finish our own products with Made in USA quality, but we also cast products for numerous automotive, industrial and agricultural clients.

PRECISION MACHINING AND QUALITY CONTROL



Back in our Torrance, California, facilities, we use the finest equipment for machining and quality control. With over 70 CNC machines and hundreds of dedicated men and women, the Edelbrock facilities have earned the world recognized ISO 9001:2008 registration for quality. Edelbrock manufactures more types of performance products than any other company and our employees ensure that they are the finest.

All of Edelbrock's core aluminum products, which include superchargers, cylinder heads, water pumps,

manifolds and throttle bodies, are machined by modern multi-axis machining centers like our two state-of-the-art Makino A81, 24-pallet automated loaders. These remarkable cells are capable of machining a cylinder head or supercharger from start to finish, increasing production while maintaining the high quality and precision you expect.



Coordinate Measuring Machines (CMM) in the Edelbrock Quality Control department check all machined products ensuring the products meet strict tolerances.

We are continually reviewing and updating the equipment in all our manufacturing facilities to ensure that we remain state-of-the-art. These goals have served our customers well for over 80 years and will continue into the future.

DISTRIBUTION CENTER... QUICK AND EFFICIENT

Our Distribution Center (DC) covers 65,000 square feet in Torrance, California. A "real-time" inventory system downloads all orders to hand-held scanners for fast and efficient shipping of orders. With a ceiling of 35 feet, there's enough room for six levels of pallet racking packed full of Edelbrock and Russell Performance Products ready to be shipped all over the world.



Edelbrock Distribution Center in Torrance, CA.



FEATURES OF PERFORMER SERIES, THUNDER SERIES AVS AND AVS2 CARBS

Secondary Air Velocity Valve Senses Air for a Smooth Transition from Part to Full Throttle... Adjustable Secondary Air Valve Available on AVS2 & Thunder Series Carbs, see page 8

Lightweight Aluminum Carb Releases Heat Faster than Zinc

Float Levels are Set at the Factory so Adjustments are Rarely Necessary

Great Looking Ball-Burnished Aluminum Finish

Throttle Linkage Fits all GM plus Ford and Chrysler with Manual Trans... Adapters Available for Other Engines, see page 15

Gasket Located Above Fuel Level for Leak-Free Operation (unlike other brands)

Bolts onto Square-Bore Manifolds as well as Spread-Bore Designs with Adapter on page 16

Includes Timed and Full Vacuum Ports along with PCV Outlet (except Marine and EGR Models) for a Simple Installation

Durable Two-Piece Design... Change Jets, Adjust Floats and Replace Needles/Seats without Draining Fuel or Removing Carb from Manifold

Available with Manual or Electric Choke

1/4" NPT Rear Vacuum Port (on all Carbs except Marine)

SELECT EDELBROCK CARBURETORS ARE AVAILABLE IN THESE THREE FINISHES...



Satin Finish



Black Powder Coated Finish



THE BEST "STREET PERFORMANCE" CARBURETORS ON THE MARKET BOLT ON AND RUN RIGHT OUT OF THE BOX

A precisely tuned, quality-built carburetor should handle the duties of daily driving while delivering **consistent, reliable street performance** from day to day. Several characteristics make our carburetors outstanding street performers. The first one is that they use metering rods to transition between circuits. They are unaffected by engine backfires, which means that there are no power valves to blow out, and the rods can be changed in seconds without carburetor removal or fuel draining. Secondly, they have the unique ability to "hold a tune", so once they're tuned, they stay tuned. What this means to you is that compared to other carburetors, the performance remains consistent and the calibration stays unchanged.

The lightweight all-aluminum body features a two-piece body that resists warping and is compatible with gasohol and blended fuels. The simple tub-type bowls and rear-pivot floats all contribute to a carburetor that's reliable, user-friendly and is easily tuneable for miles and miles of trouble-free operation. Every Edelbrock carburetor is manufactured in the USA and has been specifically designed and tuned by Edelbrock engineers to provide the widest overall torque range.

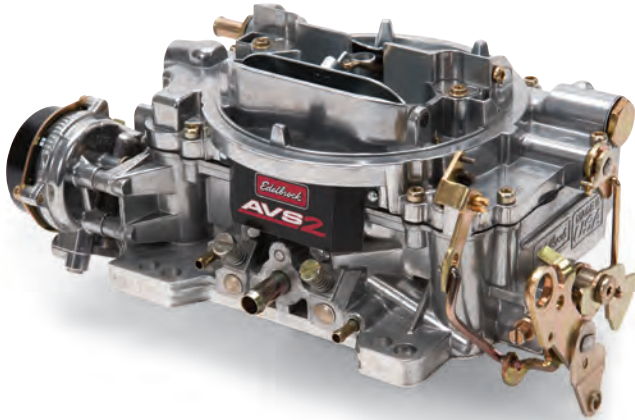
For unmatched street performance, combine them with Edelbrock Performer, Performer Air-Gap, Performer EPS, RPM Air-Gap, Performer RPM or Torker II manifold and camshaft combinations, as well as most stock and other aftermarket manifolds of similar design.

- Dependable street performance and smooth throttle response throughout the power band
- Factory set float levels, adjustments are rarely needed
- Change jets, adjust floats and replace needles/seats without draining fuel or removing carb from manifold
- Two-piece design means no gaskets below the fuel level for leak-free operation
- Installation & tuning DVD included with every "new" carburetor



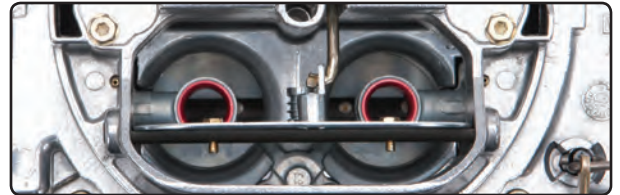
Edelbrock Carburetors are manufactured in the USA for unsurpassed quality

AVS2



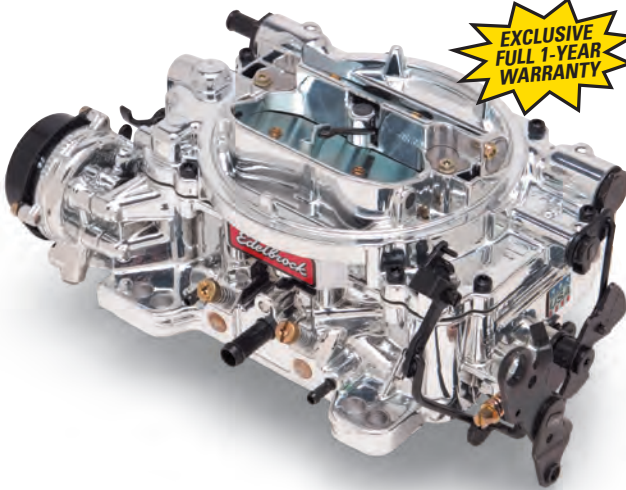
AVS2 SERIES™

The AVS2 Series is the next generation in Edelbrock carburetors. The AVS2 is based on the Thunder Series AVS, but features annular flow primary boosters with a new calibration for improved off-idle and cruising performance. The annular flow booster design delivers improved fuel atomization to eliminate flat spots that may be encountered when the carburetor transitions from idle to full throttle. Each annular flow booster features eight, equally spaced orifices to improve fuel metering from idle to the main circuit. The improved flow metering makes this carburetor ideal for use with a wide variety of small-block and big-block engines with either dual- or single-plane intake manifolds.



THUNDER SERIES AVS®

ADJUSTABLE VALVE SECONDARY



**EXCLUSIVE
FULL 1-YEAR
WARRANTY**

THUNDER SERIES AVS®

The next step up from our Performer Series carburetors is our Thunder Series AVS. Designed and calibrated to deliver optimum street performance in hundreds of applications. Edelbrock Thunder Series AVS Carbs' primary and secondary booster clusters offer the most accurate and up-to-date calibration available for today's fuels and octane levels. The Thunder Series' unique Qwik-Tune Secondary Air Valve allows for limitless calibration of the secondary circuit for accurate tuning across the RPM range. All adjustments can be made with simple hand tools while on your vehicle. It's quick. It's simple. It's effective. It can be easily adjusted – in seconds – to suit your application... no extra springs required to achieve optimum performance. They also feature an optional single or dual fuel inlet that allows for total fuel plumbing flexibility. It's features like this that make the Edelbrock Thunder Series AVS carburetors the best you can buy.



Our unique Qwik-Tune Secondary Air Valve can be easily adjusted with simple tools in seconds!



PERFORMER SERIES™

Edelbrock Performer Series carburetors are an ideal replacement for stock or mild street applications. They're calibrated for optimum performance on small-block and some big-block engines that operate in the idle to 5,500 rpm range. Several options are available with calibrations for maximum fuel economy, off-road, to high performance for the street or track. Performer Series carburetors are ideal for passenger cars, trucks, 4x4s and RVs. Match with an Edelbrock Performer, Performer RPM, RPM Air-Gap and Torker intake manifold for the ultimate Edelbrock induction setup. Carburetors are available in 500 cfm, 600 cfm, 750 cfm and 800 cfm. Marine applications are also available that comply with U.S. Coast Guard safety standards. See pages 11-12 for a complete listing.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



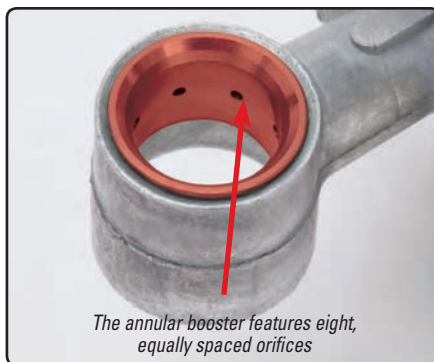
CARBS AVS2 SERIES

AVS2

**THE FUTURE
OF CARBURETION**



**Edelbrock Carburetors
are manufactured
in the USA for
unsurpassed quality.**

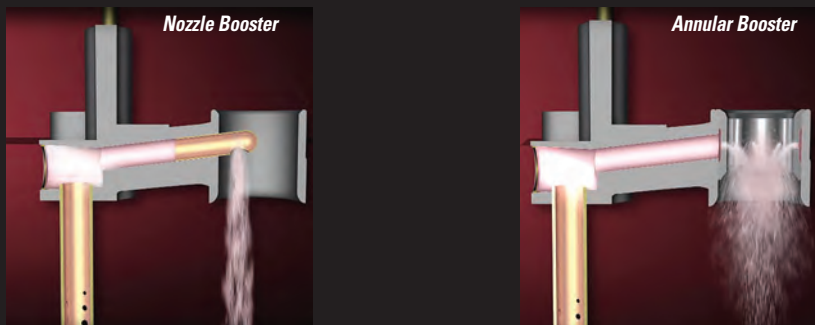


The annular booster features eight, equally spaced orifices

AVS2 SERIES™ CARBURETOR THE ULTIMATE PERFORMANCE CARBURETOR

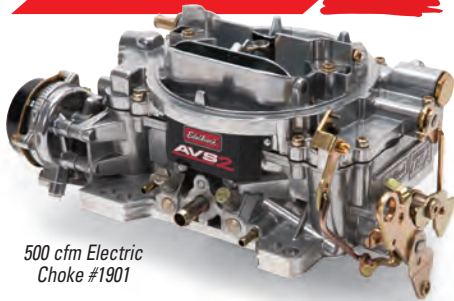
The AVS2 Series is the next generation in Edelbrock carburetors. The AVS2 features annular flow primary boosters with a new calibration for improved off-idle and cruising performance. The annular flow booster with new calibration is designed to improve fuel atomization to eliminate flat spots that may be encountered when the carburetor transitions from idle to main metering. Each annular booster features eight, equally spaced orifices to improve fuel metering from idle to the main. The improved flow metering makes this carburetor **ideal for use with a wide variety of small-block and big-block engines with either dual- or single-plane intake manifolds.** The AVS2 includes both timed and full vacuum ports for ignition advance. **Match with an Edelbrock intake manifold for the ultimate induction upgrade.**

WHY IS AN ANNULAR BOOSTER BETTER?



The typical nozzle boosters (on the left), are located in the carburetor primaries and simply provide fuel down the center of the venturi. Annular boosters (on the right), feature eight equally spaced smaller holes for better fuel atomization. The improved fuel atomization helps improve flat spots when the carburetor transitions from idle to part throttle for better low rpm performance. The annular boosters can also potentially offer improved mileage in some applications.

AVS2



500 cfm Electric Choke #1901



See page 14 for Auto Trans Adapters and More.



650 cfm Manual Choke #1905



800 cfm Electric Choke #19134

500 CFM AVS2, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for small cubic-inch engines and dual-quad applications such as our RPM Dual-Quad Air-Gap, Edelbrock C-26, F-28 and Street Tunnel Ram. For single carb applications, match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. #1901/#1902 are calibrated for single-quad applications and factory equipped with: Metering Jets – Primary .095, Secondary .095, Primary Rod .070 x .052, orange spring (5" Hg). #1903 is calibrated for dual-quad applications and factory equipped with: Metering Jets – Primary .095, Secondary .077; Metering Rods – .070 x .052; #1904 includes Primary .095, Secondary .077; Metering Rods – .070 x .052; Step-Up Spring – orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 18. For auto transmission throttle lever adapters and more, see pages 14 and 19.

CALIBRATED FOR SINGLE CARB APPLICATIONS

	<i>EnduraShine</i>	<i>Satin</i>
500 cfm, Square-Flange, Electric Choke (non-EGR) ●	#19014	#1901
500 cfm, Square-Flange, Manual Choke (non-EGR) ●	#19024	#1902
GM Transmission Cable Adapter		#8026

CALIBRATED FOR DUAL-QUAD APPLICATIONS

500 cfm, Square-Flange, Electric Choke (non-EGR) ●	#19034	#1903
500 cfm, Square-Flange, Manual Choke (non-EGR) ●	#19044	#1904
Universal Carburetor Choke Cable with Polished Knob		#8013

Important Note: Manual choke AVS2 Carbs cannot be converted to electric choke. Carbs #1903, #1904 and #19034, #19044 are calibrated for dual-quad applications only and need to be purchased together, one manual and one electric. For single carb small-displacement engines and Street Tunnel Ram applications use carbs #1901, #1902, #19014 and #19024.

650 CFM AVS2, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, RPM Air-Gap, Performer RPM, Torker II or other brands of similar design. Includes: Metering Jets – Primary .101, Secondary .098; Metering Rods – .070 x .037; Step-Up Spring – Orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

	<i>EnduraShine</i>	<i>Satin</i>
650 cfm, Square-Flange, Manual Choke (non-EGR) ●	#19054	#1905
650 cfm, Square-Flange, Electric Choke (non-EGR) ●	#19064	#1906
Universal Carburetor Choke Cable with Polished Knob		#8013
GM Transmission Cable Adapter		#8026

Important Note: Manual choke AVS2 Carbs cannot be converted to electric choke.

800 CFM AVS2, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for optimum street performance in high-horsepower small-block and big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer RPM, RPM Air-Gap, Torker II or others of a similar design. Includes the following: Metering Jets – Primary .113, Secondary .101; Metering Rods – .068 x .047; Step-Up Spring – Orange (5" Hg). Use Carb Stud Kits #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

	<i>EnduraShine</i>	<i>Satin</i>
800 cfm, Square-Flange, Manual Choke (non-EGR) ●	#19124	#1912
800 cfm, Square-Flange, Electric Choke (non-EGR) ●	#19134	#1913
Universal Carburetor Choke Cable with Polished Knob		#8013
GM Transmission Cable Adapter		#8026

Important Note: Manual choke AVS2 Carbs cannot be converted to electric choke.

THUNDER SERIES AVS

ADJUSTABLE VALVE SECONDARY



650 cfm Manual Choke #1825

650 CFM OFF-ROAD AVS, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for optimum off-road performance in small-block and some big-block engines. Includes spring-loaded needles and seats for superior fuel control in off-road terrain. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap or other brands of similar design. Includes: Metering Jets – Primary .095, Secondary .098; Metering Rods – .065 x .047; Step-Up Spring – Orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

650 cfm, Square-Flange, Manual Choke (non-EGR) ●	#1825
650 cfm, Square-Flange, Electric Choke (non-EGR) ●	#1826
Universal Carburetor Choke Cable with Polished Knob	#8013
GM Transmission Cable Adapter	#8026

Important Note: Manual choke AVS Carbs cannot be converted to electric choke.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CARBS PERFORMER SERIES



500 cfm Manual Choke #1404



500 CFM, MANUAL OR ELECTRIC CHOKE CALIBRATED FOR PERFORMANCE

Designed and calibrated for small cubic-inch engines and dual-quad applications such as Edelbrock C-26, F-28 and Street Tunnel Ram. Match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .086, Secondary .095; Metering Rods – .065 x .052; Step-Up Spring – orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

- 500 cfm, Square-Flange, Electric Choke (non-EGR) ●#1403
- 500 cfm, Square-Flange, Manual Choke (non-EGR) ●#1404
- Universal Carburetor Choke Cable with Polished Knob#8013
- GM Transmission Cable Adapter#8026



600 cfm Electric Choke #1400



600 CFM, ELECTRIC CHOKE CALIBRATED FOR FUEL ECONOMY

Not for computer-controlled engines. Includes timed vacuum ports, EGR and fuel vapor outlet. Comes with the following jets, rods and springs: Metering Jets – Primary .098, Secondary .095; Metering Rods – .073 x .047; Step-Up Spring – orange (5" Hg). Includes carb studs and hardware. EGR adapter #1476 sold separately. For auto trans throttle lever adapters and more, see pages 14 and 19.

- 600 cfm, Square-Flange, Electric Choke (EGR) ●#1400
- GM Transmission Cable Adapter#8026



600 cfm Manual Choke #14054 with EnduraShine Finish



600 CFM, MANUAL CHOKE CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. **Electric choke #1478 can be added if needed.** Comes with: Metering Jets – Primary .100, Secondary .095; Metering Rods – .070 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 19. For auto trans throttle lever adapters and more, see pages 15 and 16.

- 600 cfm, Square-Flange, Manual Choke (non-EGR) ●#14054.....#14053.....#1405
- Universal Carburetor Choke Cable with Polished Knob#8013
- GM Transmission Cable Adapter#8026

600 CFM, ELECTRIC CHOKE CALIBRATED FOR FUEL ECONOMY

Designed for small-block and small displacement big-block engines, these carbs are recommended only for stock to Performer level applications. Includes both timed and full vacuum ports for ignition advance. **They are not recommended for use on RPM or Torker II intake manifolds.** Match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Calibrated 2% leaner than #1405. Comes with: Metering Jets – Primary .098, Secondary .095; Metering Rods – .075 x .047; Step-Up Spring – yellow (4" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

- 600 cfm, Square-Flange, Electric Choke (non-EGR) ●#14064.....#14063.....#1406
- GM Transmission Cable Adapter#8026



600 cfm Electric Choke #14064 with EnduraShine Finish



750 CFM, MANUAL CHOKE CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and big-block engines with Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. Includes both timed and full vacuum ports for ignition advance. **Electric choke #1478 can be added if needed.** Comes with: Metering Jets – Primary .113, Secondary .107; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

- 750 cfm, Square-Flange, Manual Choke (non-EGR) ●#14073.....#1407
- Universal Carburetor Choke Cable with Polished Knob#8013
- GM Transmission Cable Adapter#8026



750 cfm Manual Choke #14073



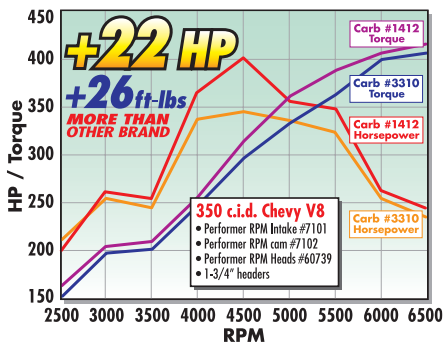


750 cfm Electric Choke #1411



EPS 800 Manual Choke #1412

Dyno tests: Edelbrock #1412 vs. Holley #3310



600 cfm Marine, Electric Choke #1409



750 cfm Marine, Electric Choke #1410

750 CFM, ELECTRIC CHOKE (CONTINUED)
CALIBRATED FOR ECONOMY WITH PERFORMANCE

Designed for 402 c.i.d. and larger engines with Edelbrock Performer manifolds or other brands of similar design, these carbs are recommended only for stock to Performer level applications. Provides excellent fuel economy when used on 454 c.i.d. Chevy and 460 c.i.d. Ford with Performer manifold. **They are not recommended for use on RPM or Torker II intake manifolds.** Calibrated 2% leaner than #1407. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .110, Secondary .107; Metering Rods – .075 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

- 750 cfm, Square-Flange, Electric Choke (non-EGR) ●#1411
- GM Transmission Cable Adapter#8026

EPS 800, MANUAL OR ELECTRIC CHOKE
CALIBRATED FOR PERFORMANCE

Designed and calibrated for maximum street performance with most Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. **Dyno tests proved that the EPS 800 carb outperformed a Holley #3310 carb out-of-the-box by 26 ft-lbs of torque and 22 hp** on a small-block Chevy engine equipped with an Edelbrock Performer RPM power package. Features include a high-capacity accelerator pump and an improved primary and secondary cluster design. EPS 800 has the same superior features as the rest of the Performer Series line such as out-of-the-box performance and 2-piece design. Comes with: Metering Jets – Primary .113, Secondary .101; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 18. For auto trans throttle lever adapters and more, see pages 14 and 19.

- 800 cfm, Square-Bore, Manual Choke (non-EGR) ●#1412
- 800 cfm, Square-Bore, Electric Choke (non-EGR) ●#1413
- Universal Carburetor Choke Cable with Polished Knob#8013
- GM Transmission Cable Adapter#8026

Edelbrock Carburetors are manufactured in the USA for unsurpassed quality



MARINE CARBURETORS

For use in marine applications, these Edelbrock carbs comply with U.S. Coast Guard safety standards. Cast surfaces are iridized with Teflon® coated shafts and pump arm for maximum protection. Other features include modified bowl venting, specially designed throttle shafts, accelerator pump seal, 3/8" inverted flare fuel inlet fitting, tube in airhorn for fuel pump vent, 5-1/8" flame arrestor flange, universal throttle lever and revised secondaries for improved transient performance. **Note:** These carbs have no vacuum ports and are not for automotive use. Use our Carb Stud Kits #8008 or #8024 if needed, see page 18.

600 CFM, ELECTRIC CHOKE
CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum marine performance in small-block V8 engines with a variety of manifolds that include Edelbrock Performer, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Also ideal for Chevy 4.3L V6 engines with a Performer manifold (page 30) and Calibration Kit #1485. Comes with: Metering Jets – Primary .098, Secondary .101; Metering Rods – .068 x .047; Step-Up Spring – orange (5" Hg).

- 600 cfm, Square-Flange, Electric Choke, Marine (non-EGR) ●#1409

750 CFM, ELECTRIC CHOKE
CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum marine performance in small-block and big-block V8 engines with Performer RPM, RPM Air-Gap and Torker II manifolds and large cubic-inch engines with Performer manifolds. Comes with: Metering Jets – Primary .113, Secondary .107; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg).

- 750 cfm, Square-Flange, Electric Choke, Marine (non-EGR) ●#1410

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETOR CALIBRATION COMPONENTS
AVS2, PERFORMER AND THUNDER SERIES AVS CARBS

- Step-Up Spring Assortment** (Includes 3" Hg (blue), 4" Hg (yellow), 5" Hg (orange), 7" Hg (pink) and 8" Hg (plain) Springs. – 5 pair.) ●#1464
- Accelerator Pump Assembly for #1400, #1403, #1404, #1405, #1406, #1801, #1802, #1803, #1804, #1805, #1806, #1825, #1826, #1901, #1902, #1903, #1904, #1905 & #1906** ●#1470
- Accelerator Pump Assembly for #1407, and #1411** ●#1467
- Accelerator Pump Assembly for #1412, #1413, #1812, and #1813** ●#1468
- Marine Accelerator Pump** (includes seal, spring and cup assembly for #1409/#1410) ●#1471
- Accelerator Pump Nozzles** (Includes .024, .033, .043 nozzles and gaskets.) ●#1475
- Replacement Needles and Seats** (.0935" diameter, pair) ●#1498
- Off-Road Needles and Seats** (Includes a pair of spring loaded needles and .0935" seats.) ●#1465
- High Flow Needles and Seats** (Includes a pair of needles and .110" seats.) ●#1466
- Idle Mixture Screw Set** (Includes a pair of idle mixture screws and springs for all Edelbrock square-bore carburetors.) ●#1496
- Float Kit** (includes 2 floats, 2 pins and a float setting gauge) ●#1469



Step-Up Spring Assortment #1464



Accelerator Pump #1467

Accelerator Pump #1468



Accelerator Pump #1470

Accelerator Pump #1471



Accelerator Nozzles #1475



Checking float level with a 7/16" drill bit



Carburetor Calibration Kit #1479



Float Kit #1469



Mixture Screw Set #1496



Needle and Seat Set #1465

CARBURETOR CALIBRATION KITS

All calibration kits include an assortment of metering rods and jets, one pair of metering rod retaining springs and a complete assortment of step-up springs (except Calibration Kit #1485 which is designed for a specific application).

PERFORMER SERIES CARBURETORS CALIBRATION KITS

Application	Metering Rods (Pair)	Metering Jets (Pair)	Emissions Code	Calibration Kit Part No.
#1403, #1404, #1801, #1802, #1803 & #1804	.057 x .049, .062 x .052, .063 x .047, .067 x .055, .068 x .052	.083, .089, .092, .098	●	#1486
#1405	.068 x .042, .068 x .052, .070 x .052, .073 x .047, .073 x .052, .075 x .047	.089, .092, .098, .101, .104	●	#1479
#1406	.070 x .037, .073 x .042, .073 x .047	.095, .098, .101	●	#1487
#1409 on 4.3L 90° V6 with Performer Manifolds #2111 & #2114	.068 x .057	.089 (Includes 2 pairs, 4 total jets)	●	#1485
#1409	.063 x .047, .065 x .052, .070 x .047, .070 x .052, .073 x .047	.092, .095, .098, .101, .104	●	#1488
#1407, #1410, #1412 & #1413	.065 x .037, .065 x .047, .068 x .047, .073 x .047, .073 x .052	.101, .104, .107, .110, .113, .116	●	#1480
#1411	.070 x .042, .073 x .037, .073 x .042, .075 x .037	.104, .107, .110, .113	●	#1489

THUNDER SERIES AVS CARBURETORS CALIBRATION KITS

Application	Metering Rods (Pair)	Metering Jets (Pair)	Emissions Code	Calibration Kit Part No.
#1805 & #1806	.065 x .037, .065 x .042, .065 x .047, .070 x .047, .070 x .052	.092, .095, .098, .101, .104	●	#1840
#1812 & #1813	.063 x .037, .065 x .042, .067 x .049, .070 x .047, .070 x .052, .070 x .057, .073 x .042	.095, .098, .104, .107, .110, .116	●	#1841
#1825 & #1826	.063 x .037, .063 x .047, .067 x .049, .068 x .047, .068 x .052	.092, .095, .098, .101, .104	●	#1842

AVS2 SERIES CARBURETORS CALIBRATION KITS

Application	Metering Rods (Pair)	Metering Jets (Pair)	Emissions Code	Calibration Kit Part No.
#1901, #1902, #1903 & #1904	To Be Determined - See Website For Details	To Be Determined - See Website For Details	●	#1940
#1905 & #1906	To Be Determined - See Website For Details	To Be Determined - See Website For Details	●	#1948
#1912 & #1913	To Be Determined - See Website For Details	To Be Determined - See Website For Details	●	#1949

METERING JETS

These metering jets are designed for use with Edelbrock AVS2, Performer Series and Thunder Series AVS carburetors only. Do not use with other brands. **Sold in pairs.**

.077 ●#1420	.100 ●#1428
.080 ●#1421	.101 ●#1429
.083 ●#1422	.104 ●#1430
.086 ●#1423	.107 ●#1431
.089 ●#1424	.110 ●#1432
.092 ●#1425	.113 ●#1433
.095 ●#1426	.116 ●#1434
.098 ●#1427	.119 ●#1435



METERING RODS

These metering rods are designed for use with Edelbrock AVS2, Performer Series and Thunder Series AVS carburetors only. Do not use with other brands. **Sold in pairs.**

<i>Cruise/Power</i>	<i>Cruise/Power</i>
.057 x .049 ●#1437	.070 x .037 ●#1449
.062 x .052 ●#1441	.070 x .042 ●#1450
.063 x .037 ●#1442	.070 x .047 ●#1451
.063 x .047 ●#1443	.070 x .052 ●#1452
.065 x .037 ●#1444	.070 x .057 ●#1418
.065 x .047 ●#1445	.071 x .042 ●#1956
.065 x .052 ●#1460	.071 x .047 ●#1453
.065 x .057 ●#1461	.073 x .037 ●#1454
.067 x .037 ●#1955	.073 x .042 ●#1455
.067 x .049 ●#1462	.073 x .047 ●#1456
.067 x .055 ●#1463	.073 x .052 ●#1457
.068 x .042 ●#1446	.075 x .037 ●#1458
.068 x .047 ●#1447	.075 x .042 ●#1419
.068 x .052 ●#1448	.075 x .047 ●#1459
.068 x .057 ●#1436	

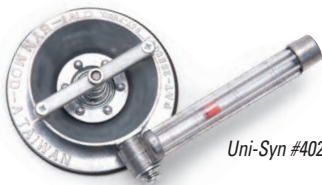


Air/Fuel Monitor #6593

AIR/FUEL RATIO MONITOR

This Air/Fuel Monitor displays the actual air/fuel mixture in ratios from approximately 12 to 15:1. Use it to guide carburetor adjustment and jetting or to improve ignition spark advance curves. Not for use with leaded fuels or alcohol. Kit includes oxygen sensor, bung, harness, display unit and installation instructions.

Air/Fuel Ratio Monitor.....	#6593
Replacement Oxygen Sensor with 18mm Bung.....	#3591



Uni-Syn #4025

UNI-SYN® CARBURETOR BALANCING INSTRUMENT

Uni-Syn is a precision instrument which provides a visual method of balancing multiple carburetor setups with a high degree of accuracy. Instructions included.

Uni-Syn "A" (1-bbl. and 2-bbl. with round top; i.e. British S.U. carbs).....	#4025
Uni-Syn "MC" (motorcycle).....	#4027
Glass Tube and Indicator Rebuild Kit.....	#4024

THROTTLE LEVER ADAPTERS FOR CHRYSLER AND FORD

Throttle Lever Adapter #1481 fits 1966 and later Chryslers. #1483 is for Ford automatic transmission equipped vehicles with cable operated throttle (except A.O.D.). Both accept cruise control. Use with appropriate throttle cable plate when necessary. Available in gold iridited finish to match Edelbrock AVS2, Performer Series Carbs or black to match Edelbrock Thunder Series AVS Carbs.



#1481

#1843



#1483

#1844

	<i>Gold</i>	<i>Black</i>
Chrysler Throttle Lever Adapter (1966 and later).....	#1481	#1843
Ford Throttle Lever Adapter (1968 and later).....	#1483	#1844



#1481 installed



#1844 installed



#1490

#1493

#1491

#1495

FORD THROTTLE CABLE PLATE KITS

Designed for Fords with cable activated throttle and automatic transmission kickdown rod. Repositions stock throttle cable bracket to align with Edelbrock carb throttle arm. Use with Edelbrock Throttle Lever Adapter #1483 and stock throttle cable bracket. Available in gold iridited finish. **The throttle cable plate kit only works when the throttle bracket is mounted to the intake.**

Ford 289-302.....	#1490	Ford 351C, 351M/400.....	#1493
Ford 351W.....	#1491	Ford 429-460.....	#1495

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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Dual-Quad Linkage Kit #7094

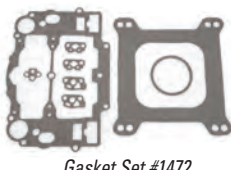
PROGRESSIVE THROTTLE LINKAGE

Designed for use with Edelbrock Dual-Quad intake manifolds. This linkage kit provides smooth throttle activation using high-quality aluminum, stainless steel and brass parts with spherical rod ends. Will also work with any dual-quad intake manifolds with a 6-7/16" carb center-to-center spacing.

Dual-Quad Progressive Linkage Kit#7094



Base Gasket #6940



Gasket Set #1472

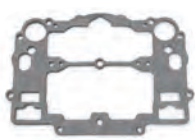
CARBURETOR GASKETS

EDELBROCK SQUARE-BORE CARB GASKETS

Gasket Set (includes airhorn and carb-to-manifold gasket)#1472

Airhorn Gasket (5 gaskets included).....#1499

Carburetor Base Gasket (2 gaskets included)#3899



Airhorn Gasket #1499



Carb Base Gasket #3899

CARBURETOR REPLACEMENT PARTS

AVS2, PERFORMER AND THUNDER SERIES AVS CARBS

Carburetor Rebuild Kit (includes parts & gaskets to rebuild all Edelbrock square-bore carbs)#1477

Electric Choke Kit (Includes all parts necessary to convert #1404, #1405, #1407 and #1412 Edelbrock Performer Series carburetors to electric choke.) ●#1478

Choke Cable Bracket & Clamp Assembly (AVS2, Performer Series & Thunder Series carbs).....#1494

Choke Cap Kit (includes choke cap and gasket, 3 screws and 3 locking tabs)#1474

AVS2, Performer Series Linkage Kit (includes 1 ea. of 7 links with gold iridited finish and 6 retaining clips)..#1473

AVS Carb Linkage Kit (includes 1 ea. of 7 links with black finish and 6 retaining clips).....#1873

Replacement Fuel Inlet Fitting (5/8"-20, 3/8" nipple, gold iridited).....#1497

Chevy/GMC Cruise Control Kit (Required for OEM cruise control hook-up.).....#1484

Idle Compensator Kit (Maintains correct idle speed when air conditioner is on. (Includes 12-volt solenoid and mounting bracket for all Edelbrock square-bore carburetors.)#8059

Important Installation Note: #8059 may require throttle assistance to engage at idle.



Carburetor Rebuild Kit #1477



Electric Choke Kit #1478



Choke Cap Kit #1474



Choke Cable Bracket #1494



Fuel Inlet Fitting #1497



Chevy/GMC Cruise Control Kit #1484



Idle Compensator #8059



Performer and AVS2 Series Linkage Kit #1473



AVS Series Linkage Kit #1873

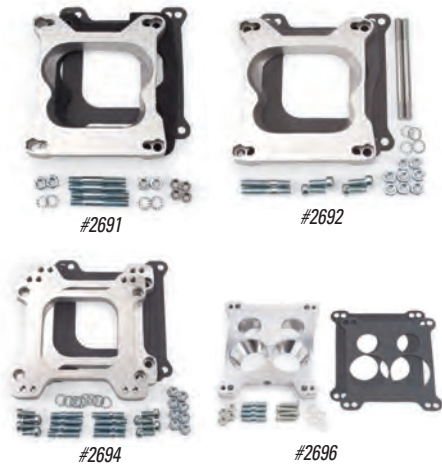


Universal Choke Cable #8013

UNIVERSAL CHOKE CABLE

This Edelbrock Universal Choke Cable is a nice way to finish off any carburetor installation. It features a polished knob engraved with the Edelbrock Equipped logo. Designed for 2-barrel and 4-barrel applications. This cable measures 72" in length and features a stainless steel outer sleeve.

Universal Carburetor Choke Cable with Polished Knob#8013



CARBURETOR ADAPTERS

Carb adapters allow proper installation of carb-to-manifold. Number in parenthesis is thickness of adapter.

- 4-bbl. Thermo-Quad Adapter (.750") ●**
Mounts 4-bbl. Carter Thermo-Quad carburetors to square-bore, single-plane manifolds.....#2691
- 4-bbl. Quadrajt Adapter (.750") ●**
Mounts 4-bbl. Rochester Quadrajt carburetors to square-bore, single-plane manifolds.....#2692
- Standard-Flange Sideways Adapters (pair, .550") ●**
Mounts standard-flange Holley® carbs sideways on Tunnel Rams.#2694
- Four-Hole, Square-Bore to Spread-Bore Adapter (.850") ●**
Mounts Edelbrock square-bore carbs to stock Quadrajt & Thermo-Quad manifolds.....#2696
- Standard-Flange Adapter (2.00") ●**
Adapts 4150 Series standard-flange carburetor to 4500 Series manifold flange.....#8716
- Competition Q-Jet Adapter (.750") ●**
Re-locates Q-Jet 5/16" to the rear for improved fuel distribution on square-bore single plane manifolds.....#2693
- Stock 4-Jet / 4GC Adapter (.750") ●**
Adapts an Edelbrocks square-bore carburetor to a stock 4-Jet / 4GC intake manifolds.....#2695



Q-JET REPLACEMENT KIT

This complete kit includes everything you need to add an Edelbrock square-bore (Performer, Thunder Series or AVS2) carburetor to a stock Q-Jet or Thermo-Quad intake manifold with a spread-bore flange. Kit includes: Spread-bore to square-bore adapter plate, 24" fuel hose, fuel filter, 3/8" adapter fitting, carb studs, gaskets and all of the necessary hardware for an easy installation.



- QuadraJet Adapter and Fuel Line Kit ●**.....#2697



Quadrajt Adapter and Fuel Line Kit #2697

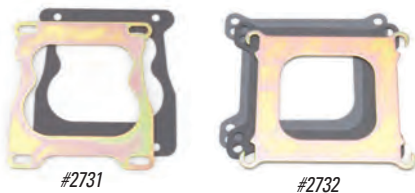
CARBURETOR ADAPTER REPLACEMENT GASKETS

This is a replacement gasket set for Edelbrock Carburetor Adapter Kits #2696 and #2697. Includes both the intake manifold to spacer and carburetor to spacer gaskets.

- Replacement Gasket Set For Edelbrock Carburetor Adapter Kits #2696 and #2697.....#7261**

CARBURETOR ADAPTER PLATES

- Spread-Bore Adapter Plate (.100" thick) ●**
Adapts spread-bore carbs to Edelbrock manifolds without regular mounting flange. (for Edelbrock manifolds only).....#2731



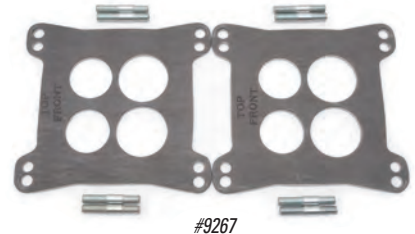
- Square-Bore to Spread-Bore Adapter Plate (.100" thick)**
Mounts square-bore carbs to spread-bore carb pad on Edelbrock intakes. (not needed for Edelbrock manifolds #2101 & #3701 when used with Edelbrock carburetors) ●.....#2732

4-BARREL HEAT INSULATOR GASKETS

Designed to help prevent fuel percolation in Performer Series, Thunder Series AVS and AVS2 carburetors exposed to extreme under hood temperatures. Use #9265 with open plenum manifolds such as Torker II and Victors. #9266 features a divided center which is designed to seal the carburetor to dual-plane manifolds including Performer, Performer RPM and most RPM Air-Gap manifolds. All gaskets come with extended carb studs.



- Square-Bore Heat Insulator Gasket (0.320" thick).....#9265**
- Divided Square-Bore Heat Insulator Gasket (0.320" thick)#9266**
- Square-Bore Heat Insulator Gaskets for Edelbrock Dual-Quad Manifolds (0.125" thick - 2 gaskets included) ●#9267**



2-BARREL HEAT INSULATOR SPACER

This is a 1/4" heat insulator spacer kit for Edelbrock 94 Series and Stromberg® 97 3-bolt carburetors. The black wood laminate fiber spacer is ideal for reducing heat transfer from the intake manifold to the carburetor. Includes all necessary hardware for a complete installation. **Highly recommended!**
Heat Insulator Spacer for Edelbrock 94 and Stromberg 97 Carburetors.....#8751

EMISSIONS GUIDE

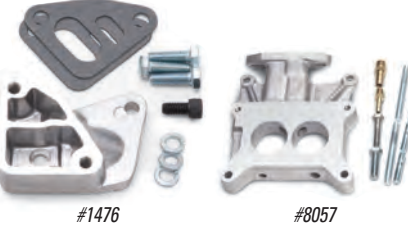
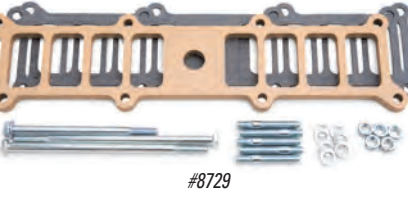
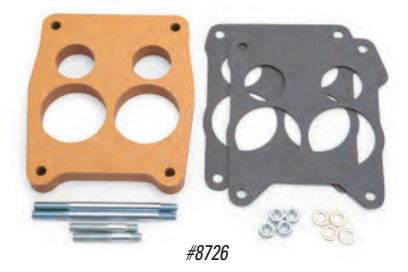
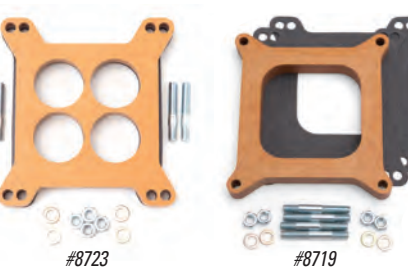
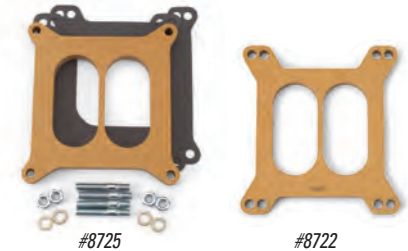
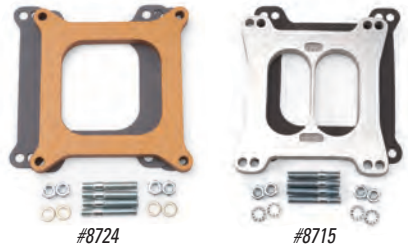
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



4-BARREL CARBURETOR SPACERS

Use open spacers where more plenum volume or more carb-to-plenum floor distance is required. 4-hole spacers enhance low-rpm torque and throttle response and dampen reversion effects on the carb. The superior heat insulating properties of wood fiber laminate are ideal for reducing heat transfer to the carb.

- 1/2" Open Spacer, Wood Fiber Laminate ●#8724
- 1/2" Performer Divided-Wall Spacer, for Two-Plane Manifolds ●#8715
- 1/2" Divided Spacer, Wood Fiber Laminate ●#8725
- 1/2" Divided Spacer, Wood Fiber Laminate ●#8722
- 1/2" 4-Hole Spacer, Wood Fiber Laminate ●#8723
- 3/4" Open Spacer, Wood Fiber Laminate ●#8719
- 3/4" 4-Hole Q-Jet Spacer, Wood Fiber Laminate; replacement for #1905 Q-Jet ●#8726
- 1" Open Spacer, Black Phenolic Plastic ●#8710
- 1" 4-Hole Spacer, Black Phenolic Plastic (bore hole size 1.730") ●#8711
- 1" Open Spacer for Holley 4500 Series ●#8717
- 1" Open Spacer, Wood Fiber Laminate ●#8720
- 1" Open Cloverleaf Spacer for Holley 4500 Series; fits 2937, 2965, 2956, 2970 & 2971 only ●#8718
- 1" Performer Divided-Wall Spacer, for Two-Plane Manifolds ●#8714
- 2" Open Spacer, Black Phenolic Plastic ●#8712
- 2" 4-Hole Spacer, Black Phenolic Plastic (bore hole size 1.730") ●#8713



SPACER KITS FOR EDELBROCK 5.0L/5.8L INTAKE MANIFOLDS

These fiber laminate spacers for Edelbrock 5.0L/5.8L manifolds provide heat insulation between our upper and lower manifolds for a cooler charge and more power. They also raise the upper manifold 1/2" for increased valve cover clearance. Kits include everything you need for your 5.0L/5.8L.

- Kit for Edelbrock Manifolds #3821 & #7126 ●#8727
- Kit for Edelbrock Manifolds #2945 & #3887 ●#8728
- Kit for Edelbrock Manifolds #7123, #7184 & #7185 ●#8729

EGR ADAPTERS, PLATES AND GASKETS

- Small-Block Chevy EGR Adapter for #3701 and #3706 manifolds (includes two gaskets) ●#1476
- Small-Block Chevy EGR Adapter for #3701 manifold (1973-74 only) ●#8035
- Ford EGR Adapter Kit — OEM 4V (#3896 included) ●#8017
- Ford 2V EGR Plate (1" tall) ●#8057

CONTINUED ON THE NEXT PAGE...



#8053



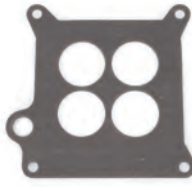
#3896

EGR ADAPTERS, PLATES & GASKETS (CONT.)

Ford 4V EGR Plate (1" tall; except 429/460) ●	#8053
Ford Replacement EGR Gaskets — OEM 4V (for #3721, #3723, #3781, and #3783 manifolds)	#3896
Ford Replacement EGR Gasket — OEM 2V (for #3721, #3723, #3781, and #3783 manifolds)	#3897
Ford EGR Plate Gasket — OEM 4V (for 79-87 460 #3766)	#3898



#3897



#3898

CARB STUDS

	Zinc	Black
Carb Stud, Nut and Washer Kit (3-piece kit of 5/16"-18 x 1-1/4")	#8006	N/A
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-1/2")	#8008	N/A
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-3/4")	#8024	N/A
Bullet Nosed Carb Stud, Nut and Washer Kit (5/16"-18 x 1-1/2")	N/A	#8056
Bullet Nosed Carb Stud, Nut and Washer Kit (5/16"-18 x 2")	N/A	#8060



#8006



#8008



#8024



#8056



#8060



#4804



#8096



#8080



#8081



#8087



#8089



#8090

CARB FITTINGS

Vacuum Fitting (low profile) for Holley Double-Pumper when used with Edelbrock intake manifolds #2101, #5001, #7101 and 3/8" male x 1/8" female NPT fitting (.650")	#8096
Vacuum Caps (1/8", 3/16", 1/4", 5/16" and 3/8", Set of 20)	#4804
Single Barb Carb Fitting (1/4"-18 NPT x 3/8" Barb)	#8080
#6 AN Fitting for Rochester 2-barrel Carburetor	#8081
#6 AN Fitting for Edelbrock Square-Bore & Carter AFB Carbs (5/8"-20)	#8087
Banjo Fitting for Edelbrock Square-Bore & Carter AFB Carbs (5/8"-20)	#8089
Inverted Flare Fuel Line Fitting for Edelbrock Square-Bore & AFB Carbs (3/8")	#8090

DIVORCED CHOKE RODS FOR GM CARBS

Automatic Divorced Choke Rod for #2101, #2104 & #3701 with Q-Jet Carburetor	#9171
Automatic Divorced Choke Rod for #7104 with Q-Jet Carburetor	#9172
Automatic Divorced Choke Rod for #7164 with Q-Jet Carburetor	#9178



#9171



#9172



#9178

EMISSIONS GUIDE

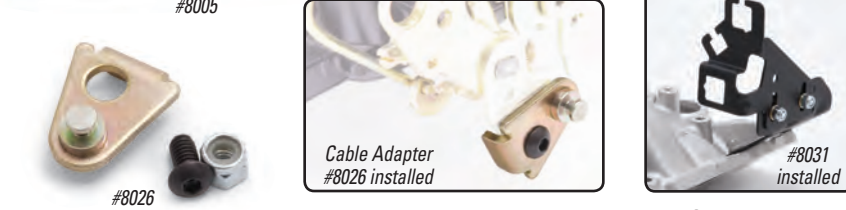
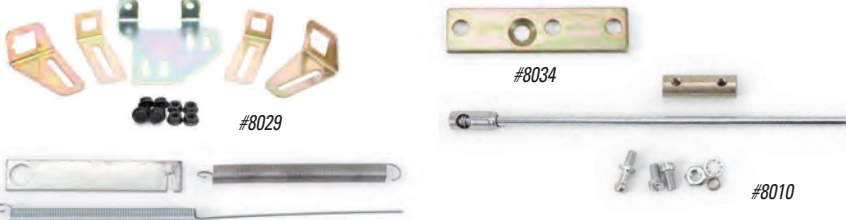
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PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

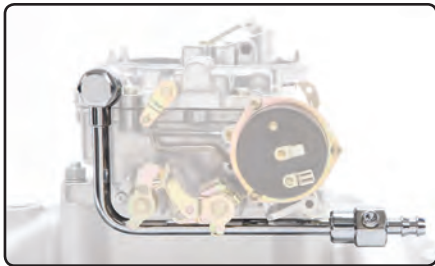


CARBS THROTTLE BRACKETS & HARDWARE

THROTTLE BRACKETS AND HARDWARE

Automatic Trans. Rod Extension Kit for 1/4" Rod for Chrysler.....	#8003
Automatic Trans. Rod Extension Kit for 5/16" Rod for Chrysler.....	#8004
Automatic Trans. Rod Extension Kit for Ford.....	#8011
Automatic Trans. Kickdown Lever Kit for Chevy (early Holley Double-Pumper).....	#8020
Automatic Trans. Kickdown Stud for 1982 & later TH350.....	#8018
Trans. Kick-Down Linkage Adapter Kit for 1977 Chrysler Vans.....	#8022
Throttle & Automatic Trans. Shoulder Stud Kit for Early Chrysler.....	#8007
Throttle Cable Adapter for Chevy (1977 & later).....	#8009
Universal Throttle Rod Extension Kit (7-1/2" long).....	#8012
Throttle or Automatic Trans. Cable Extension Kit for Chevy.....	#8014
Throttle Bracket for #2156 & #5056 for Pontiac (1972-76, supplied w/manifolds).....	#8015
Throttle Bracket for Pontiac (1968-71).....	#8016
Ball End Stud for Holley Carbs.....	#8005
Universal Throttle Return Kit (dual spring).....	#1482
Universal Throttle Return Kit (single spring).....	#8026
GM Transmission Cable Adapter (For use with 2004R, 700R4, 4L60 transmissions).....	#8034
AMC Throttle Cable Adapter (1979 and later).....	#8021
Throttle & Automatic Trans. Kickdown Lever Kit for Chrysler (early Holley Double-Pumper).....	#8029
LS1 Throttle and Trans Bracket (for carbureted applications).....	#8030
Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket for Small-Block Chevy (1978 & earlier with TH350, 2004R, or 700R4 trans. Chrome Plated).....	#8032
Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket Cad. for Small-Block Chevy (1978 & earlier with TH350, 2004R, or 700R4 trans. Gold Plated).....	#8036
Throttle Solenoid and Bracket (for all Edelbrock Square-Bore carbs).....	#8059
<i>Important Installation Note: May require throttle assistance to engage at idle.</i>	
Throttle Rod Shoulder Stud for Chevy.....	#9141
Universal Throttle Bracket for Small-Block and Big-Block Chevys.....	#8031
Universal Throttle Bracket for Small-Block Chevy Vortec/E-Tec (black powder coated and adjustable to fit both EFI and standard intake manifolds. Part #8032 is uniquely designed for maximum adjustability on any small-block Chevy Vortec style manifold. Will also work with Edelbrock Performer #2114.).....	#8032
Kickdown Microswitch for GM TH400 (for all Edelbrock square-bore carburetors).....	#72280





Chromed Steel Fuel Kit #8126 with no Fuel Filter



Chrome Steel Single-Feed Fuel Line Kit #8131 with Polished Filter



Chrome Steel Single-Feed Fuel Line Kit #81343 with Black Filter



Dual-Feed Fuel Line Kit #8128 Includes an Polished Aluminum Fuel Filter



Dual-Feed Fuel Line Kit #8133 Includes an Anodized Aluminum Fuel Filter



Universal Fuel Hose & Filter Kit #8135

FUEL INLET AND FILTER KITS

SINGLE FEED FOR EDELBROCK PERFORMER SERIES, THUNDER SERIES AVS & AVS2 CARBURETORS

These fuel inlets for Edelbrock carburetors provide a clean and custom plumbing solution. The drop-down design routes the fuel line on the right-hand (passenger side) of the carburetor below the linkage and choke housing. #8126 and #81263 includes a barbed end for a push-on 3/8" rubber fuel line. #8131, #8134 and #81343 includes an aluminum fuel filter with a 40 micron filter element and -6 AN male inlet will accept an Edelbrock fuel line kit for a complete fuel pump to carburetor plumbing solution. They are manufactured of plated steel and include a 5/8" -20 threaded banjo bolt with gaskets. Available in chrome or black finish.

- Chrome Steel Fuel Line with 3/8" Barbed End Inlet and without Fuel Filter** #8126
- Black Steel Fuel Line 3/8" Barbed End Inlet and without Fuel Filter**..... #81263
- Chrome Steel Fuel Line with Polished Aluminum Filter** (replacement filter only #8129)..... #8131
- Chrome Steel Fuel Line with Blue Anodized Aluminum Filter** (replacement filter only #8130)..... #8134
- Black Steel Fuel Line with Black Anodized Aluminum Filter** (replacement filter only #650133).... #81343
- 6 AN Female to Barb** (when using push-on fuel line with #8131 and #8134)..... #624010

Important Installation Notes: Will not fit with Edelbrock Chrysler intake manifolds #2176, #21761, #21763, #2186, #21861, #2191, #21911, #3776 and #37761 or Pontiac intake manifolds #2156, #21561, #21563 and #3756.

DUAL FEED FOR EDELBROCK THUNDER SERIES AVS & AVS2 CARBURETORS

These dual feed fuel inlets are designed specifically for Edelbrock Thunder Series AVS and AVS2 carburetors. The drop-down design routes the fuel line on the right-hand (passenger side) of the carburetor below the linkage and choke housing. Options include a barbed end for a push-on 3/8" fuel line or -6 AN aluminum fuel filter with a 40 micron filter element. Match with Edelbrock fuel line kit for a complete fuel pump to carburetor plumbing solution. They are manufactured of chrome plated steel and include a 5/8" -20 threaded banjo bolt with gaskets.

- Chrome Steel Fuel Line with Polished Aluminum Filter** (replacement filter only #8129)..... #8128
- Chrome Steel Fuel Line with No Fuel Filter and 3/8" Barbed End Inlet**..... #8132
- Chrome Steel Fuel Line with Blue Anodized Aluminum Filter** (replacement filter only #8130)..... #8133
- 6 AN Female to Barb** (when using push-on fuel line with #8128 and #8133)..... #624010

Important Installation Notes: Will not fit with Edelbrock Chrysler intake manifolds #2176, #21761, #21763, #2186, #21861, #2191, #21911, #3776 and #37761 or Pontiac intake manifolds #2156, #21561, #21563 and #3756.

HIGH-FLOW FUEL FILTERS

Designed for high volume fuel systems these high-quality fuel filters are manufactured of billet aluminum and offer 40 micron filtration. These filters are 3" long by 1-1/4" in diameter and include a 40-micron disc element with a -6 AN male inlet/outlet. Match with Edelbrock pump-to-carb fuel line kits for a complete plumbing solution.

- Polished Aluminum Filter** #8129
- Blue Anodized Aluminum Filter**..... #8130
- Black Anodized Aluminum Filter** #650133
- Replacement Filter Element**..... #8137
- 6 AN Female to Barb** (when using push-on fuel line with -6 fuel filter) #624010



Black Fuel Filter #650133



Blue anodized Fuel Filter #8130



Polished Fuel Filter #8129



-6 AN female to barb #624010



Russell Performance Products is an Edelbrock Company

UNIVERSAL FUEL HOSE & FILTER KIT

Designed for quick installation when retaining part of the stock steel fuel line, simply cut the stock line and install the compression fitting. Use supplied neoprene hose, clamp and special fuel filter and connect to carb. Will work with either 5/16" or 3/8" lines. Kit includes fuel filter, special fittings to adapt 5/16" and 3/8" steel line to 3/8" fuel hose, 24" of 3/8" fuel hose (SAE 30R7) and four stainless steel worm-type hose clamps.

- Universal Fuel Hose & Filter Kit**..... #8135

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CARBS FUEL INLET KITS



Dual-Quad Fuel Line Kit #8091 with Endura finish

DUAL-QUAD FUEL HOSE KIT FOR ALL EDELBROCK DUAL-CARB APPLICATIONS

Supplies fuel to two Edelbrock carbs when used on Edelbrock Dual-Quad manifolds. Use with a fuel hose kit such as our #8122 or #8127. 6-7/16" center-to-center, 1/8"-NPT fuel pressure port and a 3/8"-NPT fuel inlet.

- Dual-Quad Fuel Line Kit (Red anodized finish) #8088
- Dual-Quad Fuel Line Kit (Endura finish)..... #8091
- Dual-Quad Fuel Line Kit (ProClassic finish) #80913



Dual-Quad Fuel Line Kit #80913 with ProClassic Finish

DUAL-FEED FUEL HOSE KIT FOR ALL HOLLEY DUAL-FEED CARBS

These fuel line kits are temperature, gas and oil resistant. They are made from reinforced synthetic Chlorinated Polyethylene rubber hose with a nylon inner braid for strength. They feature a -6 AN inlet fitting and a 1/8" pipe fitting with plug for a fuel pressure gauge. Fuel Line kit #8101 is adjustable between the carb bowls from 7-1/2" to 11-1/2". **Hose nipple not included.**

- Braided Steel Dual-Feed Fuel Line Kit..... #8101
- Dual-Feed Fuel Line Kit with Red and Blue Finish #8105
- Dual-Feed Fuel Line Kit with Black Finish..... #8106
- Dual-Feed Fuel Line Kit with Polished Finish #8107



Dual-Feed Fuel Line Kit #8101



Dual-Feed Fuel Line Kit #8105



Dual-Feed Fuel Line Kit #8106



Dual-Feed Fuel Line Kit #8107



Adjustable Dual-Feed Fuel Log #8100

ADJUSTABLE FUEL LOG FOR HOLLEY 4150/4500 CARBURETORS

This fuel log is a great solution for getting the perfect fit on your Holley carburetor. It features a -10 AN telescoping center log that is adjustable from 7-3/4" to 13-1/2". It also features swivel ball socket ends that can be adjusted to clear various air cleaners and carburetor linkage accessories. Also includes two 1/8" NPT ports for use with a gauge or pressure transducer. It's finished in a sleek black anodized for a great look. Kit contents includes two aluminum gaskets, two o-rings, -10 AN plug and -8 AN Male x -10 AN port fitting.

- Adjustable Dual-Feed Fuel Log for Holley 4150/4500 Series Carburetors..... #8100



Fuel Hose Kit #8124

FUEL PUMP TO CARB INLET HOSE KITS FOR EDELBROCK FUEL PUMPS WITH 3/8" OUTLET

These high-quality fuel line kits offer a clean and precise fuel supply line for mechanical fuel pumps with a 3/8" NPT outlet, when using an Edelbrock Single- or Dual-Feed fuel inlet kit #8128, #8131, #8133 or #8134. These hose kits are pre-assembled hose with hose ends and are available with stainless steel braided hose or black nylon fabric ProClassic hose. Carb fuel inlet not included, see page 20 for applications.

- Braided Stainless Steel Fuel Hose Kit (for S/B Chevy, S/B Chrysler, and B/B Chrysler)..... #8123
- Braided Stainless Steel Fuel Hose Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac) #8124
- Braided Stainless Steel Fuel Hose Kit (for S/B Fords - bottom feed only)..... #8125
- ProClassic Black Fuel Hose Kit (for S/B Chevy, S/B Chrysler, and B/B Chrysler, O.A.L. 21.50")..... #81233
- ProClassic Black Fuel Hose Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac, O.A.L. 22") ... #81243



ProClassic Fuel Hose Kit #81233

FUEL PUMP TO CARB HOSE KITS COMPLETE FUEL PUMP TO CARBURETOR FUEL HOSE

These high-quality fuel line kits offer a clean and precise fuel supply line for mechanical fuel pumps with 3/8" NPT to the 5/8" -20 fuel inlet on Edelbrock Performer Series and Thunder Series AVS Carbs. They are manufactured with Russell ProClassic hose and include fuel filter, 5/8" -20 banjo bolt and gaskets. **Will work with OEM or equivalent fuel pumps.**

- ProClassic Fuel Hose with Street Fuel Filter..... #8102
- ProClassic Fuel Hose with Competition Fuel Filter..... #8103



ProClassic Fuel Hose & Filter Kit #8102



Fuel Block #1280



Fuel Block #12801



Fuel Block #1285



Fuel Block #12851



Fuel Block #1290



Fuel Block #12901

FUEL DISTRIBUTION BLOCKS FOR DUAL, TRIPLE AND QUAD CARBURETOR SETUPS

Edelbrock has reintroduced the vintage cast aluminum fuel blocks for dual, triple and quad carb applications for your hot rod or custom vehicle. **Edelbrock fire wall mounted fuel blocks** feature a single 3/8" NPT inlet and two, three or four 1/4" NPT outlets, depending on application. Each fuel block has four holes for mounting to a fire wall and are available with a satin aluminum or polished finish.

The **Edelbrock Mini Fuel Block #1286** was first introduced in the late 50s and is a great solution for any dual or triple carb application where no mounting surface is available. It features a single 1/4" inlet with three 1/4" outlets with a polished finish and period correct Edelbrock logo decal. See below for Mini Fuel Distribution Kit #1281 – this kit includes everything needed to plumb a dual or triple carb setup.



Mini Fuel Block #1286

	Satin	Polished
Dual Outlet Fuel Block	#1280	#12801
Triple Outlet Fuel Block	#1285	#12851
Quad Outlet Fuel Block	#1290	#12901
Mini Triple Outlet Fuel Block	N/A	#1286

Important Note: Triple fuel blocks can also be used with any dual carb installation by blocking off the unused outlet with pipe plug #662043 or any similar 1/4" -18 NPT plug. The third outlet can also be run to fuel pressure gauge if desired.



Fuel Block #1285 installed



Mini Triple Fuel Block #1286 installed



Mini Fuel Distribution Block Kit #1281



Mini Fuel Distribution Block Kit #1283



Mini Fuel Distribution Block Kit #1288

FUEL DISTRIBUTION BLOCK AND LOG KITS MINI FUEL DISTRIBUTION BLOCK KIT

The Edelbrock Mini Triple Feed allows the user to plumb a dual or triple carb setup from the fuel pump to the carb. Dual carb applications will require pipe plug #662043 or similar 1/4" -18 NPT plug to block off the third outlet. This kit comes complete with four 1/4" NPT brass fittings, polished aluminum mini fuel block #1286, eight Corbin self-tightening clamps and 5 ft. of classic black neoprene hose. Neoprene hose features internal braid for added strength with a 3/8" inside diameter. **Fuel blocks also available separately, see above.**

Mini Triple Fuel Block Kit

Installation Note: Installations with 5/16" feed line will need fitting #697020 or similar 1/4" NPT x 5/16" barb fitting.

FUEL LOG KITS

These Fuel Log kits are exact replicas of the original designs used by Vic Sr. in the 1950s. They are made from extruded aluminum tube with a 3/8" threaded outlet at each end and a polished finish. Kit includes, black neoprene hose, Corbin self-tightening clamps, barb fittings, 3/8" pipe plug and a period-correct Edelbrock decal for the right look. Dual-quad kit #1283 can be used with Edelbrock 94, Performer and Thunder AVS applications. Triple deuce kit #1288 is for use with Edelbrock 94 and similar applications.

Dual-Quad Fuel Log Kit (6-7/16" outlet spacing)

S/B Chevy Triple Deuce Fuel Log Kit (5-1/2" outlet spacing)

Installation Note: Installations with 5/16" feed line will require a 3/8" NPT x 5/16" barb fitting. The end outlet can also be used to run a fuel pressure gauge if desired.



Edelbrock Fuel Blocks and Logs are manufactured in the USA for unsurpassed quality

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CARBS Q-JET ACCESSORIES

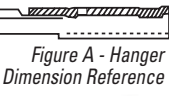


Primary Metering Rods #1936

Secondary Metering Rods #1950

Primary Metering Jets #1968

Secondary Hanger



#1925

#9178

#1984

#1989

#1998

Remote Choke Kit #1931

High-Performance Accelerator Pump Plunger #1982

#1926

#1932

#1920

For Edelbrock and GM Rochester Q-Jet carbs. Not for computer-controlled carbs.
Note: Calibration changes may affect emissions-legal status of #1901, #1902, #1903, #1904, #1905 and #1906.

PRIMARY METERING RODS (PAIRS)

Single Taper for Q-Jet Model 4MV (1974 & earlier). Dimension indicates maximum diameter of taper.

- .035" ●#1936 .039" ●#1939
- .037" ●#1937 .043" ●#1944

PRIMARY METERING RODS (PAIRS)

Single Taper for Q-Jet Model M4M (1975 & later) and Edelbrock #1910. Dimension = Maximum dia. of taper.

- .048" ●#1941 .052" ●#1945 .054" ●#1947

SECONDARY METERING RODS, ALL YEARS (PAIRS)

Dimension indicates tip diameter. Letters are for identification purposes only.

- CE (.041") ●#1951 CL (.066") ●#1954

PRIMARY METERING JETS, ALL YEARS (PAIRS)

- .069" ●#1969 .072" ●#1972 .077" ●#1977
- .070" ●#1970 .073" ●#1973
- .071" ●#1971 .076" ●#1976

SECONDARY METERING ROD HANGERS, ALL YEARS

Number in parenthesis indicates hanger height from rod hole to hanger mounting surface, see Fig. A.

- Hanger "B" (.520") ●...#1960 Hanger "K" (.565") ●...#1962 Hanger "V" (.615") ●...#1964

ADDITIONAL ACCESSORIES

AIRHORN GASKET SETS FOR Q-JET CARBS

- Fits Edelbrock Q-Jet Carbs #1903, #1904, #1905, #1906 and #1910 (5 gaskets included).....#1987
- Fits Edelbrock Q-Jet Carb #1901 (5 gaskets included).....#1989
- Fits Edelbrock Q-Jet Carb #1902 (5 gaskets included).....#1998

Needle and Seat Assembly
 High-capacity/high-flow .145" diameter needle and seat assembly ●#1980

High-Performance Accelerator Pump Plunger and Spring (shorter than standard street plungers, this pump gives additional pump shot volume.) ●#1982

Bolt Kit (for all Q-Jets except #1905).....#1925

DIRECT REPLACEMENT PHENOLIC FLOATS

- For Model M4M and Edelbrock #1910 (1975 and later)#1984
- For Model 4MV (1974 and earlier).....#1985

FUEL FILTERS

- For Q-Jet Models 4MV and Edelbrock #1901 and #1902.....#1926
- For Q-Jet Models M4M and Edelbrock #1903, #1904, #1905, #1906 and #1910#1927

REBUILD KITS

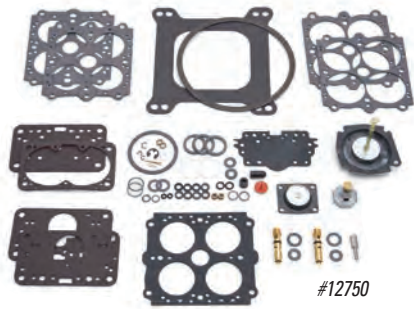
- Includes all parts and gaskets necessary to rebuild Edelbrock Q-Jet carburetors.
- For Edelbrock #1901 and #1902.....#1920
- For Edelbrock #1903, #1904, #1905 and #1906.....#1921
- For Edelbrock #1910 and M4M Q-Jets (1975 and later)#1990

CHOKE KITS

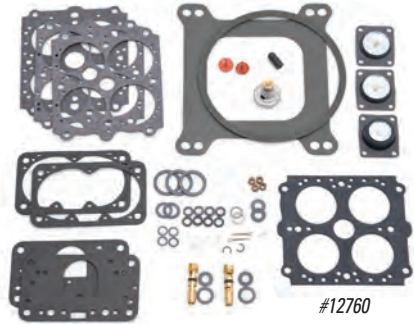
- For S/B Chevy Performer Manifolds (divorced choke).....#1931
- For Converting Hot Air Choke to Electric Choke.....#1932
- For S/B Chevy Performer RPM Q-Jet Manifold #7104 (choke rod only)#1972
- For B/B Chevy Performer Manifolds (divorced choke).....#1935

CHOKE CAPS

- Choke Caps for Q-Jet #1903.....#1995
- Choke Caps for Q-Jet #1904, #1905, #1906 and #1910#1996



#12750



#12760



#12370

#12403



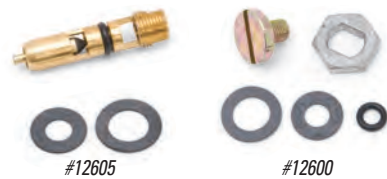
#12400

#12401



#12415

#12416



#12605

#12600



#12404

#12457

#12635

#12624

PERFORMANCE CARBURETOR SERVICE PARTS AND ACCESSORIES FOR DEMON®, HOLLEY® & QUICK FUEL® CARBURETORS

Edelbrock now offers replacement service parts for popular high performance Quick Fuel, Holley and Demon carburetors. These component packages will feature quick reference guides for easy identification and proper application selection. See complete list below for these items and contact your distributor for availability and pricing. Don't leave your customers with empty shelves.

MAINTENANCE KITS

- For use with most 4160-Style Models#12750
- For use with most 4150-Style Models#12760

GASKETS

- Metering Block & Fuel Bowl for 2300, 4150, 4160, 4165 and some 4500 Series (qty. 2 each)#12370
- Metering Block Assortment for 4160#12371
- Metering Block for 4150 & 4160 (qty. 2)#12380
- Fuel Bowl for 2300, 4150, 4160, 4175 & 4500 Series (qty. 2)#12382
- Carb Mounting Heat Insulator Gasket Kit (includes studs).....#12410

ACCELERATOR PUMPS

- Diaphragm (30cc) ●#12400
- Diaphragm (50cc) ●#12401
- Pump Cam Assortment Kit (includes 8 cams for Holley 2300, 4150 and 4160 Series carburetors) ●#12403

VACUUM SECONDARY PARTS

- Vacuum Secondary Diaphragm (rod Length: 2.054") ●#12404
- Vacuum Secondary Spring Kit (includes 7 springs that will fit on Holley 4150, 4150HP, 4160 series and various Demon carburetors) ●#12412

THROTTLE CABLE PLATE KITS

- Carb Throttle Ball Assortment#12413
- Transmission Kick Down Stud#12414

FUEL FITTINGS

This is a straight male 7/8"-20 with inverted 5/8"-18 female flare and a 3/8" tube size. Fits the following carburetors; **Holley** 2300, 4150, 4150HP, 4160 (center hung floats only), 4500, 4500 HP and **Rochester Quadrajets** applications up to 1974.

- Fuel Bowl Inverted Flare Fitting#12415
- Transfer Tube O-Rings (qty. 2, will fit Holley 4150, 4160, 4165 & 4175 Series carburetors).....#12416

NEEDLE AND SEATS

These needle and seat assemblies will fit carburetors with center hung fuel bowls and can be used as replacements or performance upgrades. Kit includes one locking screw, two gaskets and one O-ring. For use with **Holley** 2300, 4150, 4160, 4165, 4175 and 4500 Series, **Quick Fuel** 4500, Professional Series and Q-Series, as well as various **Demon** carburetors.

- Adjustable Inlet Needle with Viton® Tip 0.097" ●#12602
- Non-Adjustable Inlet Needle with Viton® Tip 0.110" ●#12605
- Hardware Kit (fits Holley carburetors with center hung fuel bowls).....#12600

STANDARD MAIN JETS ●

Jet #	Size	Part No.	Jet #	Size	Part No.	Jet #	Size	Part No.	Jet #	Size	Part No.
55	0.054"	#12455	63	0.062"	#12463	71	0.076"	#12471	79	0.079"	#12479
56	0.055"	#12456	64	0.064"	#12464	72	0.079"	#12472	80	0.080"	#12480
57	0.056"	#12457	65	0.065"	#12465	73	0.079"	#12473	81	0.081"	#12481
58	0.057"	#12458	66	0.066"	#12466	74	0.081"	#12474	82	0.082"	#12482
59	0.058"	#12459	67	0.068"	#12467	75	0.082"	#12475	83	0.083"	#12483
60	0.059"	#12460	68	0.069"	#12468	76	0.084"	#12476	84	0.084"	#12484
61	0.060"	#12461	69	0.070"	#12469	77	0.077"	#12477	85	0.085"	#12485
62	0.061"	#12462	70	0.073"	#12470	78	0.078"	#12478			

SINGLE-STAGE POWER VALVES

- Standard Flow 2.5 in. Hg ●#12625
- Standard Flow 3.5 in. Hg ●#12635
- Standard Flow 4.5 in. Hg ●#12645
- Standard Flow 5.5 in. Hg ●#12655
- Standard Flow 6.5 in. Hg ●#12665
- Standard Flow 8.5 in. Hg ●#12685

Power Valve Plug & Gasket

(fits any Demon, Holley and Quick Fuel carburetors with a 1/2" x 28 power valve thread) ●#12624

Holley® is a registered trademark of Holley Performance Products
 Demon® is a registered trademark of Demon Fuel Systems, Inc.
 Quick Fuel® is a registered trademark of Quick Fuel Technology, Inc.

Viton® is a registered trademark of DuPont Performance Elastomers
 All other trademarks are property of their respective owners.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLD SELECTION

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



SELECTING THE RIGHT MANIFOLD THE FIRST STEP TO MAXIMUM PERFORMANCE

Edelbrock has several styles of aluminum intake manifolds to fit different applications. Each style of manifold has characteristics that make it ideal for the application for which it is intended. Years of design and testing in the area of induction technology have given the Edelbrock team invaluable insights into which characteristics work best under what conditions. For the ultimate in quality, every Edelbrock manifold is cast at the ultramodern Edelbrock Aluminum Foundry and machined on computerized machining centers at Edelbrock headquarters. **Whether you're building a daily driver, ultra high-performance street machine or race car, an Edelbrock intake manifold will provide the power right where you want it.**



Performer... Power from Idle to 5500 rpm

PERFORMER® MANIFOLDS (IDLE TO 5500 RPM)

Performer manifolds are dual-plane, low-rise intake manifolds with a 180° firing order and patented runner design that you won't find in other brands. This patented design **greatly improves torque over a wide rpm range for excellent throttle response, especially off-idle through the mid-range.** The Performers are ideal for passenger cars, trucks, 4x4s, tow vehicles and RVs. There are EGR and non-EGR versions available for most domestic V8 and some V6 engines.



Performer RPM... Power from 1500-6500 rpm

PERFORMER RPM® MANIFOLDS (1500 TO 6500 RPM)

Performer RPMs are dual-plane, high-rise intakes with a 180° firing order to produce **incredible top-end horsepower while retaining good throttle response.** Their larger plenums and runners match the free-flowing exhaust, high-lift cams and other modifications of a high output engine. They are intended for high-performance street or competition engines that run up to 6500 rpm. Edelbrock's Performer RPM gives you the ultimate in street high-performance. For use on pre-pollution controlled vehicles only.

PERFORMER AIR-GAP™ AND RPM AIR-GAP® MANIFOLDS

This award-winning design incorporates the same race-winning technology that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil, **resulting in a cooler, denser charge for more power.** RPM Air-Gap manifolds are modeled after Performer RPM intakes for high performance street power from 1500-6500 rpm and Performer Air-Gap manifolds are ideal for street performance from idle-5500 rpm. For use on pre-pollution controlled vehicles only.

VICTOR® SERIES MANIFOLDS (3500 TO 8500+ RPM)

Single-plane, high-rise intakes designed for **maximum race-winning power at higher engine speeds.** Edelbrock engineers work in conjunction with leading engine builders from all forms of competition to design manifolds compatible with the latest technology. Victor manifolds are available for single or multiple-carburetor set-ups. See individual listings for complete information.

FUEL INJECTION MANIFOLDS

These manifolds continue the Edelbrock tradition of **enhanced engine breathing and balanced cylinder-to-cylinder air/fuel distribution for improved performance, driveability and economy.** Check out our complete selection of multi-point fuel injection conversion systems for Ford, GM and Chrysler. You can preview all Pro-Flo 4 EFI systems on pages 169-171. For use on pre-pollution controlled vehicles only.

PRO-FLO XT® INTAKE MANIFOLDS

The Pro-Flo XT intakes are **engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque throughout the rpm range (1500-7000 rpm).** Aesthetics were also a major consideration in the design, offering enthusiasts custom looks and a choice of satin aluminum or black powder coated finish with contrast machining. Pro-Flo XT EFI intakes accept Edelbrock Pro-Flo XT Throttle Bodies and Fuel Rails (sold separately). For use on pre-pollution controlled vehicles only.



RPM Air-Gap... Power from 1500-6500 rpm



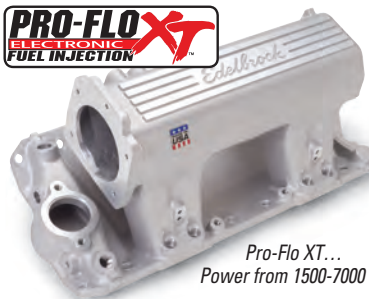
Victor Series... Power from 3500-8500+ rpm



The Ford Performer 5.0 RPM II for Fuel Injection... with a Black Powder Coated Finish



Performer EFI Manifold #3704



Pro-Flo XT... Power from 1500-7000 rpm



Manifold Installation Kit #2040

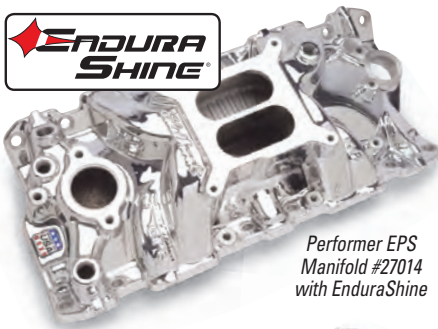
EDELBROCK INTAKE MANIFOLD INSTALLATION KITS

We have packaged all the necessary components to replace your stock iron intake manifold. These kits include an Edelbrock aluminum intake manifold, intake gasket set, carburetor base gasket, RTV sealant, intake bolts and carburetor studs for an all-in-one-box installation for your street rod or muscle car. Get better performance from a simple manifold replacement kit. See manifold dimensions on pages 81-82 for more information.

- Small-Block Chevy Performer EPS Manifold Installation Kit (1957-86, satin finish) ●●.....#2040
- Small-Block Chevy Performer RPM Manifold Installation Kit (1957-86, satin finish) ●●.....#2041
- Small-Block Chevy Performer RPM Air-Gap Manifold Installation Kit (1957-86, satin finish) ●●.....#2042

MANIFOLD INSTALLATION KITS INCLUDE

Kit Part #	Intake Manifold	Intake Gasket	Intake Bolt Kit	Carb Stud Kit	Carb Base Gasket	RTV Sealant
#2040	#2701	#7201	#8504	#8008	Included	Included
#2041	#7101	#7201	#8504	#8008	Included	Included
#2042	#7501	#7201	#8504	#8008	Included	Included



Performer EPS Manifold #27014 with Endura Shine



Polished RPM Air-Gap Manifold #75011



Black powder coated Performer EPS Manifold #27013



Satin Performer 289 Manifold #2121

EDELBROCK INTAKE MANIFOLDS WITH BLACK POWDER COATED FINISH

Due to the overwhelming demand for our black powder coated accessories... we are now offering our most popular intake manifolds with this Edelbrock exclusive finish. These intake manifolds will feature a finely textured finish with machine-highlighted logos. This unique finish will also give your intake manifold a protective layer that will keep it looking great for many years. Match your intake manifold with our black air cleaners, valve covers, carburetors and water pumps for a complete new and unique look for your engine.

SMALL-BLOCK CHEVY

- Performer EPS (1986-Earlier 262-400) ●●.....#27013
- (1986-Earlier 262-400 with Oil Fill Tube) ●●.....#27033
- Performer EPS Vortec (non-EGR) ●.....#27163
- Performer (1987-95 262-400) ●.....#21043
- Performer Air Gap (1955-86 262-400) ●●.....#26013
- Performer Vortec (1996-Later 262-400) ●.....#21163
- Performer RPM (1955-86 262-400) ●●.....#71013
- RPM Air-Gap (1955-86 262-400) ●●.....#75013
- Performer RPM Vortec (1996-Later 262-400) ●.....#71163
- RPM Air-Gap Vortec (non-EGR) ●.....#75163

BIG-BLOCK CHEVY

- Performer 2-O (396-502) ●●.....#21613
- RPM Air-Gap 2-O (396-502) ●●.....#75613

CHRYSLER

- Performer (318/360) ●.....#21763
- RPM Air-Gap (340/360) ●.....#75763
- Performer RPM (440) ●.....#71933

FLATHEAD FORD/MERCURY

- Slingshot (1938-48) ●.....#11033

SMALL-BLOCK FORD

- Performer (260-289-302) ●●.....#21213
- Performer RPM (289-302) ●●.....#71213
- RPM Air-Gap (289-302) ●●.....#75213
- Performer (351W) ●.....#21813
- Performer (1971-82 400 and 1975-82 351M) ●.....#21713

BIG-BLOCK FORD

- Performer FE 390 (332-352-360-390-406-410-427-428) ●●.....#21053
- Performer RPM FE (332-352-360-390-406-410-427-428) ●●.....#71053
- Performer 460 (429/460) ●.....#21663

PONTIAC

- Performer (326/455) ●.....#21563

FOUR FINISHES AVAILABLE

SATIN ALUMINUM

- Available for all manifolds
- The traditional look of performance for decades

POLISHED

- Buffed aluminum for a brilliant shine and classic looks
- 5-digit part numbers ending in "1" signify Polished Finish

BLACK POWDER COATED

- Durable powder coating for long lasting protection and a distinctive look
- 5-digit part numbers ending in "3" signify Black Powder Coated Finish

ENDURASHINE®

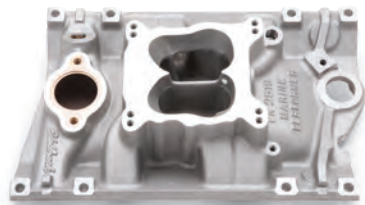
- Long lasting bright chrome like finish that matches chrome and polished accessories
- 3-step Vacuum Metalizing Process includes: base coat, aluminum coat and clear top coat for durability
- Low maintenance, cleans easily with soap and water
- 5-digit part numbers ending in "4" signify EnduraShine Finish

EMISSIONS GUIDE

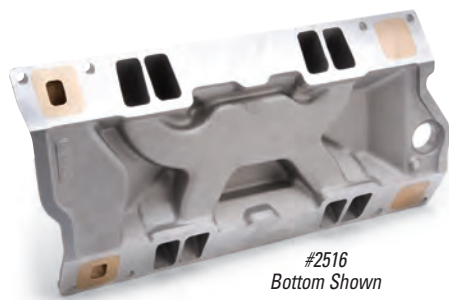
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS MARINE AND NITROUS



Marine Intake Manifold #2519 for 4.3L Chevy Vortec



#2516
Bottom Shown



Manifold Kit #72975
fully assembled



INTAKE MANIFOLDS FOR MARINE APPLICATIONS

Now you can get legendary Edelbrock intake manifold performance designed specifically for demanding marine applications. These marine intake manifolds feature a brass lined front water crossover and two brass flange inserts to cover the rear water openings in the cylinder heads. The brass lined crossover and inserts protect the aluminum from salt water corrosion.

#2519 is a dual-plane design for 1996-present Chevy 4.3L V6 Vortec engines. It also features a carburetor flange that readily accepts square-bore and spread-bore carburetors. Recommended intake gasket: GM 89017866.

Marine Intake Manifold for 1996-present Chevy 4.3L V6 Vortec ●.....#2519

#2516 is designed for use with 262-400 c.i.d. Chevy V8 marine engines with 1996-later Vortec (L31) cast iron heads. These engines can be identified by their eight vertical hold-down bolts. Accepts square-bore and spread-bore carbs. Requires Edelbrock bolt kit #8516 and electric choke carb. Recommended intake gasket: Edelbrock #7235.

Marine Intake Manifold for 1996-Later Chevrolet 262-400 with Vortec Heads ●.....#2516

#2504 and #2506 are for use with 1955-95 262-400 c.i.d. Chevrolet V8s with spread-bore (Q-Jet) or square-bore carbs. It delivers maximum power and a broad torque curve for high-performance marine applications. Carb pad will accept square-bore carbs without adapters. Recommended intake gasket: Edelbrock #7201 for #2504 only. For #2506, use GM #10159409.

Marine Intake Manifold for 1955-86 Chevrolet 262-400 ●●.....#2504

Marine Intake Manifold for 1987-95 Chevrolet 262-400 ●.....#2506

#2561 is ideal for 396-502 c.i.d. Chevrolet V8s with oval-port cylinder heads. Has no provisions for exhaust heated chokes. Accepts square-bore and spread-bore carbs. Recommended intake gasket: Edelbrock #7203.

Marine Intake Manifold for Chevrolet 396-502 ●●.....#2561



Pre-Assembled Manifold Kit
#72975 for Small-Block Chevy

INTAKE MANIFOLDS WITH PRE-ASSEMBLED DIRECT-PORT NITROUS SYSTEM READY TO BOLT ON, RIGHT OUT OF THE BOX!

Are you looking to build a nitrous system for your high performance vehicle, but don't have the time or expertise to plumb an intake manifold? Now you can buy a high quality Edelbrock intake manifold with a direct-port nitrous system pre-assembled and ready to install right out of the box. These pre-plumbed intakes are capable of delivering an additional 250+HP and are supplied with jetting for 100 and 150 horsepower levels. These systems are compatible with any 4150 flange carburetor. They include an Edelbrock Victor Jr. intake manifold, Performer Series fuel and nitrous solenoids, distribution blocks and high flow lines with E2 Series nozzles. All the supply hard lines have been plumbed to deliver optimal nitrous and fuel flow on various applications. These systems do not include the bottle or supply lines.

Victor Jr. for Chevrolet 262-400 Small-Block ●.....#72975

Super Victor for Chevrolet 262-400 Small-Block ●.....#72925

Victor Jr. 454-R for Chevrolet 396-502 ●.....#72902



Performer AMC #2131

AMC/JEEP 290-401 V8 PERFORMER AMC (IDLE-5500 RPM)

Designed for 1970-91 street 304-360-401 c.i.d. V8 engines. Will not accept stock Motorcraft spread-bore carburetor. Available with or without EGR. Includes PCV grommet #4299, which is also sold separately.

	Satin	Polished
Performer AMC (non-EGR) ●	#2131	#21311
Performer AMC (EGR) ●	#3731	#37311*

Carburetor Recommendations: Requires #8008 or #8024 stud, nut & washer kit. OEM 4-bbl. non-EGR square-bore carb Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-12).

Installation Notes: Manifolds have two center bolt holes offset. Recommended intake gasket: **Edelbrock #7213** or Fel-Pro MS96011. #2131/#3731 must use factory style metal valley tray. Manifold height: A-4.20", B-5.50"; Carb pad height: 4.85" (see pages 81-82). Port exit dimensions: 1.03" x 2.07". Bracket #8034 required for 1979 and later vehicles.

Camshaft Recommendations: Performer Plus #2132. See page 127 for specifications.



RPM Air-Gap #7531

RPM AIR-GAP AMC (1500-6500 RPM)

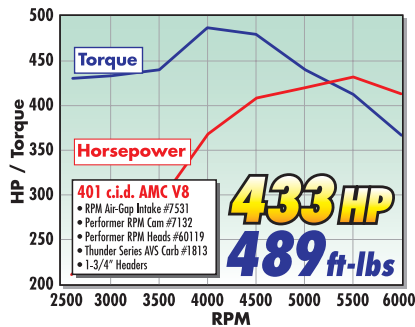
Designed for 1970-91 304-401 c.i.d. 1967-69 290-390 c.i.d. V8s, RPM Air-Gaps incorporate the same race-winning technology as our Victor Series competition intakes. The air-gap design features an open air space that separates the runners from the hot engine oil for a cooler, denser charge and more power. For square-bore carbs. Includes standard oil fill and PCV provisions as well as early air conditioning support bracket accessory bosses. No provision for exhaust-heated chokes. No exhaust crossover. Includes PCV grommet #4299, which is also sold separately.

	Satin	Polished
RPM Air-Gap AMC (non-EGR, for 1967-69 290-390 c.i.d.) ●●	#7530	#75301*
RPM Air-Gap AMC (non-EGR, for 1970-91 304-401 c.i.d.) ●	#7531	#75311*

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 600-800 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: **Edelbrock #7213** or Fel-Pro MS96011. #7531 must use factory style metal valley tray. #7531 has two center bolt holes offset. Manifold height: A-4.45", B-5.77"; Carb pad height: 5.11" (see pages 81-82). Port exit dimensions: 1.04" x 2.10". Bracket #8034 required for 1979 and later vehicles.

Camshaft Recommendations: Performer RPM #7132. See page 127 for specifications.



Performer Buick V6 #5486

BUICK 231 V6 EVEN FIRE PERFORMER BUICK V6 (IDLE-5500 RPM)

Designed for 1979 and later street 231/252 c.i.d. (252 c.i.d. 1980-84 only) Buick V6 engines with late-model cylinder heads. Manifold will not fit pre-1979 engines. Manifold not equipped with EGR. Not compatible with C-3 and C-4 electronic fuel management systems.

	Satin	Polished
Performer Buick V6 (non-EGR) ●	#5486	#54861*

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: **Fel-Pro #1200**. Manifold height: A-4.67", B-5.45", (1.30" taller than stock); Carb pad height: 5.06" (see pages 81-82). Port exit dimensions: .80" x 1.85". Use **1981 Buick Regal water neck**.

Camshaft Recommendations: Performer Plus #5487. See page 127 for specifications.

BUICK/ROVER 215 V8 PERFORMER ROVER (IDLE-5500 RPM)

Designed for Rover 3500cc V8s (1968 & later) and 1961-63 Buick and Oldsmobile aluminum 215 V8s. Manifold not equipped with EGR. Will not work with OEM carburetors (except Carter AVS).

	Satin	Polished
Performer Rover (non-EGR) ●●	#2198	#21981*

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: **Fel-Pro #MS96002**. Manifold height: A-5.00", B-5.92" (measured to engine block); Carb pad height: 5.46" (see pages 81-82). Port exit dimensions: .88" x 1.54". Throttle Bracket #8031 or #8036 will fit and accept GM style throttle, kickdown and cruise control cables.



Performer Buick/Rover #2198

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



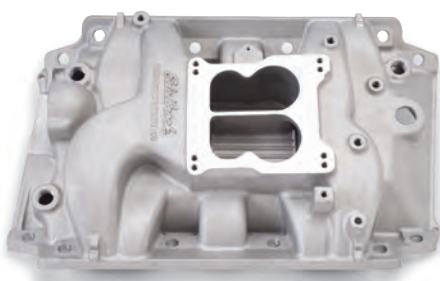
*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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MANIFOLDS BUICK/CADILLAC AND CHEVY V6



Performer Buick 455 #2146

BUICK 400-455 V8 PERFORMER BUICK 455 (IDLE-5500 RPM)

Designed for street 400-430-455 c.i.d. Buick V8s. Manifold not equipped with EGR. Will fit cold air induction hoods. Will not fit Buick 350.

Performer Buick 455 (non-EGR) ●● **Satin** #2146 **Polished** #21461*

Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12).
Installation Notes: Recommended intake gaskets: for 1967-71, Fel-Pro #MS96005; 1972-76, Fel-Pro #MS96014.
#2146 accepts divorced choke-type Quadrajet only. Manifold height: A-3.80", B-4.75"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.14" x 2.26".



Buick B-4B #2515

BUICK B-4B (IDLE-5500 RPM)

Back by popular demand, #2515 is a resurrection of the popular B-4B manifold made in the late 1960s for street 400-430-455 c.i.d. Buick V8s. The only change to the original design is the addition of our proven Performer-style carb pad that accepts either square-bore or spread-bore carbs, making this manifold an excellent choice for both restoration and performance-minded Buick fans.

Buick B-4B (non-EGR) ●● **Satin** #2515 **Polished** #25151*

Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12).
Installation Notes: Recommended intake gaskets: for 1967-76, Edelbrock #7246 or Fel-Pro #MS96005; 1972-76, Fel-Pro #MS96014. Manifold height: A-3.80", B-4.75"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.14" x 2.26".



Performer Cadillac #2115

CADILLAC 472-500 V8 PERFORMER CADILLAC (IDLE-5500 RPM)

This Performer is designed for 1968-76 Cadillac 472 and 500 cubic-inch engines. For either square or spread-bore carbs, #2115 is the first intake designed specifically for high-performance Cadillacs using standard heads. Like all Edelbrock Performers, this manifold increases torque and horsepower from idle to 5500 rpm. The broad power band is ideal for high-performance street and engine swap applications. **Specs on this non-EGR manifold include a carb pad height that's 3" taller than stock. Dropped divider wall evens air/fuel ratio throughout the rpm range. Stock air conditioning compressor will not fit.**

Performer Cadillac (non-EGR) ● **Satin** #2115 **Polished** #21151*

Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 Series or Performer Series carb, 750-800 cfm (see pages 9-12).
Installation Notes: When using Quadrajet, #2115 accepts divorced or electric choke only. Recommended intake gasket: Fel-Pro #MS96028. Manifold height: A-4.88", B-5.81"; Carb pad height: 5.34" (see pages 81-82). Port exit dimensions: 1.25" x 2.00".

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



Performer 4V 60° V6 #3785/#3789

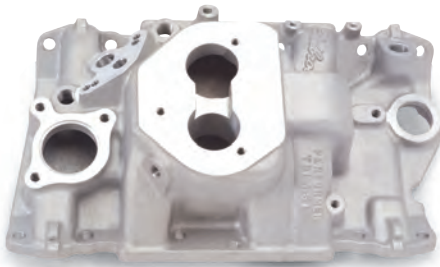
CHEVROLET 2.8L V6 PERFORMER 4V 60° V6 (IDLE-6000 RPM)

Designed for 1982-85 2.8L 60° V6 Chevy longitudinal-mount engines used in light duty pick-ups and cars. Design features one manifold base and two interchangeable tops. The Performer 4V 60° V6 #3789 accepts std. flange 4-bbl. carbs. Edelbrock chrome valve covers #4488 are available for this engine, see page 214.

Performer 4V 60° V6 Base #3785
Performer 4V 60° V6 Top (non-EGR) ●● #3789
Top Gasket (included with top) #6942

Carburetor Recommendations: Holley #0-8007 (390 cfm).
Installation Notes: Manifold height: A-4.90", B-5.95"; Carb pad height: 5.42" (see pages 81-82). Port exit dimensions: 1.00" x 1.28"/1.00" x 1.71". Recommended intake gasket: Fel-Pro #1270 or #MS91022. Linkage and bracketry come with top. With 4-bbl. carb #0-8007 and auto trans, a GM transmission cable #25515598 is required.
Camshaft Recommendations: Performer Plus #3790. See page 127 for specifications.

*Special order non-returnable product, please allow 4-6 weeks delivery.



Performer 4.3L #3713

CHEVROLET 90° V6 PERFORMER 4.3L T.B.I. V6 (IDLE-5500 RPM)

Designed for street 1987-94 Chevrolet 4.3L V6 with factory Throttle Body Injection. The Performer 4.3L intake manifold provides outstanding throttle response and torque increases from idle to 5500 rpm. Accepts all factory accessories/hardware. Throttle body unit remains in stock location. **Not for 1994 and later engines equipped with flash memory computer. Flash memory ECM is located underhood.**

	Satin	Polished
Performer 4.3L T.B.I. V6 (EGR) ●	#3713	#37131*

Injector Recommendations: Use stock Throttle Body Injection unit.

Installation Notes: Recommended intake gasket: **GM #12510908**. Manifold height: A-3.93", B-5.15"; Carb pad height: 4.54" (see pages 81-82). Port exit dimensions: 1.10" x 1.92".

Camshaft Recommendations: Performer Plus #3714. See page 127 for specifications.



Performer 90° V6 #2111

PERFORMER 90° V6 (IDLE-5500 RPM)

Designed for street and marine 1985-95 200-229-262 c.i.d. (3.8 and 4.3L) Chevy V6s. Dual bolt pattern water neck fits both automotive and marine applications. Produced 18 more horsepower than an older manifold design on 4.3L marine engine. Will not accept stock automotive carbs or 262 TBI unit.

	Satin	Polished
Performer 90° V6 (non-EGR) ●	#2111	#21111*

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: **Edelbrock #7209** or Fel-Pro #1202. Manifold height: A-3.50", B-4.18"; Carb pad height: 3.84" (see pages 81-82). Port exit dimensions: 1.15" x 1.87".



Performer Vortec V6 #2114

PERFORMER VORTEC V6 (IDLE-5500 RPM)

Based on the powerful Edelbrock #2111, this dual-plane intake is designed for the engine swap market utilizing 1985 and later Chevy 200-229-262 c.i.d. (3.8L and 4.3L) V6 engines with Vortec heads. With this manifold, rodders can **take advantage of the higher flow available with the Vortec head design.** Performer Vortec V6 #2114 has provisions for external water bypass and may be used on either Vortec blocks or 1995 and earlier blocks. Designed for use with Edelbrock Thunder Series AVS or Performer Series 500 cfm carbs, it accepts late model water neck, alternator, HEI and air conditioning.

	Satin	Polished
Performer Vortec V6 (non-EGR) ●	#2114	#21141*
Performer Vortec V6 Marine ●	#2519	

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500 cfm (see pages 9-12)

Installation Notes: Recommended intake gasket: **GM 89017866**. Manifold height: A-3.50", B-4.18"; Carb pad height: 3.84" (see pages 81-82). Port exit dimensions: port exit is 2.05" tall with slanted side walls.

Camshaft Recommendations: Performer Plus #2112. See page 127 for specifications.



Performer EPS #2703 with Oil Fill Tube

CHEVROLET 262-400 SMALL-BLOCK V8 PERFORMER EPS (IDLE-5500 RPM)

Designed for 1986 and earlier 262-400 cubic-inch Chevys, the Performer EPS dual-plane manifold is optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. This small-block Chevy manifold has a runner design that's "tuned" for peak torque at 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. **Dyno tests showed gains of 5 hp and 9 ft-lbs. of torque over the Edelbrock Performer manifold #2101 on a 350 Chevy. From 3000 to 4500 rpm, the increases averaged 5+ ft-lbs. of torque** for more performance where you need it most. Performer EPS manifold #2703 combines a modern runner design with a front mounted oil fill tube for those who want the vintage look of our Classic valve covers with no breathers. #2703 has the same performance features as the Performer EPS #2701. Includes Oil Fill Tube (not installed) and matching push-in breather cap. The Oil Fill Tube and Breather are also available separately as #4803. Match with a dependable Edelbrock square-bore carburetor for maximum performance gains. Will not fit under stock Corvette hood.

	Satin	Polished	Black	EnduraShine
Performer EPS (non-EGR) ●●●	#2701	#27011	#27013	#27014
Performer EPS with Oil Fill Tube Included (non-EGR) ●●●	#2703	#27031*	#27033	#27034

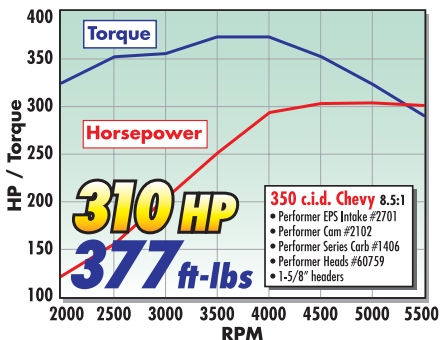
Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-12)

Installation Notes: Recommended intake gasket: **Edelbrock #7201**. Manifold ht: A-3.74", B-4.80"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.15" x 1.87".

Camshaft Recommendations: #2102, #2103, #2208, #2209. See pages 127-128 for specifications.



Manifold #2701 is approved for IMCA sanctioned racing events, see rulebook for details



*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B CHEVY



Performer #2101



Performer #3701 with EGR



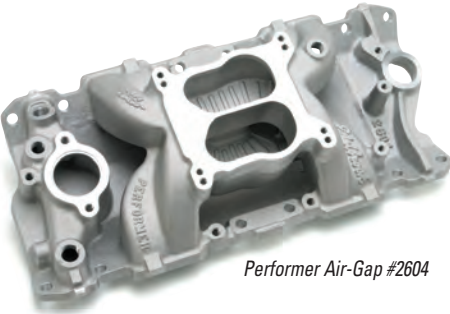
Performer #2104



Performer #3706



Performer Air-Gap #26014 with EnduraShine Finish



Performer Air-Gap #2604

PERFORMER - FOR 1986 & EARLIER (IDLE-5500 RPM)

Designed for street 1955-86 small-block Chevys. Performers accept late-model choke, water neck, air-conditioning, alternator and H.E.I. Has provisions to add oil fill tube. Not for 1987 and later cast iron or Chevy Bowtie heads. Will fit 1987 and later stock aluminum heads.

Performer (non-EGR) ●●●	.....	Satin	Polished
		#2101	#21011
Performer (EGR) ●●●	.....	#3701	#37011*

Carburetor Recommendations: OEM 4-bbl, use choke rod #9171, bracket #8031 or #8036 for 1972-78. Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-11), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Use adapter #8035 for clamp-on EGR valve. With carb #1400 & #3701, EGR spacer #1476 is required. #1476 is required with #3701 on centerbolt heads with 1986 & earlier bolt pattern. Choke plate #8901 included.

Recommended Intake Gasket: Edelbrock #7201. Manifold height: A-3.50", B-4.60"; Carb pad height: 4.05" (see pages 81-82). Port exit dimensions: 1.14" x 1.88". **Camshaft Recommendations:** #2102, #2103, #2208, #2209. See pages 127-128 for specifications.

PERFORMER - FOR 1987-95 CAST IRON CYLINDER HEADS (IDLE-5500 RPM)

Designed for street 262-400 c.i.d. Chevy V8s that have heads with canted center bolt holes. Both accept late-model water neck, air-conditioning, alternator, H.E.I. and have rear water crossovers. #2104 accepts exhaust-heated chokes. For 1987-95 stock aluminum heads use #2101. Will not fit Chevy Bowtie or LT1 heads.

Performer (non-EGR) ●	.....	Satin	Polished	Black
		#2104	#21041	#21043
Performer (EGR) ●	.....	#3706	#37061*	N/A

Carburetor Recommendations: #2104: OEM 4-bbl. (pre-1981 only), use choke rod #9171, bracket #8031 or #8036 for 1972-78. Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78. #3706: OEM 4-bbl. Edelbrock Performer Series #1400, 600 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Use adapter #8035 for clamp-on EGR valve. With carb #1400 & #3706, EGR spacer #1476 is required. Choke plate #8901 included with #2104. #3706 has no provision for exhaust heated chokes. Recommended intake gasket: GM #10159409. Manifold height: A-3.50", B-4.60"; Carb pad height: 4.05" (see pages 81-82). Port exit dimensions: 1.14" x 1.88". **Camshaft Recommendations:** #2102, #2103, #2208, #2209. See pages 127-128 for specifications.



Performer #21041



Performer #21043

PERFORMER AIR-GAP (IDLE-5500 RPM)

Designed for 1955-86 262-400 c.i.d. small-block Chevys, the Performer Air-Gap features the air-gap design for the ultimate street performance in the idle to 5500 rpm range. This design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. High-velocity runners deliver excellent throttle response throughout the power band. The great looks of the Performer Air-Gap along with the solid idle to 5500 rpm performance makes this an ideal choice for street rods and street machines. **Performer Air-Gap #2604 is for 1987-95 cast iron heads with canted center bolt holes.** No provision for exhaust heated chokes or exhaust crossover. Fits spread-bore or square-bore carburetors. **Will not fit under stock Corvette hood.**

Performer Air-Gap (non-EGR) ●●	.....	Satin	Polished	Black	EnduraShine
		#2601	#26011	#26013	#26014
Performer Air-Gap for 1987-95 Cast Iron Heads (non-EGR) ●●	.....	#2604	#26041*	N/A	N/A

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78.

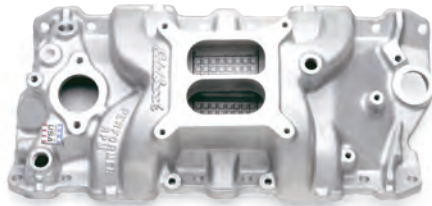
Installation Notes: Recommended intake gasket: Edelbrock #7201 (#2601); GM #10159409 (#2604). Manifold height: A-3.72", B-4.92" (.27" taller than #2101); Carb pad height: 4.32" (see pages 81-82). Port exit dimensions: 1.14" x 1.88".

Camshaft Recommendations: Performer Plus #2102 and #2103. See page 127 for specifications.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



*Special order non-returnable product, please allow 4-6 weeks delivery.



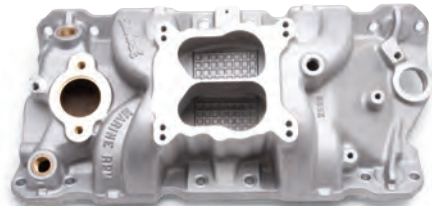
Performer RPM #7101



Performer RPM #71014 with EnduraShine Finish



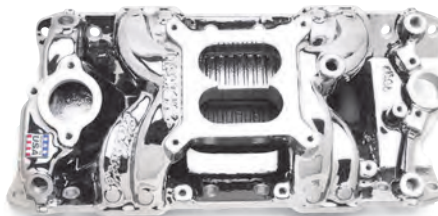
Performer RPM Q-Jet #7104



Performer RPM Q-Jet #7104



RPM Air-Gap #75013



RPM Air-Gap #75014 with EnduraShine Finish

PERFORMER RPM (1500-6500 RPM)

Designed for 1955-86 262-400 c.i.d. Chevy V8s for maximum power and a broad torque curve for high-performance street/marine engines. Provides power like a single-plane and throttle response like a dual-plane. Has provisions to machine for an oil fill tube. No provisions for exhaust heated or stock-style choke. Accepts late-model water neck, air-conditioning, alternator and H.E.I. Will fit cast iron Chevrolet Bowtie heads, but will not fit 1987 and later cast iron heads. **Will not fit under stock Corvette hood.** Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

Performer RPM (non-EGR) ●●.....#7101.....#71011.....#71013.....#71014
Satin Polished Black EnduraShine

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Use #8504 Edelbrock bolt kit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-4.20", B-5.25" (.70" taller than #2101); Carb pad height: 4.72" (see pages 81-82). Port exit dimensions: 1.16" x 1.92".

Camshaft Recommendations: Performer RPM #7102, #2201 and #2204. See page 128 for specifications.

PERFORMER RPM Q-JET (1500-6500 RPM)

Designed for 1955-86 262-400 c.i.d. Chevy V8s for spread-bore (Q-Jet) or square-bore carbs. Delivers maximum power and a broad torque curve for high-performance street. Carb pad will accept square-bore carbs without adapters. #2504 Marine features brass lined front water crossover and brass flange inserts to cover the rear water openings. #2506 Marine intake fits 1987-95 262-400 c.i.d. Chevy. Performer RPM Q-Jet has same provisions as #7101. **Will not fit under stock Corvette hood.**

Performer RPM Q-Jet (non-EGR) ●●.....#7104.....#71041*
Performer RPM Q-Jet Marine Application (non-EGR) ●●.....#2504.....N/A
Performer RPM Q-Jet Marine Application 1987-95 (non-EGR) ●●.....#2506.....N/A
Satin Polished

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78. #2504 and #2506 use #1409/#1410 Edelbrock carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7201**, for #2506 use GM #10159409. Manifold height: A-4.20", B-5.25"; Carb pad height: 4.72" (see pages 81-82). Port exit dimensions: 1.16" x 1.92". Use rod #9172 for divorced choke with Q-Jet.

Camshaft Recommendations: Performer RPM #7102, #2201 and #2204. See page 128 for specifications.

MATCHING EDELBROCK PARTS FOR S/B CHEVY

Description	Page No.
Carburetors.....	7-12
Performer Cylinder Heads.....	91
Camshafts.....	127-130
Roller Timing Set.....	133
Air Cleaners.....	213-218
Fuel Pumps.....	226-231

RPM AIR-GAP (1500-6500 RPM)

THE ORIGINAL... OUR PROVEN, RACE-WINNING DESIGN IN A DUAL-PLANE MANIFOLD

Designed for 1955-86 262-400 c.i.d. Chevrolet V8s, the award-winning RPM Air-Gap incorporates the same race-winning technology that's used on our Victor Series competition intakes. The air-gap design features an open air space that elevates the runners away from engine heat resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. The heater outlet boss is angled for proper fit over the valve cover. The temp sensor boss clears all waternecks. Available with satin, polished, black powder coated or EnduraShine finish, see page 26. **Not for 1987 and later cast iron heads and will not fit under stock Corvette hood.** Will not fit L98 cylinder heads.

RPM Air-Gap (non-EGR) ●●.....#7501.....#75011.....#75013.....#75014
Satin Polished Black EnduraShine

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Accepts all 1976 and later alternator and A/C brackets for the street. Use #8504 Edelbrock bolt kit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-4.20", B-5.25" (same as #7101); Carb pad height: 4.72" (see pages 81-82). Port exit dimensions: 1.14" x 1.95". **NOTE:** For square-bore carburetors only. No provision for exhaust-heated chokes and no exhaust crossover.

Camshaft Recommendations: Performer RPM #7102, #2201 and #2204. See page 127 for specifications.

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B CHEVY



Torker II #5001

TORKER II (2500-6500 RPM)

Designed for 1955-86 high-performance street 262-400 c.i.d. small-block Chevys. Will fit Corvette and 1987 and later stock heads. Accepts late-model water neck, air-conditioning, alternator and HEI. Will not fit 1987 and later cast iron heads and will not cover port openings of Chevrolet Bowtie or LT1 heads. Not for heavy vehicles (trucks, vans etc.); use Performer EPS #2701.

	Satin	Polished
Torker II (non-EGR) ●●	#5001	#5001

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 600-800 cfm (see pages 9-12), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-3.53", B-4.63"; Carb pad height: 4.08" (see pages 81-82). Port exit dimensions: 1.09" x 1.73".

Camshaft Recommendations: Torker Plus #5002. See page 127 for specifications.



C-26 #54254 with EnduraShine Finish

C-26 DUAL-QUAD (1500-5500 RPM)

For 1955-86 262-400 c.i.d. S/B Chevys, this dual-quad has a low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil filler tube boss included. Stock alternator brackets do not fit. Carb center to carb center: 6-7/16". Accepts oil fill tube and breather #4803. Use with Performer-Plus cam #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	EnduraShine
C-26 (non-EGR) ●●	#5425	#54251*	#54254

Carburetor Recommendations: Edelbrock AVS2 Series #1903 and #1904, 500 cfm (see pages 9-12).

Installation Notes: #5425: Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-2.95", B-3.55"; Carb pad height: 3.25" (see pages 81-82). Port exit dimensions: 1.18" x 1.90". H.E.I. will fit.



RPM Air-Gap Dual-Quad #7525

RPM AIR-GAP DUAL-QUAD (1500-6500 RPM)

Designed for 1955-86 S/B Chevys, this intake stands 1-5/8" taller than the low-profile C-26 intake and offers performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap® design that separates the runners from the hot engine valley for a cooler, denser charge. Also available as a complete carb and manifold kit, see page 140. **Will not fit under stock Corvette hood.** Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	EnduraShine
RPM Air-Gap Dual-Quad (non-EGR) ●●	#7525	#75251*	#75254

Carburetor Recommendations: Edelbrock AVS2 Series #1903 and #1904, 500 cfm (see pages 9-12).

Installation Notes: H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-4.57", B-5.20"; Carb pad height: 4.89" (see pages 81-82). Port exit dimensions: 1.16" x 1.92". Carb center-to-center distance: 6-7/16".

Camshaft Recommendations: Performer RPM #7102, #2201 and #2204. See page 127 for specifications.



RPM Air-Gap Dual-Quad #75251

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



Chevrolet C-357-B #5418

C-357-B TRIPLE-DEUCE (IDLE-5500 RPM)

Designed for 1955-86 262-400 c.i.d. small-block Chevys, this manifold has a balanced 180° firing order port runner arrangement. It contains an exhaust gas heat crossover and offers excellent performance potential. #5418/#5419 has machined front oil filler tube pad with boss. #5418 is machined for 3-bolt carburetors. Carb center-to-center: 5-1/2". Use with Performer-Plus camshaft and lifter kit #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. #5418 & #5419 accept Oil Fill Tube and Breather #4803.

	Satin	Polished
C-357-B for 3-Bolt Carbs Only (non-EGR) ●●	#5418	N/A
C-357-B for 4-Bolt Carbs Only (non-EGR) ●●	#5419	#54191
Progressive Linkage Kit (for 3-carbs only) ●●	#1033	N/A

Carburetor Recommendations: Rochester 2GC (small 1-7/16" bore) for #5419

Installation Notes: H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-3.9", B-4.6" for #5419; A-3.77", B-4.88" for #5418. Carb pad height: 4.25" (for #5419), 4.325" for #5418. (see pages 81-82). Port exit dimensions: 1.12" x 1.87".



Chevrolet C-357-B #54191

*Special order non-returnable product, please allow 4-6 weeks delivery.



Street Tunnel Ram #7110

STREET TUNNEL RAM (3500-7500 RPM)

Designed for 302-327-350-400 c.i.d. small-block Chevy V8s operating below 7500 rpm where low-end torque is not a prime factor. Great for engines with slightly modified heads. Will not fit 1987 and later cast iron heads. Match with one of our Rollin' Thunder Camshafts for maximum power.

	Satin	Polished
Street Tunnel Ram (complete manifold - base and top) ●●	#7110	#71101
Throttle Linkage for Forward Mounted Carbs	#7097	
Throttle Linkage for Sideways Mounted Carbs	#7071	
Gasket (included with base and top)	#6999	

Carburetor Recommendations: Edelbrock Performer Series carb #1404, 500 cfm, Edelbrock AVS2 Series carb #1902, 500 cfm, (see pages 9-12) - for forward mount only. Holley #0-9776 (450 cfm) - for sideways mount only.

Installation Notes: Top has vacuum outlet for power brakes. Manifold will accept forward and sideways mounted carbs. Distance from carb center to carb center: 8.875". H.E.I. ignition will not clear manifold. Recommended intake gasket: **Edelbrock #7201**. Manifold height (top with bottom): A-9.00", B-9.60"; Carb pad height: 9.30" (see pages 81-82). Port exit dimensions: 1.12" x 2.12".



Pro-Flo XT #71373

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Throttle Linkage Kit #7097

PRO-FLO XT EFI (1500-7000 RPM)

Pro-Flo XT intake manifolds are engineered with a large plenum and long tapered runners to deliver maximum horsepower and a broad torque band throughout the rpm range. Choose satin aluminum, polished or black powder coated finish for 1957-86 S/B Chevy with standard heads.

	Satin	Polished	Black
Pro-Flo XT EFI ●●	#7137	#71371*	#71373
Fuel Rail Kit for S/B Chevy (compatible with standard or compact injectors)	#3627		

Throttle Body Recommendations: Edelbrock #3869 or #38693. **Water Outlet:** Due to the limited clearance below the throttle body flange, a low profile thermostat housing must be used such as GM #12342024 (chrome) or Trans-Dapt #9929.

Installation Notes: Recommended gasket: **Edelbrock #7201**. Manifold Dimensions: A-9.00", B-8.20", C-14.80" (see pages 81-82). Port exit dimensions: 1.15" x 1.95".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Pro-Flo XT #7137

PERFORMER TBI (IDLE-5500 RPM)

Designed for 1987-95 305/350 c.i.d. 5.0/5.7L Chevy throttle body injected (TBI) engines. Accepts all OEM equipment and **small-bore (1-11/16") throttle body injectors only**. Computer chip is supplied free of charge with proof of purchase of manifold, cam and heads. Will not fit Caprice or Buick and Cadillac "B" bodies.

	Satin	Polished
Performer TBI (EGR) ●	#3704	#37041*

Injector Recommendations: Use stock Throttle Body Injection unit.

Installation Notes: Recommended intake gasket: **GM #10159409**. Manifold height: A-3.70", B-5.10"; TBI pad height: 4.40", .250" taller than stock (see pages 81-82). Port exit dimensions: 1.13" x 1.87".

Camshaft Recommendations: Performer Plus #3702. See page 127 for specifications.



Performer TBI EGR #3704

VICTOR JR. SPORTSMAN 2V 23° (3500-7000 RPM)

The Victor Jr. Sportsman 2V manifold #2901 is a dedicated design for the 2V racer and provides outstanding performance from 3500 to 7000 rpm. The runners are sized especially for 2V racing engines for the ultimate combination of torque and horsepower with better fuel distribution. An extra tall carburetor pad eliminates the need for spacers, and rear water outlets allow for a four corner coolant flow path if desired. It features dual distributor clamp locations, and port exits are sized to match cast iron Chevrolet Bowtie heads. Accept standard restrictor plates and carb adapters.

Victor Jr. Sportsman 2V ●	#2901
Replacement Carb Base Gaskets for Victor Jr. Sportsman 2V (6 gaskets)	#6940

Carburetor Recommendations: Holley #0-4412 (500 cfm).

Installation Notes: Recommended intake gasket: **Edelbrock #7217** or Fel-Pro #1206 for #2901. See pages 81-82 for manifold reference dimensions.



Victor Jr. Sportsman 2V #2901

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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MANIFOLDS S/B CHEVY



Victor Jr. #2975

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



VICTOR JR. 23° (3500-8000 RPM)

These versatile manifolds are excellent for many applications from drag to circle track racing. They provide maximum performance for engines with standard port location, iron and aluminum cylinder heads. The low profile of the #2975 works well in applications with minimal hood clearance and where 1" or 2" spacers can be used for performance tuning. When carb spacers are not allowed, the #2999 should be used. #72975 features a pre-assembled ready to bolt on direct-port nitrous system out of the box, see page 27. The Victor Jr. Port Matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1206.

	Satin	Polished	EnduraShine
Victor Jr. ●	#2975	#29751*	#29754
Victor Jr. with Pre-Assembled Direct-Port Nitrous System ●	#72975	N/A	N/A
Victor Jr. Port Matched ●	#2900	#29001*	N/A
Victor Jr. Tall (1" taller) ●	#2999	#29991*	N/A

Installation Notes: Recommended intake gasket: Edelbrock #7201 or Fel-Pro #1206. See pages 81-82 for manifold reference dimensions.



Super Victor #2925

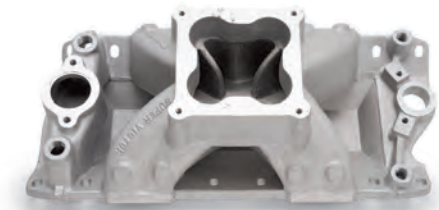
SUPER VICTOR 23° (3500-8000 RPM)

Designed for heads with a standard port location, the runners match "flat floor" entry 23° heads. Carb pad height is 5-1/2" (from end seals) and overall, the #2925 is about one-inch taller than our Victor Jr. intake #2975. Runners have a 2.80 square-inch cross-section. #72925 features a pre-assembled ready to bolt-on direct-port nitrous system out-of-the-box, see page 27. For standard displacement engine builds.

	Satin	Polished	EnduraShine
Super Victor for 23° Heads ●	#2925	#29251*	#29254
Super Victor with Pre-Assembled Direct-Port Nitrous System ●	#72925	N/A	N/A

Carburetor Recommendations: Use appropriate standard flange square-bore racing carb.

Installation Notes: Recommended intake gasket: Edelbrock #7201. See pages 81-82 for manifold reference dimensions.



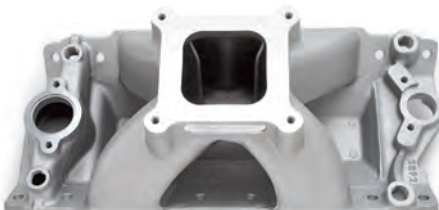
Super Victor 4500 #2970

SUPER VICTOR 4500 23° (3500-8000 RPM)

Designed for small-block Chevys with 4500 Series carburetors and 23° heads, the Super Victor #2970 is for standard port locations and #2971 is for raised port heads. They have a large runner cross-sectional area (3.2 square inches) and a highly efficient cloverleaf plenum design. In dyno tests on a 358-inch small-block, #2970 made 10 horsepower more than the best competitor's manifold!

	Satin	Polished
Super Victor 4500 for 23° Heads ●	#2970	#29701*
Super Victor 4500 for Raised Port 23° Heads ●	#2971	N/A

Installation Notes: Recommended intake gasket: Edelbrock #7217, Fel-Pro #1206 or larger (for #2970) and Fel-Pro #1263 (for #2971). See pages 81-82 for manifold reference dimensions.



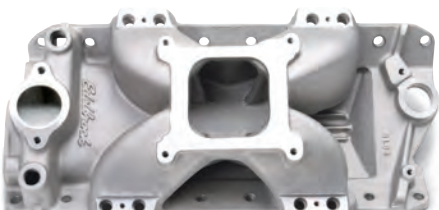
Super Victor II Manifold #2892

SUPER VICTOR II (4000-8000 RPM)

This small-block Chevy manifold is designed to work with modern high flowing 23° heads on large cubic inch applications. The runner area at the plenum is 25% larger than our Super Victor #2925, and the port exits are machine-matched for use with a Fel-Pro #1206 intake gasket. Out-of-the-box modern casting techniques create smooth, thin and extended divider walls for "out-of-the-box" performance. This intake is machined for 4150 style carburetors. Can be port matched up to #1207 (1.38" x 2.28").

Super Victor II Small-Block Chevy ●	#2892
-------------------------------------	-------

Installation Notes: Minimum recommended intake gasket Edelbrock #7217 or Fel-Pro #1206. **Manifold Ht:** 6.56" (A & B). Port exit dimensions: 1.28" x 2.19". See pages 81-82 for manifold reference dimensions.



Victor E EFI #29785

VICTOR E 23° (4500-8500 RPM)

Ideal for high-rpm drag race applications, the Victor E has a larger and deeper plenum than the #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit allows port matching to the small port heads used in NHRA Super Stock classes. 1" or 2" spacers can be used for performance tuning. The large plenum and runner volume of this manifold is also ideal for alcohol-fueled applications.

Victor E EFI ●	#29785
Victor E EFI Fuel Rail Kit (compatible with standard or compact injectors)	#3630

Installation Notes: Recommended intake gasket: Edelbrock #7201 or Fel-Pro #1205, #1206. See pages 81-82 for manifold reference dimensions.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

*Special order non-returnable product, please allow 4-6 weeks delivery.



Victor Ram #7070 with Top #7073



Victor Glidden 18° #2859



Victor Glidden Spider #2858



Super Victor Vortec Bowtie #2814



Victor Two-Piece Manifold #28468



Valley Plate #2856

VICTOR RAM 23° (6500-10,000 RPM)

A tunnel ram manifold for the control of high velocity mixture flow, especially above 8500 rpm. Suited to drag race engines operating at 6500-10,000 rpm and race boat engines above 7000 rpm. Does not fit raised port cylinder heads or 1987 and later cast iron heads.

	<i>Satin</i>	<i>Polished</i>
Victor Ram (base only) ●	#7070	#70701*
Victor Ram - 2 Standard-Flange, Sideways (top only) ●	#7073	#70731*
Throttle Linkage.....	#7071	N/A
Top Gasket (included with top).....	#6988	N/A

Carburetor Recommendations: Use appropriate racing carburetors.

Installation Notes: Distance from carburetor center to carburetor center: 8.88". Manifold top with bottom height: 9.25". H.E.I. ignition will not clear manifold. See pages 81-82 for manifold reference dimensions. Recommended intake gasket: **Fel-Pro #1206**.

VICTOR 15°-18° CHEVY (5000-8500 RPM)

Victor Glidden #2859 is for all-out nitrous-assisted drag race applications. Designed with noted drag racer Billy Glidden, it features intake runners with a large cross-section area of 3.2 square-inches for maximum high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18° heads. Carb mount flange and plenum are machined for 4500 Series carburetors and require port matching and blending prior to use.

Victor Glidden (for 15° and 18° Chevy with 4500 Series carburetor) ●#2859

Installation Notes: Recommended intake gasket: **Edelbrock #7218** or **Fel-Pro #1282**. See pages 81-82 for manifold reference dimensions.

VICTOR GLIDDEN 15°-18° SPIDER (5000-8500 RPM)

Intended for 375 c.i. and up high output drag race engines, this manifold was developed in conjunction with noted drag racer Billy Glidden and is specifically designed to complement the flow characteristics of fully ported 18° and 15° cylinder heads. It features a 4500 series carb flange, and the dividers are pulled back to increase plenum size and shorten the runners for improved high rpm performance. The runners are wider at the plenum, producing approximately 3.6 square inches area at the opening.

Victor Glidden Spider-Type Manifold (for 15° and 18° heads) ●#2858

Victor 18° Base (base of two-piece manifold) ●#2992

Installation Notes: Must be used with Edelbrock base plate #2992. Recommended intake gasket: **Edelbrock #7218** or **Fel-Pro #1282** (spider and manifold), #1254 (base). See pages 81-82 for manifold reference dimensions.

SUPER VICTOR BOWTIE (4000-8000 RPM)

Designed specifically for use with GM cast-iron Bowtie cylinder heads #19331471 (185cc) and #19331473 (215cc). It features raised runners that closely match the port shape and location of these heads, and is the best choice for racing classes that prohibit modification to the manifold. It features the original 6-bolt pattern and 7/8" inch of additional carb pad height.

Super Victor Bowtie ●#2814

Installation Notes: Recommended intake gasket: **Edelbrock #7206** or #7207, (see page 83-86 for gasket specs). See pages 81-82 for manifold reference dimensions.

VICTOR TWO-PIECE DESIGN (5000-8500 RPM)

The Victor Two-Piece manifolds were developed to simplify CNC manifold porting. They are supplied in right and left halves that can be machined and then assembled with the supplied bolts and o-ring. Victor Two-Piece manifolds are available for various applications from standard 9" deck 18° cylinder heads to 9.3" deck Clements/Dart 13° cylinder heads.

Applications	Bore Center	Flange Thickness	Maximum Deck Height	Emissions Code	Valley Plate Part No.	Manifold Part No.
Conventional 18° cylinder heads, Brodix, All Pro & Dart	4.4"	0.989"	9.300"	●	#2856	#28468
Brodix 13°	4.5"	0.990"	9.300"	●	#2856	#28408

Installation Notes: Conventional 18° applications will require additional machining of manifold and valley plate for desired clearance. When using thick flange manifolds, machining of backside of flange is recommended for weight reduction. Recommended valley plate gaskets: **Fel-Pro #1254-1** (0.030 thickness) or **Fel-Pro #1254** (0.060 thickness).

*Special order non-returnable product, please allow 4-6 weeks delivery.

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● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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MANIFOLDS S/B CHEVY

CHEVROLET LT1 V8 RPM AIR-GAP (1500-6500 RPM)

Utilizing the proven short runner tunnel-ram style, this manifold provide the next step up in performance for LT1 owners. Our patented Air-Gap design delivers a cooler and denser air stream for maximum power output. This intake manifold is designed to work with either a 52mm throttle body or 58mm throttle body. It also accept early and late OEM LT1 throttle bodies and fuel rails. The RPM Air-Gap LT1 is designed to match with our Performer cylinder heads #61905/#61919. Will also work with OEM LT1 cylinder heads with minor head port matching.

RPM Air-Gap for LT1 (with satin finish) ●#7107

Installation Notes: Recommended intake gasket: **Edelbrock #7243** or GM #12524653. Manifold height: A-6.00", B-6.00" (see pages 81-82 for reference dimensions). Port exit dimensions: A-2.06" x B-1.15".

1996-LATER CHEVROLET 262-400 SMALL-BLOCK V8 PERFORMER EPS VORTEC (IDLE-5500 RPM)

Now available for small-block Chevys with Vortec or Edelbrock E-Tec cylinder heads, the Performer EPS dual-plane manifold is optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. The runner design is "tuned" for peak torque around 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. **Dyno tests showed gains averaging 5+ ft.-lbs. of torque from 3000 to 4500 rpm** for more performance where you need it most. Match with a dependable Edelbrock square-bore carburetor for maximum performance gains. **Will not fit under stock Corvette hood.** Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

Performer EPS Vortec (non-EGR) ●#2716.....#27161*...#27163.....#27164

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-12)
Installation Notes: Recommended intake gasket: **Edelbrock #7235**. Manifold ht: A-3.96", B-5.08"; Carb pad height: 4.52" (see pages 81-82). Port exit is 2.05" tall with slanted side walls.

Camshaft Recommendations: #2102, #2103, #2208, #2209. See pages 127-128 for specifications.

PERFORMER VORTEC (IDLE-5500 RPM)

Based on the popular and powerful Edelbrock #2101, this dual-plane intake is designed for the street rod, industrial and engine swap market utilizing 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminum heads. Manifold has provisions for external water bypass and may be used on either Vortec blocks or 1995 and earlier blocks. No provision for exhaust heated chokes. Accepts both square-bore and spread-bore carbs and late model water neck, alternator, HEI and air conditioning brackets. **Will not fit under stock Corvette hood.** For high performance engines operating from 1500-6500 rpm, see the Performer RPM Vortec manifold on the next page. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

Performer Vortec (non-EGR) ●#2116.....#21161*...#21163.....#21164

Carburetor Recommendations: OEM 4-bbl. (pre-1981, electric choke only) - Use our #8032 throttle bracket.
Edelbrock AVS2 Series or Performer Series carb, 500-650 cfm (see pages 9-12), use bracket #8032 for 1972-78
Installation Notes: Recommended intake gasket: **Edelbrock #7235**. Manifold height: A-3.87", B-5.28"; Carb pad height: 4.57" (see pages 81-82). Port exit is 2.05" tall with slanted side walls. Stock brackets will require modification to fit the upright manifold bolt holes.

Camshaft Recommendations: #2102, #2103, #2208, #2209. See pages 127-128 for specifications.

PERFORMER RPM VORTEC (1500-6500 RPM)

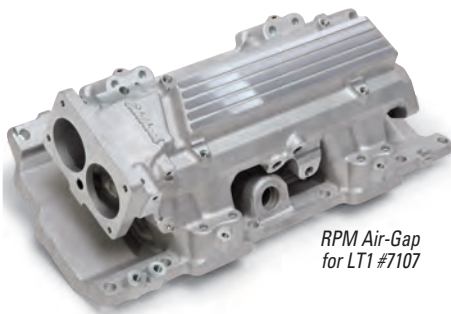
Based on the powerful Edelbrock #7101, this single four-barrel intake is designed for the street rod, marine and engine swap market utilizing 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or Edelbrock E-Tec aluminum heads. #2516 Marine intake features brass lined front water crossover and brass flange inserts to cover the rear water openings. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Manifold #7116 accepts square-bore carbs only. For street and marine engines operating from idle-5500 rpm, see the Performer Vortec manifold on page 31 or Performer Vortec EPS on page 31. **Will not fit under stock Corvette hood.** Available with satin, black powder coated or EnduraShine finish, see page 26.

Performer RPM Vortec (non-EGR) ●#7116.....#71161*...#71163.....#71164
Performer RPM Vortec Marine Application (non-EGR) ●#2516..... N/A..... N/A.....N/A

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8032 for 1972-78. #2516 use #1409/#1410 Edelbrock carburetor.
Installation Notes: Recommended intake gasket: **Edelbrock #7235** or GM #89017465. **Manifold height:** A-4.20", B-5.25"; Carb pad height: 4.72" (see pages 81-82). Port exit is 2.05" tall with slanted side walls. Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 19.

Camshaft Recommendations: Performer RPM #7102, #2201 and #2204. See page 127 for specifications.

*Special order non-returnable product, please allow 4-6 weeks delivery.



RPM Air-Gap for LT1 #7107



Performer EPS Vortec #2716

IMCA RACING Manifold #2716 is approved for IMCA sanctioned racing events. See rule book for details.

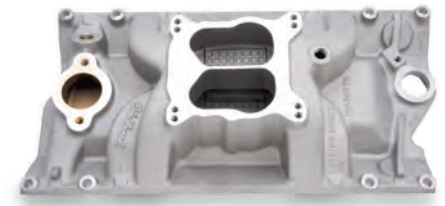


Performer Vortec #2116

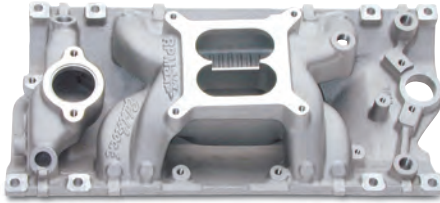
Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Performer RPM Vortec #71164 with EnduraShine Finish



Performer RPM Marine Vortec #2516



RPM Air-Gap Vortec #7516

RPM AIR-GAP VORTEC (1500-6500 RPM)

Based on the powerful Performer RPM Vortec #7116, this single four-barrel intake is designed for 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or Edelbrock E-Tec aluminum heads. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Includes rear water outlets, nitrous bosses, a temp sensor boss that clears all waternecks, two distributor clamp locations and a heater outlet boss that's angled for proper fit over the valve cover. Accepts 1976 and later alternator and air-conditioning brackets for street installations. For square-bore carbs. No provision for exhaust-heated chokes and no exhaust crossover. **Will not fit under stock Corvette hood.** Available with satin, black powder coated or EnduraShine finish, see page 26.



RPM Air-Gap Vortec #7516

Satin Polished Black EnduraShine

RPM Air-Gap Vortec (non-EGR) ●#7516.....#75161*...#75163.....#75164

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8032 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7235** or GM #89017465. Manifold height: A-4.20", B-5.25"; Carb pad height: 4.72" (see pages 81-82). Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 19. Port exit is 2.05" tall with slanted side walls.

Camshaft Recommendations: Performer RPM #7102, #2201 and #2204. See page 127 for specifications.

PRO-FLO XT EFI (1500-7000 RPM)

Pro-Flo XT intake manifolds are engineered with a large plenum and long tapered runners to deliver maximum horsepower and a broad torque band throughout the rpm range. Choose satin aluminum, polished or black powder coated finish for S/B Chevy with E-Tec/Vortec style heads.

Pro-Flo XT EFI Vortec ●●#7138#71381*#71383
 Fuel Rail Kit for S/B Chevy (compatible with standard or compact injectors)#3627

Throttle Body Recommendations: Edelbrock #3869 or #38693. **Water Outlet:** Due to the limited clearance below the throttle body flange, a low profile thermostat housing must be used such as GM #12342024 (chrome) or Trans-Dapt #9929.

Installation Notes: Recommended gasket: **Edelbrock #7235**. Manifold Dimensions: #7138 A-9.20", B-8.40", C-14.80" (see pages 81-82). Port exit dimensions: 1.15" x 1.95".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Pro-Flo XT #7138

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



VICTOR E-TEC EFI (2500-8000 RPM)

The 29145 is a Vortec/E-Tec version of our popular Victor E 23° EFI manifold and is intended for EFI applications like our Pro-Flo 3 EFI system. This manifold features a similar deep plenum and tapered cross-sections like the Victor E 23° and is compatible with standard, square-bore, throttle bodies. This manifold is one inch shorter than the Super Victor E-Tec EFI #29135. It also has provisions for water bypass so it can be used on Vortec engine blocks and accepts OEM alternator brackets.

Victor E-Tec EFI ●#29145

Victor E EFI Fuel Rail Kit (compatible with standard or compact injectors)#3630

Installation Notes: Recommended intake gasket: **Edelbrock #7235** or GM #89017465. See pages 81-82 for manifold reference dimensions.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Victor E-TEC EFI
Manifold #29145

SUPER VICTOR VORTEC (4000-8000 RPM)

Designed for racers using Vortec cast iron or Edelbrock E-Tec aluminum cylinder heads, this manifold offers the same awesome top-end horsepower, throttle response and advanced design features as Super Victor #2925. Designed specifically to enhance the performance of the Vortec cylinder heads (also known as L31), the #2913 is the most powerful intake available for these Chevy production heads. Runners have a 2.60 square-inch cross-section.

Super Victor for E-Tec/Vortec Heads ●#2913#29131*

Installation Notes: Recommended intake gasket: **Edelbrock #7235** or GM #89017465. See pages 81-82 for manifold reference dimensions.

*Special order non-returnable product, please allow 4-6 weeks delivery.



Super Victor Vortec #2913

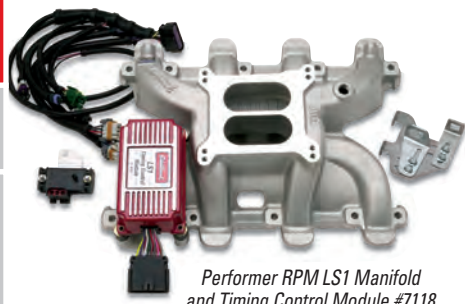
EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAM & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



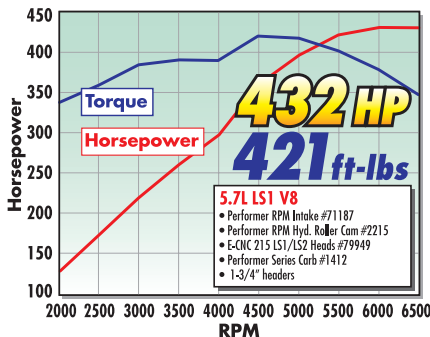
MANIFOLDS CHEVY LS



Performer RPM LS1 Manifold and Timing Control Module #7118

CHEVROLET LS1 V8 PERFORMER RPM LS1 (1500-6500 RPM)

This powerful manifold is designed for the popular Chevrolet LS1 (5.7L) small-block V8 originally used in 1997 and later Corvettes and 1998-02 Camaros and Firebirds. It also fits the Corvette LS6 engine and any other Gen III engine including the LM7 (5.3L), LR4 (4.8L) and LQ4 (6.0L) with cathedral port cylinder heads. It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve from 1500 to 6500 rpm. The Performer RPM LS1 is available with an optional wiring harness and electronic Timing Control Module #6014 made by MSD® that works with OE sensors to fire the Coil-on-Plug ignition system and offers a choice of six timing curves. A special throttle and trans bracket that works with 700-R4, 200-4R and Turbo 350 transmissions is included, making the LS1 engine an easy retro-fit into any muscle car, street rod or marine application.



- Performer RPM Intake #71187
- Performer RPM Hyd. Roller Cam #2215
- E-CNC 215 LS1/LS2 Heads #79949
- Performer Series Carb #1412
- 1-3/4" headers

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Performer RPM LS1 Manifold & Timing Control Module (non-EGR) ●	.....#7118	.....#71181*
Performer RPM LS1/LS2 Manifold Only (non-EGR) ●	.....#71187	.....#711871*

Carburetor Recommendations for the Performer RPM LS1: Edelbrock AVS2 Series or Performer Series carb, 600-800 cfm (see pages 9-11).

Installation Notes: Uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; Manifold height: A-4.50", B-5.40"; Carb pad height: 4.95" (see pages 81-82). Port exit dimensions: .98" x 2.72".



Get the most out of your Edelbrock parts with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.



Pro-Flo XT LS1 #7139

PRO-FLO XT LS EFI (1500-7000 RPM)

The Pro-Flo XT LS1 EFI manifold is engineered with a large plenum and tapered runners to deliver maximum horsepower and broad torque band throughout the rpm range (1500-7000 rpm). Features a 90mm throttle bore opening and cathedral port exit. This manifold produced 30 more horsepower over a stock LS6 manifold at 6500 rpm. #7139 Accepts Pro-Flo XT throttle body #3869 or adapter #2737 and standard LS1 throttle bodies. #7140 (LS2) accepts GM OEM 90mm or Edelbrock #3869 throttle bodies. Compatible with LS1 Fuel Rail Kit #3629 (sold separately), which features -6 AN inlet and outlet.

Pro-Flo XT LS1 Series Gen III Manifold ●●	.....#7139	.....#71393
Pro-Flo XT LS2 Series Gen III Manifold ●●	.....#7140	.....#71403
Fuel Rail Kit for Pro-Flo XT LS Series Chevy (compatible with standard or compact injectors)	#3629	

Throttle Body Recommendations: Edelbrock #3869 or #38693.

Installation Notes: Recommended gasket: Uses LS1/LS6 style individual port O-ring seals or Edelbrock #7386.

#7139 Manifold Dimensions: A-10.20", B-10.00", C-16.90", D-3.2", E-15°. **#7140 Manifold Dimensions:** A-9.70", B-10.00", C-16.90", D-3.1", E-15°. See pages 81-82 for manifold reference dimensions.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Pro-Flo XT LS1 #71403



Pro-Flo XT LS Fuel Rail Kit #3629

*Special order non-returnable product, please allow 4-6 weeks delivery.



Victor Jr. LS1 Carbureted #2908

VICTOR JR. LS1 (3500-7500 RPM) FOR CHEVROLET LS1 V8 CARBURETED APPLICATIONS

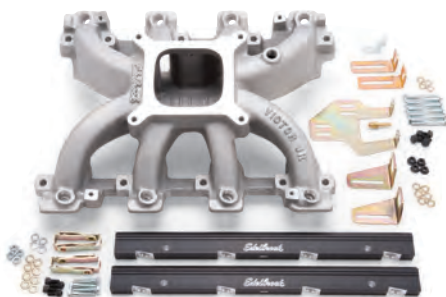
This compact single plane intake is capable of supporting up to 650 hp. The Victor Jr. LS1 accepts a square bore carburetor and includes an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock LS1 Coil-on-Plug ignition system. The module offers a choice of 6 built-in timing curves, each tailored for engine displacement, cam profiles, and fuel grades. Includes a throttle bracket designed to work with 700-R4, 200-4R and Turbo 350 transmissions. Most applications will require hood modification.

- Victor Jr. LS1 Carbureted Intake Manifold with Timing Control Module ●●#2908
- Victor Jr. LS1/LS2 Carbureted Intake Manifold Only ●●●#29087
- Victor Jr. LS1/LS2 Competition EFI Intake Manifold Only ●●●#29085
- Victor Jr. LS1/LS2 Competition EFI Intake Manifold and Fuel Rail Kit ●●#29086
- Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands).....#3638

Installation Notes: Uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; See pages 81-82 for reference dimensions. Manifold height: A-4.95", B-4.95"; Carb pad height: 4.95" (see pages 81-82). Port exit dimensions: .98" x 2.74".

See page 175 for EFI elbow applications.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Victor Jr. LS1 #29086

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Match with Intake Elbow #3847



2002 Camaro Z28 with an Edelbrock Intake Elbow #38473



Super Victor LS1/LS2 #28097

SUPER VICTOR LS1 (3500-8000 RPM) CARBURETED OR COMPETITION EFI FOR GM GEN III

Offering greater air flow potential for even bigger power gains, this manifold has been accepted by NASCAR for use in the Grand National West/Grand National East series. The carb mount pad is 1.12" taller than the Victor Jr. LS1, and the port exits have been increased to 1.08" x 2.74". Compatible with MSD Performance Ignition Timing Control Module #6014. Super Victor EFI LS1/LS2 manifold #28095 is for high-output competition EFI systems and features machined injector bosses. It's compatible with either our #3878 4V throttle body series or any of our square-bore EFI elbows, see page 175.

- Super Victor LS1/LS2 Manifold (for use with carburetor) ●#28097
- Super Victor LS1/LS2 EFI Manifold ●#28095
- Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands).....#3638

Installation Notes: #28097 uses Fel-Pro #1312-3, and #28095 uses LS1/LS6 style individual port o-ring seals or Edelbrock #7386. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; Manifold height: A-6.07", B-6.07"; Carb pad height: 6.07" (see pages 81-82). Port exit dimensions: 1.08" x 2.74".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with 6 AN fittings.



Super Victor LS1/LS2 #28097



Victor Jr. LS1 Fuel Rail Kit #3638

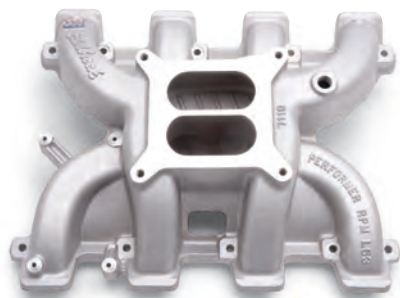
EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

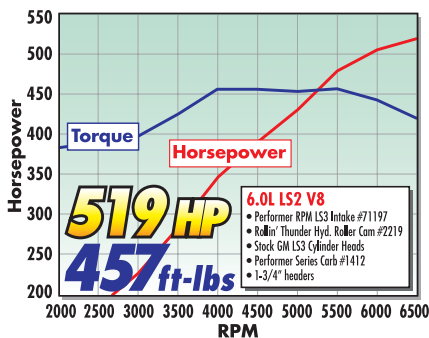
CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



MANIFOLDS CHEVY LS



Performer RPM LS3 #71197



PERFORMER RPM LS3 (1500-6500 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Performer RPM LS3 is ideal for anybody looking to build a carbureted LS3 engine with an operating range between 1,500 - 6,500 rpm. It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve. It features a high-rise dual-plane design combined with a plenum that has been optimized for square-bore carburetors. Our advanced casting techniques allowed us to create a lightweight casting that weighs only 14 lbs.

Performer RPM LS3 includes a provision for mounting an MSD Ignition Timing Control Module #6014, including passages for routing the coil wire harness underneath the plenum, for a clean look. A special throttle and trans bracket that works with 700-R4, 200-4R and Turbo 350 transmissions is also included, making this an easy retro-fit into any muscle car, street rod or marine application. #71196 includes MSD Ignition Timing Control Module #6014.

- Performer RPM LS3 Intake Manifold ●#71197
- Performer RPM LS3 Intake Manifold w/Timing Control Module ●#71196

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series (600-800 cfm) carburetor, see pages 9-12.
Installation Notes: Uses LS3/ L92/L76 style individual port o-ring seals GM #19256623 or Edelbrock #7395. Manifold height: A-4.66", B-5.56"; Carb pad height: 5.11"; CA-3°. Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad. Port exit dimensions: 1.16" x 2.40".



Our E-CNC LS3 cylinder heads are a great general purpose high performance cylinder head for any street-strip LS engine.



Pro-Flo XT LS3 #7142

PRO-FLO XT LS3 EFI (1500-7000 RPM)

The Pro-Flo XT LS3 EFI intake manifold is engineered with a large plenum and 6.25" tapered runners to deliver maximum horsepower and a broad torque band from 1500-7000+ rpm. It features a 90mm throttle bore opening that can be ported to 105mm as needed. Machined for use with a stock LS3 style MAP sensor or Edelbrock #36019 that is mounted directly to the manifold. The Pro-Flo XT LS3 EFI accepts GM OEM 90mm or Edelbrock #3869/#38693 throttle bodies. Compatible with LS3 Fuel Rail Kit #3648 (sold separately), which features -8 AN inlet and outlet. Not intended as direct replacement for late-model vehicles due to hood and cowl clearance.

In testing, the Pro-Flo XT LS3 intake manifold made 16 horsepower more, and the peak power point also increased by 500 rpm compared to a competitors plastic design. The Pro-Flo XT LS3 intake manifold is the best choice for your boosted or nitrous powered LS3 engine.

- Pro-Flo XT LS3 Series Gen IV Manifold ●#7142
- Pro-Flo XT LS3 Fuel Rail Kit.....#3648

Throttle Body Recommendations: Edelbrock #3869/#38693 or OEM drive-by-wire style.
Installation Notes: Uses LS3/ L92/L76 style individual port o-ring seals GM #19256623 or Edelbrock #7395.
Manifold Dimensions: A-9.28", B-9.68", C-17.40", D-3.02", E-15°. Port exit dimensions: 1.23" x 2.52".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.



Pro-Flo XT LS3 Fuel Rail Kit #3648



Get the most out of your Edelbrock parts with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.





Cross-Ram LS3 #7141



Cross-Ram LS3 #71413



Fuel Rail Kit #3654



Victor Jr. LS3 #28457



Valley plate #7788 for GM LS1/LS6 Engines

CROSS-RAM LS3 (1500-7000 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Cross-Ram LS3 is ideal for anybody looking to combine great looks and outstanding performance between 1,500 - 7,000 rpm. The unique dual-plenum design features 13" long runners with flanges that will accept two, 90mm GM LS3 throttle bodies. The unique cross-ram dual-plenum design is ideal for twin turbo applications. When matched with high flowing air filters and inlet tubes, the dual-plenum system gives neck-snapping performance with plenty of options for engine builders and tuners. The fuel rails mount to the bottom of the runners, which is ideal for optimum fuel targeting and also gives the intake manifold a custom clean look. **Dyno testing resulted with gains of 27 horsepower and 28 ft-lbs. of torque over a popular aftermarket manifold.** Throttle body center to center measures 14.50", overall width from outside of throttle bodies measures 19.75"

- Cross-Ram LS3 Manifold (with red powder coating) ●#7141
- Cross-Ram LS3 Manifold (with black powder coating) ●#71413
- Cross-Ram LS3 Fuel Rail Kit (standard injectors, -6 AN ends)#3654

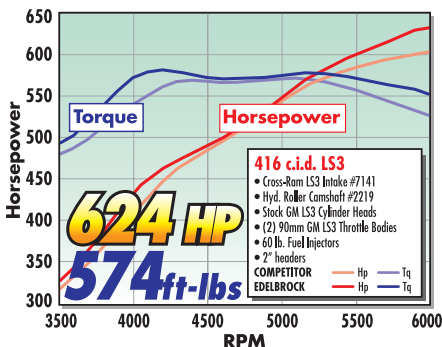
Throttle Body Recommendations: 2x GM LS# 90mm.

Fuel Rail Recommendations: Use Edelbrock fuel rail kit #3654.

Installation Notes: Uses LS3/L76 style individual port o-ring seals GM P#19256623 or Edelbrock #7395.

Plenum gaskets use Edelbrock #7271. Manifold height: A-9.35", B-8.01", C-17.50", D-2.65" E-0° vertical x 5° inward; Port exit dimensions: 1.19" x 2.48".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



VICTOR JR. LS3 (3500-7500 RPM)

FOR LS GEN IV WITH RECTANGULAR PORT CYLINDER HEADS

Designed for Gen IV LS engines equipped with LS3, L92 and L76 cylinder heads, this manifold is for EFI or carbureted racing applications operating between 3500-7500 rpm. This manifold uses a standard square-bore carb flange that is compatible with both Edelbrock EFI intake elbows with single bore 90mm throttle body or four-barrel #4150 throttle bodies. EFI manifold #28455 has additional bosses and machining that allow for the use of fuel injectors when combined with the #3638 fuel rail kit (sold separately). The LS3, L92 and L76 all use the same cylinder head.

- Victor Jr. LS Series Gen IV Carbureted Manifold for LS3 Heads ●●#28457
- Victor Jr. LS Series Gen IV EFI Manifold for LS3 Heads ●●#28455
- Victor Jr. LS Series Gen IV EFI Manifold for LS3 Heads with an MSD 6014 Timing Control Module ●●#28456
- Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands)#3638

Throttle Body Recommendations: Edelbrock #38783.

Installation Notes: Uses LS3/L76/L92 style individual port O-ring seals GM #19256623 or Edelbrock #7395. L92 heads are intended for 4.00" bores and will not work with 5.7L blocks without valve reliefs. **Manifold Dimensions:** R-1.85", F-0.57", H-2.42", CH-7.40", CA-0°. See pages 81-82 for manifold reference dimensions. Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

LS1/LS6 VALLEY PLATE

This cast aluminum plate is intended for use on 1997-2004 GM LS1/LS6 engines and similar GM Gen III engines that have been converted from EFI to carbureted set ups. The plate includes a breather boss that will need to be drilled and tapped by those retaining the stock LS6 breather configuration or for LS1 users looking to convert to a LS6 style. **Will not work with LS2, LS7, LSX or any other GM GEN IV engines.**

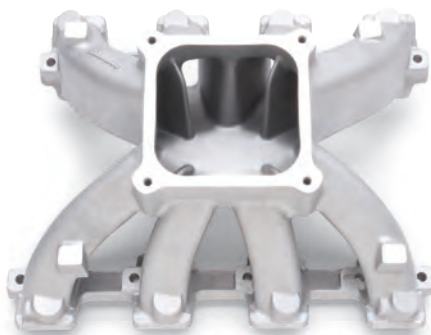
- LS1/LS6 Valley Plate#7788

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS CHEVY LS



Super Victor LS3 #2821

SUPER VICTOR LS3 (3500-7500 RPM)

FOR LS GEN IV WITH LS3 CYLINDER HEADS

Designed for Gen IV LS engines equipped with L3, L92 and L76 with rectangular port cylinder heads, these Super Victor intake manifolds are ideal for anyone building a 700+ hp carbureted or EFI large displacement racing engine operating between 3,500 - 7,500+ rpm.

These new Super Victor intake manifolds are designed with 24% larger runners than our Victor Jr. #28457 along with a larger 4500 style plenum. The large plenum makes these intake manifolds ideal for nitrous and forced induction applications. They also feature tapered runners for increased flow at high rpm.

Available with a 4150 or 4500 series carburetor flange. The Super Victor 4500 series manifolds can accommodate bores up to 2.25". Super Victor #28215 and #28265 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

- Super Victor LS3 Carbureted Manifold for 4500 Series Carbs** ●#2821
- Super Victor LS3 EFI Manifold for 4500 Style Throttle Bodies** ●#28215
- Super Victor LS3 Carbureted Manifold for 4150 Series Carbs** ●#2826
- Super Victor LS3 EFI Manifold for 4150 Style Throttle Bodies** ●#28265
- Super Victor LS3 EFI Fuel Rail Kit (standard injectors, -8 AN ends)**#3655

Carburetor Recommendations: Use appropriate 4150/4500 Series racing carburetor.

Throttle Body Recommendations: Edelbrock #38783 or #38883. **Fuel Rail Recommendations:** Use Edelbrock fuel rail kit #3655.

Installation Notes: Uses LS3/L76/LS92 style individual port o-ring seals GM #19256623 or Edelbrock #7395. Manifold height: A-7.67", B-7.67"; Carb pad height: 7.67". Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad. Port exit dimensions machine matched: 1.27" x 2.58".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.



Super Victor LS3 #28265



Super Victor LS3 Fuel Rail Kit #3655

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



SUPER VICTOR LS7 (3500-8000 RPM)

FOR LS GEN IV WITH LS7 CYLINDER HEADS

These manifolds are designed for Gen IV LS engines equipped with LS7 cylinder heads or Edelbrock Pro-Port Victor Jr. cylinder heads. These manifolds are .75" taller than our LS3 Super Victor intakes. The new Super Victor intake manifold #2887 is capable of airflow demands of 750+ hp on naturally aspirated engines. The larger plenum version #2890 for 4500 Series carburetors has an increased intake runner area and is capable of 800+ hp operating in the 3,500-8,000 rpm range. Super Victor #28905 and #28875 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

- Super Victor LS7 Carbureted Manifold for 4500 Series Carbs** ●#2890
- Super Victor LS7 EFI Manifold for 4500 Style Throttle Bodies** ●#28905
- Super Victor LS7 Carbureted Manifold for 4150 Series Carbs** ●#2887
- Super Victor LS7 EFI Manifold for 4150 Style Throttle Bodies** ●#28875
- Super Victor LS7 EFI Fuel Rail Kit (standard injectors, -8 AN ends)**#3649

Carburetor Recommendations: Use appropriate 4150/4500 Series racing carburetor. **Fuel Rail Recommendations:** Use Edelbrock fuel rail kit #3649. **Throttle Body Recommendations:** Edelbrock #38783 or #38883.

Installation Notes: Recommended intake gasket: LS7 style individual port o-ring seals GM #89017852. Uses standard intake Edelbrock bolt kit #8515. Manifold height: A-8.42, B-8.42"; Carb pad height: 8.42". Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad. Port exit dimensions machine matched: 1.34" x 2.38".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.



Super Victor LS7 #2890



Super Victor LS7 #28875



Super Victor LS7 Fuel Rail Kit #3649



Super Victor LS-R #28235

SUPER VICTOR LS-R (4000-8500 RPM)

These two-piece manifolds are intended for LS-R high performance race applications operating in the 8,000 rpm range utilizing Edelbrock LS-R CNC cylinder heads #770468. The single plane design features a 4500 series carburetor flange and is capable of producing near 1,000 hp. Super Victor manifold #2823 is intended for carbureted use while #28235 features machined fuel injector bosses for EFI applications. LS-R fuel rail kit, #3510, is available separately. Port exits are tipped 6.5°.

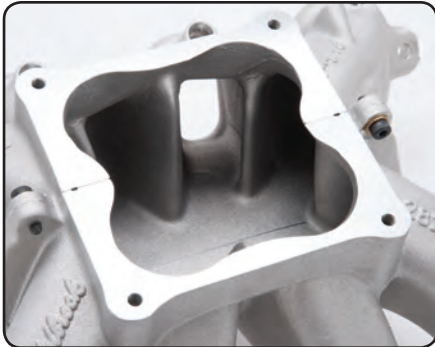
- Super Victor LS-R Carbureted Manifold ●#2823
- Super Victor LS-R EFI Manifold ●#28235

Super Victor LS-R Fuel Rail Kit (standard injectors, -8 AN ends).....#3510

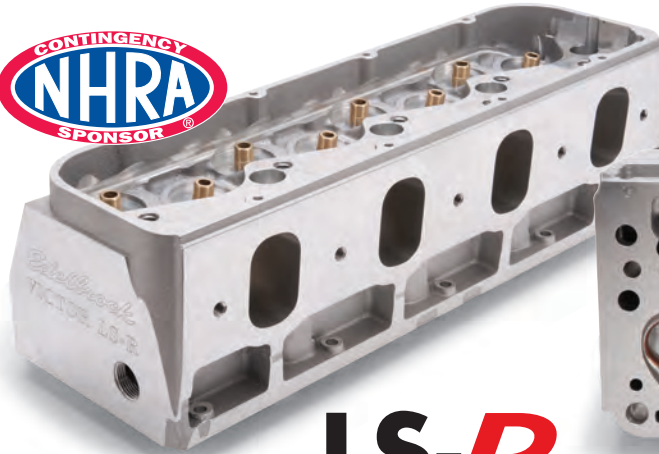
Throttle Body Recommendations: Edelbrock #38783.

Installation Notes: Recommended intake gasket: **Edelbrock #7290**. **Manifold Dimensions:** R-1.20", F-.99", H-2.19", CH-6.02", CA-0". See pages 81-82 for manifold reference dimensions. Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.

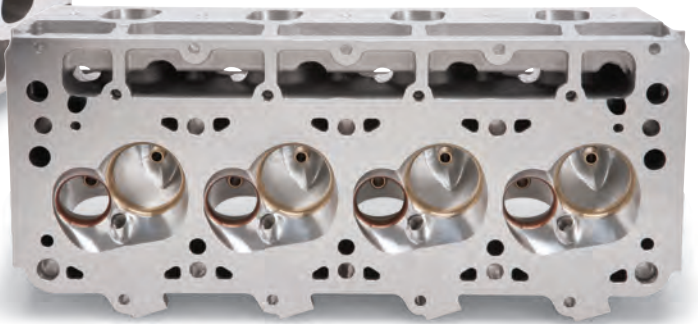


Super Victor LS-R Fuel Rail Kit #3510



Match with Edelbrock LS-R cylinder heads for the ultimate race ready combination for your LSX engine!

LS-R™



2016 NMCA West Limited Street Champion James Lawrence relied on Edelbrock LS-R Cylinder Heads to outrun the competition. The Dragzine Blown Z team finished with 4 race wins, 14 consecutive round wins and a 4.48/167 E.T. record!



2018 Never Lift Half Mile RWD class winner and Morris Malone's 2007 Corvette Z06 uses Edelbrock LS-R cylinder heads to run 236.10mph! The car currently makes 3400hp and is being prepared to break the 250mph barrier in 2019.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS W-SERIES AND BIG-BLOCK CHEVY



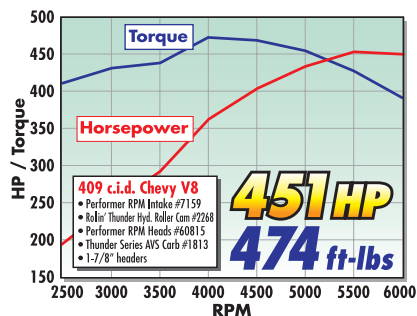
Performer RPM #7158



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Performer RPM Dual-Quad Large Port #5409



Black Powder Coated Performer 2-0 #21613

CHEVROLET 348/409 W-SERIES V8 PERFORMER RPM (1500-6500 RPM)

These Performer RPM intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. Two versions are available, one for small-port cast iron factory heads and one for factory large port or with our Performer RPM "W"-series heads #60809, #60815 or #60819. They both deliver improved performance in the mid to high rpm range when combined with Edelbrock carburetor's. Includes Oil Fill Tube (not installed) and matching push-in breather cap. The Oil Fill Tube and Breather are also available separately as #4803. For square-bore carburetors only. Machined for PCV provision.

	Satin	Polished
Performer RPM Small Port (non-EGR)	#7158	#71581*
Performer RPM Large Port (non-EGR)	#7159	N/A

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 600-800 cfm (see pages 9-12).
Installation Notes: #7158 Recommended intake gasket: Edelbrock #7242 or Fel-Pro MS9459B. Manifold height: A-4.35", B-5.54"; Carb pad height: 4.94" (see pages 81-82). Port exit dimensions: 2.06" x 1.16". #7159 Recommended intake gasket: Edelbrock #7240 or Fel-Pro MS9788B. Manifold height: A-4.35", B-5.54"; Carb pad height: 4.945" (see pages 81-82). Port exit dimensions: 2.39" x 1.16".



Go to page 139 to see the Chevy 409 Top End Kit

PERFORMER RPM DUAL-QUAD (1500-6500 RPM)

Performer RPM Dual-Quad intake manifold is designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. This manifold delivers performance with Edelbrock Performer Series, Thunder Series AVS or AVS2 dual-quad carburetors, and accepts our dual-quad fuel lines, throttle linkage, and air cleaners. Includes Oil Fill Tube (not installed) and matching push-in Breather. Oil Fill Tube and Breather are also available separately as #4803. Carb center-to-center measurement is 6-7/16". Manifold and carb kits are on page 140. Available in satin. This intake manifold is a great match with our Performer RPM W-series heads #60809, #60815 or #60819 cylinder heads.

Performer RPM Dual-Quad Large Port (non-EGR)	#5409
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Carburetor Recommendations: Edelbrock AVS2 Series #1903 and #1904, 500 cfm (see pages 9-12 for more information).
Installation Notes: Recommended intake gasket: Edelbrock #7240 or Fel-Pro MS9788B. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see pages 81-82). Port exit dimensions: 2.39" x 1.15".

CHEVROLET 396-502 V8 PERFORMER 2-0 (IDLE-5500 RPM)

Designed for street 396-502 c.i.d. big-block Chevy V8s using general duty oval-port cylinder heads. Will not fit under hood of Corvette without hood modifications. Will not fit "tall block" V8s. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads.

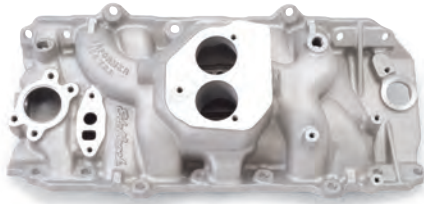
	Satin	Polished	Black EnduraShine
Performer 2-0 (non-EGR)	#2161	#21611	#21613

Carburetor Recommendations: #2161: Stock 4-bbl - use choke rod #9179 if needed. Edelbrock AVS2 Series or Performer Series carb, 600-800 cfm (see pages 9-12), use bracket #8031 for 1972-78. #3761: Stock 4-bbl - use choke rod #9179 if needed.

Installation Notes: Use #8028 waterneck adapter for 1986 and later. Choke plate #8961 included. Recommended intake gasket: Edelbrock #7203. Manifold height: A-4.300", B-5.400"; Carb pad height: 4.85" (see pages 81-82). Port exit dimensions: 1.70" w x 1.68".

Camshaft Recommendations: Performer Plus #2162, see page 127 for specifications.

*Special order non-returnable product, please allow 4-6 weeks delivery.



Performer 454 T.B.I. Manifold #3764

PERFORMER 454 T.B.I. (IDLE-5500 RPM)

Designed for street 454 c.i.d. Chevy V8s. Add our Performer High-Compression heads #60499 for even greater power gains. Features EGR in stock location. **Will not fit 1991-95 vehicles.**

Performer 454 T.B.I. Mark IV (1987-90, EGR) ●	Satin #3764	Polished #37641*
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Injector Recommendations: Use stock Throttle Body Injection Unit.

Installation Notes: Recommended intake gasket: **GM #10181398**. Manifold height: A-4.30", B-6.45" same as stock; Carb pad height: 5.37" (see pages 81-82). Port exit dimensions: 1.41" w x 1.59" t.



Performer RPM 2-0 #7161

PERFORMER RPM 2-0 (1500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads. This dual-plane high rise manifold delivers outstanding horsepower while maintaining good torque and driveability. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment. Available with satin, polished or EnduraShine finish, see page 26.

Performer RPM 2-0 (non-EGR) ●●	Satin #7161	Polished #71611*	EnduraShine #71614
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Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.60" w x 1.94" t. Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro.



Performer RPM 2-0 #71614

MATCHING EDELBROCK PARTS FOR B/B CHEVY

Description	Page No.
Performer RPM Cylinder Heads.....	93
Roller Timing Set.....	133
Cam Gear Drive.....	132
Valve Springs.....	125-126
Retainers.....	125-126
Fuel Pump.....	226-231



Performer RPM 2-R #7163

PERFORMER RPM 2-R (1500-6500 RPM)

Designed for street 396-502 c.i.d. Chevrolet V8s with high-performance rectangular-port cylinder heads, this dual-plane high-rise manifold offers maximum horsepower with a broad torque curve. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment.

Performer RPM 2-R (non-EGR) ●●	Satin #7163	Polished #71631
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Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7202**. Manifold height: A-4.45", B-6.0" (.25" taller than stock high-rise aluminum manifold); Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.56" w x 2.24" t. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.



Performer RPM 2-0 Q-Jet #7164

PERFORMER RPM Q-JET (1500-6500 RPM)

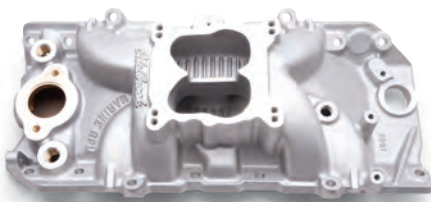
Designed for spread-bore carbs but also works with Edelbrock square-bore carbs without adapter on street 396-502 c.i.d. Chevy V8s with large oval-port (1975 and earlier) heads. #2561 is for marine applications and features brass lined front water crossover and brass flange inserts to cover rear water openings. No provisions for hot air style chokes. Accepts divorced choke, late-model waterneck, air-conditioning, alternator and HEI equipment.

Performer RPM 2-0 Q-Jet (oval-port, non-EGR) ●●	Satin #7164	Polished #71641*
Performer RPM 2-0 Q-Jet Marine Manifold (oval-port, non-EGR) ●●	#2561	N/A

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.61" x 1.93". For divorced choke use #9178. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.

Camshaft Recommendations: Performer RPM Camshaft #7162. See 128 for specifications.



Performer RPM 2-0 Q-Jet Marine #2561

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS B/B CHEVY



RPM Air-Gap 2-O #75613

RPM AIR-GAP 2-O (1500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads or Edelbrock Performer/Performer RPM heads. The RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square bore carburetors only. No provision for exhaust heated chokes and no exhaust crossover. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

Satin Polished Black EnduraShine

RPM Air-Gap 2-O (non-EGR) ●● #7561..... #75611..... #75613..... #75614

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.60" x 1.94". Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



RPM Air-Gap 2-O #75613



RPM Air-Gap 2-O #75614

MATCHING EDELBROCK PARTS FOR B/B CHEVY

Description	Page No.
Performer RPM Cylinder Heads.....	93
Roller Timing Set.....	133
Cam Gear Drive.....	132
Valve Springs.....	125-126
Retainers.....	125-126
Fuel Pump.....	226-231



RPM Air-Gap 2-R #7562

RPM AIR-GAP 2-R (1500-6500 RPM)

Designed for street 396-502 c.i.d. Chevrolet V8s with high-performance rectangular-port heads, the RPM Air-Gap incorporates our race-winning technology. The open air space separates the runners from the hot engine oil, and as a result, the air/fuel mixture stays cooler for a denser charge and more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square-bore carbs only. No provision for exhaust heated chokes and no exhaust crossover. Available with satin, polished or EnduraShine finish, see page 26.

Satin Polished EnduraShine

RPM Air-Gap 2-R (non-EGR) ●● #7562 #75621 #75624

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 750-800 cfm (see pages 9-12), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7202**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see pages 81-82). Port exit dimensions: 1.56" x 2.24". Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.



RPM Air-Gap 2-R #75621

TORKER II 2-O (2500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads. Manifold not equipped with EGR. Will not fit "tall block" V8 engines.

Satin Polished

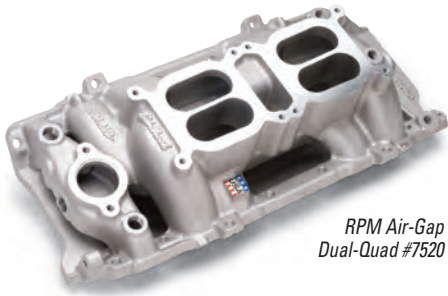
Torker II 2-O (non-EGR) ●● #5061 #50611

Carburetor Recommendations: Edelbrock AVS2 Series or Performer Series carb, 650-800 cfm (see pages 9-12), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: Fel-Pro #1212 or **Edelbrock #7203** (contact the tech department for more info). Manifold height: A-3.050", B-4.600" (.25" taller than stock Corvette); Carb pad height: 3.82" (see pages 81-82). Port exit dimensions: 1.35" x 1.90"/1.60" x 1.90". **Camshaft Recommendations:** Torker Plus #5062. See page 127 for specs.



Torker II 2-O #5061



RPM Air-Gap Dual-Quad #7520

RPM AIR-GAP DUAL-QUAD-O/R (1500-6500 RPM)

Designed for street 396-502 c.i.d. Chevy V8s. These intakes stand 7/8" taller than the low-profile C-66-O/R dual-quad intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. These intakes are also available as a complete manifold and carb kit, see page 139 for more information.

RPM Air-Gap Dual-Quad for 1975 & Earlier Oval-Port (non-EGR) ●●●..#7520#75201*#75204

Carburetor Recommendations: Edelbrock AVS2 Series #1903 and #1904, 500 cfm (see pages 10-11).

Installation Notes: Neither HEI or mechanical tach drive distributors will fit. #7520: Recommended intake gasket:

Edelbrock #7203. Manifold height: A-4.81", B-5.56"; Carb pad height: 5.19" (see pages 81-82). Port exit dimensions: 1.60" x 1.93".



Street Tunnel Ram 2-0 #7115



RPM Air-Gap Dual-Quad #75201 with Polished Finish



RPM Air-Gap Dual-Quad #75204 with EnduraShine Finish

STREET TUNNEL RAM 2-0 (3500-7500 RPM)

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads. Ideal for applications such as pro-street or marine where low-end torque is not a prime factor. Use with Performer RPM cam/kit #7162 for maximum top-end power.

Street Tunnel Ram 2-0 (base and top) ●●●#7115#71151

Throttle Linkage (forward) ●●●#7097

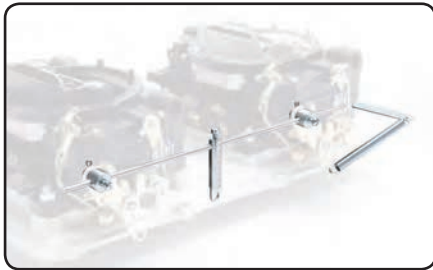
Top Gasket (included with base and top).....#6989

Performer RPM Camshaft/Lifters/Lube Kit (high-horsepower) ●●●.....#7162

Carburetor Recommendations: Performer #1405, 600 cfm, Edelbrock AVS2 Series #1905, 650 cfm (see pages 9-12).

Installation Notes: Top has vacuum outlet for power brakes. Manifold will accept forward mounted carbs.

Distance from carb center to carb center: 9.38". H.E.I. ignition will not clear manifold. Recommended intake gasket: Edelbrock #7203. Manifold top with bottom height: 10.63" (see pages 81-82). Port exit dimensions: 1.56" x 1.89".



Throttle linkage kit #7097 installed



Pro-Flo XT EFI #7136

PRO-FLO XT EFI (1500-6500 RPM)

This Pro-Flo XT intake is engineered for high performance 396-502 c.i.d. Chevy V8s with rectangular-port cylinder heads. A large plenum and tapered runners deliver maximum horsepower and broad torque throughout the rpm range (1500-6500 rpm). This manifold made 25 more horsepower than our #32310 Pro-Flo 3 single plane manifold. It features a 90mm throttle body opening for maximum performance. Choice of satin aluminum or black powder coated finish.

Pro-Flo XT EFI manifold (rectangular-port, non-EGR) ●●●.....#7136#71363

Fuel Rail Kit for B/B Chevy Rectangular-Port (compatible with standard or compact injectors).....#3658

Throttle Body Recommendations: Edelbrock #3869, #38693. **Installation Notes:** Recommended gasket: Edelbrock #7202.

Manifold height: A-9.80", B-10.00", C-17.80", D-0.00", E-10" (see pages 81-82 for reference dimensions).

Port exit dimensions: 1.67" x 2.34".

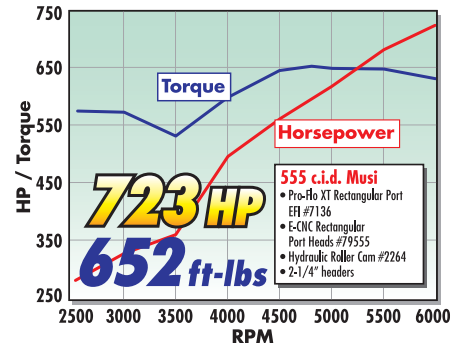
Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.



Pro-Flo XT EFI #71363



Fuel rail kit #3658



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

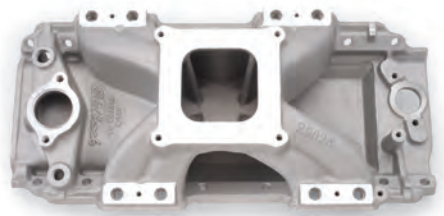
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MANIFOLDS B/B CHEVY



Victor Jr. 454-R #2902



Victor Jr. 454-R EFI #29025



Victor Jr. 454-O EFI #29045

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Victor 454-R #2907



Victor 454-O #29091

VICTOR JR. 454-R AND VICTOR JR. 454-O (3500-7500 RPM)

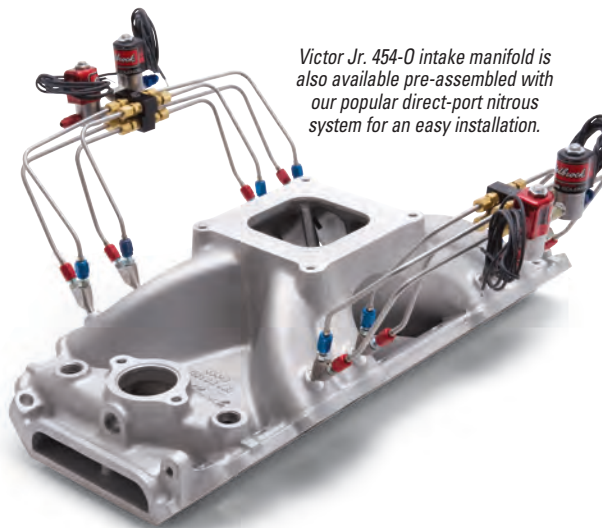
Designed for competition 396-502 big-block Chevys. #2902 fits rectangular-port heads and #72902 features out-of-the-box pre-assembled direct-port nitrous system ready to bolt on and go, see page 27. These intakes are designed to optimize the flow characteristics of an 850 cfm standard flange carburetor. Features include extended runner dividers, smaller plenum chambers and unique runner design for better 60 foot times and max power from 3500 to 7500 rpm. These intake manifolds are especially suited to 502 c.i.d. and smaller competition engines. **Intake manifold #2904 fits 1975 and earlier large oval-port cylinder heads.** Victor Jr. 454-R #2902 will fit Edelbrock Victor race heads #77609 and Victor 24° #77409, #77429, #77459, #77479 and #77489.

	Satin	Polished
Victor Jr. 454-R ●	#2902	#29021
Victor Jr. 454-R Pre-Assembled Direct-Port Nitrous System ●	#72902	N/A
Victor Jr. 454-R EFI ●	#29025	#290251*
Victor Jr. 454-O ●	#2904	#29041*
Victor Jr. 454-O EFI ●	#29045	N/A
Victor Jr. 454-R & 454-O EFI Fuel Rail Kit (standard injectors with stands)	#3633	N/A

Carburetor Recommendations: Use appropriate racing carburetor. **Throttle Body Recommendations:** Use #3878 4V series or #3849 EFI elbow and #3869 90mm throttle body.

Installation Notes: Recommended intake gasket: Edelbrock #7208 (for #2902) or Edelbrock #7203 (for #2904). Manifold height: A-5.90" & B-5.90", see pages 81-82 for manifold reference dimensions.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Victor Jr. 454-O intake manifold is also available pre-assembled with our popular direct-port nitrous system for an easy installation.

VICTOR 454-R (3500-8000 RPM) VICTOR 454-O (3000-7500 RPM)

The Victor 454 Series (R, O and TD) for big-blocks offer superior performance for drag racing and marine. Victor 454-R is for rectangular-port heads and 454-TD fits the same heads when a tall-deck block is used. **Victor 454-O is for 1975 and earlier engines with large oval-port cylinder heads.** They accept 4500 Series carbs or standard-flange double-pumpers with our adapter #8716. For maximum hp with 4500 Series carbs, use 1" spacer #8717. #2907 will fit Edelbrock Victor race heads #77609, #77409 and #77459.

	Satin	Polished
Victor 454-R ●	#2907	#29071*
Victor 454-O ●	#2909	#29091*

Carburetor Recommendations: Use 4500 Series or std-flange racing carbs with Edelbrock adapter #8716.

Installation Notes: Recommended intake gasket: Edelbrock #7208 (for #2907) or Edelbrock #7203 (for #2909). Manifold height: Victor 454-R and Victor 454-O A-5.90", B-5.90"; Victor 454-TD A-6.23", B-6.23", see pages 81-82 for manifold reference dimensions.

REHER-MORRISON COUNTS ON EDELBROCK!

Reher-Morrison Racing Engines relies on Edelbrock manifolds for maximum performance in their popular Super Series big-block Chevys. Their 805 hp Super Series 502 and 845 hp Super Series 522 come with Victor 454-R #2907, while the monstrous 910 hp Super Series 555 is topped with an Edelbrock Super Victor BBC #2927.



*Special order non-returnable product, please allow 4-6 weeks delivery.



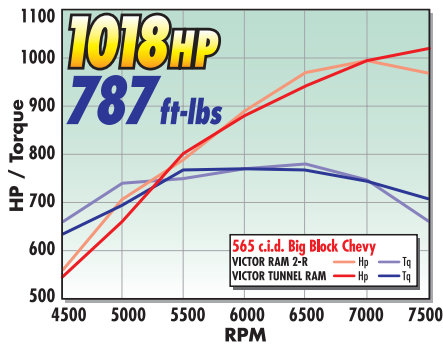
Victor Ram 2-R #7075



In-line Standard Flange Top #7078



Victor Tunnel Ram Carbureted Base #7085



Victor Tunnel Ram Top Only #7086



Replacement gasket #7355

VICTOR RAM 2-R (4500-7500 RPM)

Designed for 396-502 c.i.d. Chevy V8s using rectangular-port heads. Suitable for boat and drag racing. Operates from 4000-7000 rpm and will fit Edelbrock Victor series race heads #77409, #77459 and #77609.

Victor Ram 2-R (base only) ●#7075

Installation Notes: Recommended intake gasket: Edelbrock #7208, Fel-Pro #1275, see pages 81-82. Manifold Height: 9.280" Port exit dimensions: 1.70" x 2.34"

TOPS FOR VICTOR RAM 2-R #7075

	Satin	Polished
Two, In-Line, Standard-Flange Carbs (top only, includes gasket #6989) ●.....#7078		.....#70781*
Throttle Linkage.....#7097		
Sideways Mounting Carb Adapters (pair, see page 16 for more info) ●.....#2694		

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Distance from carb center to carb center: 9.38". Manifold top with bottom height: 10.40". #2694 requires #7077 throttle linkage. GM H.E.I. ignition will not clear manifold.

VICTOR TUNNEL RAM (4500-8500 RPM)

This Victor Tunnel Ram is a modern updated design to our very successful Victor Ram 2-R Tunnel Ram, which was first released over 35 years ago. It's designed for use with 468-582 c.i.d. standard-deck Chevrolet V8 engines with conventional rectangular port cylinder heads. This new and improved design has 7" long runners with close to 5.5 square-inches at the plenum, making it 25% larger than our current Victor Ram 2-R Tunnel Ram base! This is the ideal intake manifold for any modern high horsepower demanding application. Will fit Edelbrock Victor series race cylinder heads #77409, #77459 and #77609. Available for carbureted and fuel injected applications.

The Victor Tunnel Ram top is for use with 4500 series carburetors and our new Victor Tunnel Ram base manifolds only. It's designed with larger openings to accommodate throttle bore sizes up to 2.31" without modification and is wider to accommodate the larger runners in the new manifolds. Carburetors will need to be mounted sideways in order to clear and will work with throttle linkage kit #7077.

Fuel rail kit ends are machined for -8 AN fittings and feature a black anodized finish. Fuel rails do not have any provision for a plug-in style fuel pressure regulator. Crossover and regulator not included.

Victor Tunnel Ram Base Only for Carbureted Applications ●.....#7085	
Victor Tunnel Ram Base Only for EFI Applications ●.....#70855	
Victor Tunnel Ram Top Only for 4500 Series Carb or throttle body (includes gasket and hardware) ●...#7086	
Victor Tunnel Ram Fuel Rail Kit (standard injectors).....#3659	
Throttle Linkage (sideways).....#7077	
Victor Tunnel Ram Base to Top Replacement Gasket (for #7085, #7086, #70855).....#7355	

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: Edelbrock #7208 or Fel-Pro #1275. Distance from carb center to carb center: 9.40". Manifold height: 10.75". Port exit dimensions: 1.78" x 2.50". Generously sized port exits; R=1.44"; F=1.06"; W=1.78"; H=2.50".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.



EFI Tunnel Ram #70855



Fuel Rail Kit #3659

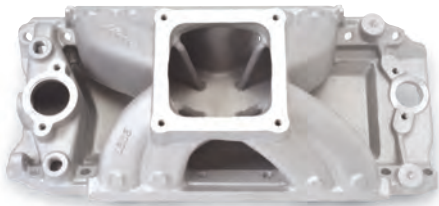
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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS B/B CHEVY



Super Victor BBC #2927



Super Victor BBC Manifold #2916



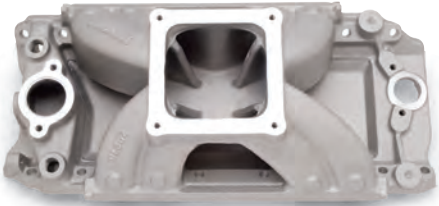
Super Victor BBC EFI Manifold #29165



Super Victor II #2896



Super Victor II #2897



Super Victor Oval Port #29270

SUPER VICTOR BBC (3500-8500 RPM)

Designed for Chevy big-blocks with rectangular port cylinder heads, this single-plane manifold is ideal for 500+ cubic-inches or any big-block drag race engine with high air flow requirements. In dyno testing, Super Victor #2927 outperformed the competition out-of-the-box with just a port match and minor blending of critical surfaces. Super Victor Tall-Deck #2916 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors.

	<i>Satin</i>	<i>Polished</i>
Super Victor BBC (9.8") ●	#2927	#29271*
Super Victor BBC EFI (9.8") ●	#29275	#292751*
Super Victor BBC Tall-Deck (10.2") ●	#2916	#29161*
Super Victor BBC EFI Tall-Deck (10.2") ●	#29165	N/A
Super Victor BBC EFI Fuel Rail Kit (standard injectors with stands).....	#3633	

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor. **Throttle Body Recommendations:** Use #3879 4500 style or #3814 EFI elbow and #3869 90mm throttle body.

Installation Notes: Recommended intake gasket: Edelbrock #7208, Fel-Pro #1275. Standard-deck manifold height: A-6.20", B-6.20", Tall-deck Manifold height: A-6.95", B-6.95" see pages 81-82 for manifold reference dimensions.

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

SUPER VICTOR II (3500-8500 RPM)

FOR STANDARD-DECK (9.8") & TALL DECK (10.2") B/B CHEVY RECTANGULAR PORT

Designed for use with large cubic inch big-block Chevy engines using the latest design conventional port heads. These single-plane intake manifolds are ideal for any 1,000+ horsepower drag race engine with high air flow requirements. Manifold #2895 features thicker flanges resulting with .080" increase in port exit height. Manifold #2896 features an improved runner design with an incredible 5.0 square-inches of runner area in the plenum. #28962 is CNC port matched for Edelbrock/Musi Victor 24° CNC 377cc cylinder heads #61409. Manifold #2897 features 5.38 square-inches of runner area at the plenum. Designed for use on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors. #28972 is CNC port matched for use with cylinder head #61409 and features 5.38 square inches of runner area at the plenum. #28978 is machined for use on tall-deck (10.2") blocks with Brodix® SR20 cylinder heads with no modifications out of the box. Accepts standard height distributors. All manifolds have an extra large carburetor outer flange with a 5" x 5" opening to fit high flow carburetors and throttle stops. Modern casting techniques create smooth, thin, extended divider walls for "out of the box" performance, just port match and go!

Super Victor II Big-Block Chevy Standard-Deck (9.8" with .080" raised ports) ●	#2895
Super Victor II Big-Block Chevy Standard-Deck (9.8") ●	#2896
Super Victor II Big-Block Chevy Standard-Deck CNC (9.8") ●	#28962
Super Victor II Big-Block Chevy Tall-Deck (10.2") ●	#2897
Super Victor II Big-Block Chevy Tall-Deck CNC (10.2") ●	#28972
Super Victor II Big-Block Chevy Tall-Deck (10.2") for use with Brodix SR20 Heads (includes end seal spacers) ●	#28978

Installation Notes: Recommended intake gasket: #2896, #2897 use Fel-Pro #1275. #2895 Manifold height: A-7.62", B-7.62", #2896 Manifold height: A-7.56", B-7.56", #2897 Manifold height: A-7.50", B-7.50", #28978 Carb height: 7.280, see pages 81-82 for manifold reference dimensions.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



SUPER VICTOR BBC LARGE OVAL PORT (3500-8500 RPM)

DESIGNED TO MATCH EDELBROCK VICTOR CNC HEADS

This manifold for big-block Chevy is a variation of our Super Victor BBC manifold #2927 with a 3/4" radius in the ports, producing a port exit compatible with current large oval port heads such as the Edelbrock Victor 24° CNC head #61409. It shares the performance attributes of the original #2927, but can be ported to fit a wider variety of cylinder head shapes and locations, making it especially suitable for use with custom CNC ported heads on engines with high air flow requirements.

Super Victor Oval Port (with 3/4" radius filled-corner runners) ●	#29270
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Carburetor Recommendations: Use appropriate 4500 Series racing carburetor. **Installation Notes:** Recommended intake gasket: Edelbrock #7208, Fel-Pro #1275. Manifold height: A-6.20", B-6.20", see pages 81-82 for manifold reference dimensions.

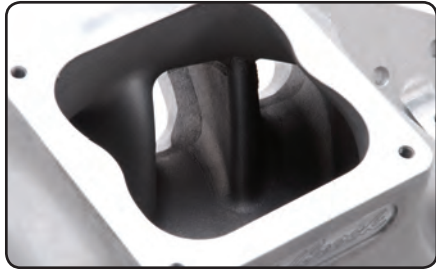
*Special order non-returnable product, please allow 4-6 weeks delivery.



Big Victor 2
Spread-Port #28001



Big Victor 2 CNC #28009



Big Victor 2 CNC Spread-Port #28009



BV3 Manifold
#28542



BV3 Valley
Plate #77739

BIG VICTOR 2 SPREAD-PORT (3500-8500 RPM)

Designed for large cubic-inch or high rpm drag racing big-blocks with Edelbrock Big Victor, Dart Big Chief or Brodix Big Duke cylinder heads, these manifolds have an average runner area of approximately 4.75 sq. in. The port exits have been reduced to accommodate the wide variety of intake port sizes and **require port matching**. The runners have a minimum corner radius of .500" from the plenum to the exit allowing the popular oval port shape to be used. The outside runners are shorter and straighter than competitor's manifolds and the plenum is longer front to back. These features, combined with approximately 5% taper in runner cross-sectional area, give better top end horsepower while maintaining consistency and throttle response off the stop. All applications are equipped with a 4500 Series flange and will accept 2.25" throttle body butterflies without a spacer or modification.

- Big Victor 2 Big-Block Chevy Spread-Port Standard-Deck (9.8" deck) ●#28001
- Big Victor 2 Big-Block Chevy Spread-Port Tall-Deck (10.2" deck) ●#28002

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1298**. Manifold ht.: #28001: A-9.21", B-9.21", Manifold height: #28002: A-9.53", B-9.53", see pages 81-82 for manifold reference dimensions.



Gary Stinnett is the 2016 Chevrolet Performance NHRA U.S. Nationals Super Comp champion. He uses an Edelbrock Big Victor 2 intake manifold #28002 and worked with our R&D team to help develop the Big Victor 2 intake manifolds. It's partnerships like these that help Edelbrock develop race winning products!

BIG VICTOR 2 CNC SPREAD-PORT (3500-8500 RPM)

Edelbrock Big Victor 2 CNC intake manifold is designed for large cubic-inch or high rpm drag racing big-blocks. It features a spread-port design and has been CNC port matched for a proper fit right out of the box, when used with the Edelbrock Big Victor, Brodix®, Dart® or Pro-Flite® Raptor cylinder heads. This intake manifold has the same features as the standard as-cast Edelbrock Big Victor 2 Spread-Port intake manifolds. All applications are equipped with a 4500 Series flange and will accept 2.25" butterflies without a spacer or modification.

- Big Victor 2 CNC for Edelbrock Big Victor heads #618268 & #618368 (10.2" deck) ●#28009

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1298**. Manifold height: A-9.53", B-9.53", see pages 81-82 for manifold reference dimensions.

BV3 CNC (3500-8500 RPM)

These manifolds are designed and have been CNC port matched for use with Edelbrock BV3 cylinder heads which feature a unique symmetrical port layout for the 4.84" bore spacing big-block Chevrolet applications. These manifolds feature a spider style single-plane design with efficient runners that are engineered to deliver peak performance across a wide range of applications. They have a lengthened plenum and a narrowed runner design to deliver equal length runners.

These manifolds are also the first in the Big Victor Series to feature Edelbrock's unique two-piece design. This unique design simplifies and reduces time in applications that require CNC porting. The manifolds are cast in two separate pieces, allowing them to be taken apart for better porting access and then they can be bolted back together while maintaining a perfect match. Each piece has a precision machined o-ring groove to ensure a proper seal. High quality bolts and washers are supplied. Each manifold also has a matching valley plate with the proper flange thickness (sold separately). These unique valley plates feature a highly efficient integrated water distribution system, reducing the need for external plumbing. All of these manifolds feature a carb pad with a 4500 Series flange that is also large enough to accommodate various throttle body and throttle stop applications on the market today.

Description	Bore Spacing	Deck Height	Flange Thickness	Plenum Cross-Section	Emissions Code	Intake Manifold	Valley Plate
BV3 Standard-Deck	4.84"	9.8"	Standard	7.5 sq. in.	●	#28540	#77730
BV3 Tall-Deck	4.84"	10.2"	Standard	7.5 sq. in.	●	#28542	#77732
BV3 Unported	4.84"	-	Thick	7.5 sq. in.	●	#28549	#77739
Valley Plate Gasket	4.84"	-	-	-	-	#7255	-
Valley Plate Gasket	5.00"	-	-	-	-	#7256	-

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7249**. Manifold height: W-1.65", H-2.41", R-1.27", F-1.14".

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B CHRYSLER



Manifold #2176 is approved for IMCA sanctioned racing events. See rulebook for details

CHRYSLER 318/360 V8

PERFORMER 318/360 (IDLE-5500 RPM)

Designed for street 318-340-360 c.i.d. Chrysler V8s. Will not fit 1992 and later Magnum engines, but will fit 1966 and later 273 V8s. These manifolds are not for use on marine engines used in salt water.

	Satin	Polished	Black
Performer 318/360 (non-EGR) ●●	#2176	#21761*	#21763
Performer 318/360 (EGR, 1972-86 only) ●●	#3776	#37761*	N/A

Carburetor Recommendations: OEM 4-bbl Edelbrock AVS2 or Performer Series carb, 600-650 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7276 or Chrysler #4494462AB for 318, #4397642 for 340 and 360 (or equivalent). Manifold height: A-4.13", B-5.13"; Carb pad height: 4.63" (see pages 81-82).

Port exit dimensions: .97" x 1.95". **Camshaft Recommendations:** Performer Plus #2177. See page 127 for specs.



Performer 318/360 #2176



Performer RPM 340/360 #7176

PERFORMER RPM 340/360 (1500-6500 RPM)

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads. Latest technology in dual-plane design results in both excellent low-rpm torque and outstanding high-rpm horsepower. Recommended for high-performance street, strip and fresh water marine applications. **Accepts 1975 and earlier waterneck only.** Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Match with Performer RPM heads #60779 for maximum performance.

	Satin	Polished
Performer RPM 340/360 (non-EGR) ●	#7176	#71761*

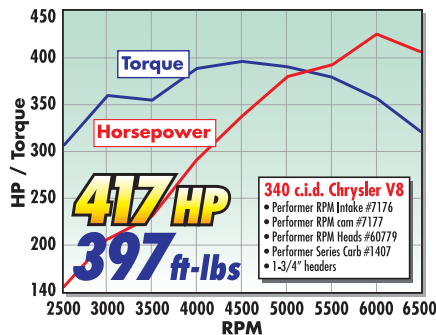
Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7276 or Chrysler #4494462AB for 318, #4397642 for 340 and 360 (or equivalent). Manifold height: A-4.9", B-5.8"; Carb pad height: 5.35" (see pages 81-82).

Port exit dimensions: 1.01" x 2.17". 1979 and later rotary A/C compressor will not clear waterneck.

Camshaft Recommendations: Performer RPM #7177. See page 128 for specs.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



RPM AIR-GAP 340/360 (1500-6500 RPM)

THE FIRST DUAL-PLANE MANIFOLD DESIGN FOR HIGH-PERFORMANCE STREET WITH OUR PROVEN, RACE-WINNING AIR-GAP FEATURE

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads, the RPM Air-Gap® incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. **Accepts 1975 and earlier waterneck only.** No provision for exhaust heated chokes and no exhaust crossover. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Includes nitrous bosses. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap 340/360 (non-EGR) ●	#7576	#75761*	#75763	#75764

Carburetor Recommendations: Edelbrock AVS or Performer Series carb, 650-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7276 or Chrysler #4494462AB for 318, #4397642 for 340 and 360 (or equivalent). Manifold height: A-4.9", B-5.8"; Carb pad height: 5.35" (see pages 81-82).

Port exit dimensions: .98" x 2.16". 1979 and later rotary A/C compressor will not clear waterneck.



RPM Air-Gap #7576

TORKER II 340/360 (2500-6500 RPM)

Designed for high performance street 340-360 c.i.d. Chrysler V8s. Manifold not equipped with EGR. Can be used on 318 c.i.d. if 340-360 c.i.d. cylinder heads are used. Not for heavy vehicles. Will not fit 1992 and later Magnum engines.

	Satin	Polished
Torker II 340/360 (non-EGR) ●	#5076	#50761*

Carburetor Recommendations for High-Performance or Competition: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7276 or Fel-Pro #1213, Chrysler #4397642 (or equivalent). Manifold height: A-5.25", B-6.19"; Carb pad height: 5.72" (see pages 81-82). Port exit dimensions: 1.00" x 2.17".



Torker II 340/360 #5076

*Special order non-returnable product, please allow 4-6 weeks delivery.



Manifold #2915 is approved for IMCA sanctioned racing events. See rulebook for details.



Victor 340/360 #2915

VICTOR 340/360 (3500-8000 RPM)

Victor 340 is designed for 340-360 c.i.d. Chryslers using standard rectangular-port heads. For oval track and drag race engines operating from 3500-8000 rpm. Can be used on 318 c.i.d. engines with 340-360 cylinder heads. Will not fit 1992 and later Magnum engines. **Accepts 1975 and earlier waterneck only.**

Victor 340/360 (non-EGR) ●#2915

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7276** or Fel-Pro #1213. Manifold height: A-4.15", B-5.70", (see page 81-82).



Super Victor Chrysler #2815

SUPER VICTOR S/B CHRYSLER (3500-8000 RPM)

Designed for small-block Chrysler engines with conventional rectangular port heads like Edelbrock Performer RPM cylinder heads or Victor heads, this single-plane Air-Gap style manifold operates from 3500 to 8000 rpm. Testing has shown substantial mid range gains over the current designs. The runners have been cast in such a way to insure enough metal thickness to allow for gasket matching and porting. **Accepts 1975 and earlier waterneck only.**

Super Victor Small-Block Chrysler (non-EGR) ●#2815

Super Victor Small-Block Chrysler EFI (non-EGR) ●#28155

Super Victor EFI 340/360 Fuel Rail Kit (Standard injectors with stands).....#3641

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7276**. Manifold ht.: A-6.30", B-6.30" (see page 81-82). Port exit dimensions .98" x 2.15".



RPM Air-Gap for Chrysler Magnum V8 #7577

CHRYSLER MAGNUM V8

RPM AIR-GAP MAGNUM (1500-6500 RPM)

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum V8s, the RPM Air-Gap® manifold allows the use of a carburetor for engine swaps in early muscle cars and street rods. This dual-plane manifold design incorporates the same race-winning Air-Gap technology that's been used on our Victor Series competition intakes for decades for outstanding performance in the 1500 to 6500 rpm range. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Match with Performer RPM Magnum cylinder heads #61779 for maximum performance.

RPM Air-Gap Magnum (non-EGR) ●#7577#75771*

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7277** or Mopar Performance #4876049 (or equivalent). Manifold height: A-4.75", B-5.8"; Carb pad height: 5.27" (see pages 81-82). Port exit dimensions: 1.08" x 2.10". **Accepts Magnum water neck only.**



Performer 383 #2186

CHRYSLER 361-400 V8

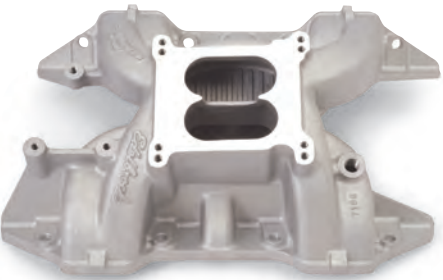
PERFORMER 383 (IDLE-5500 RPM)

Designed for street 361-383-400 c.i.d. Chrysler V8s that measure 7.75" across block. May be used with OEM or aftermarket carbs.

Performer 383 (EGR/non-EGR) ●#2186#21861*

Carburetor Recommendations: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7225**. Manifold height: A-3.65", B-4.35", measured to engine block; Carb pad height: 4.00" (see pages 81-82). Port exit dimensions: 1.14" x 2.12". **Camshaft Recommendations:** Performer Plus #2192. See page 127 for specs.



Performer RPM 383 #7186

PERFORMER RPM 383 (1500-6500 RPM)

Designed for 361-383-400 c.i.d. Chryslers. Dual-plane design results in excellent low-end torque and high-rpm power. High flow runner design will handle the popular stroker combinations. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

Performer RPM 383 (non-EGR) ●#7186#71861

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7225**. Manifold height: A-4.90", B-5.80"; Carb pad height: 5.35" (see pages 81-82). Port exit dimensions: 1.13" x 2.13".

Camshaft Recommendations: Performer RPM #7194. See page 128 for specs.

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS B/B CHRYSLER



Victor 383 #2886

VICTOR 383 (3500-7500 RPM)

Now the latest Victor series design is available for competition Chrysler B Series Wedge engines (361-383-400 c.i.d.). The computer-generated runners easily handle the high airflow requirements demanded by large displacement low-deck engines. This extra tall single plane manifold combines a long runner, "line of sight" layout, and extended divider walls to maximize torque, power and fuel distribution throughout the mid and upper rpm range. We've added extra material to the square bore carburetor pad and included the inside bolt pattern so it can be easily opened up for Thermo-Quad applications. Includes nitrous bosses. Match with Edelbrock Performer RPM or Victor aluminum cylinder heads for even higher performance potential. **The #7799 valley cover is required when used with Edelbrock Victor series cylinder heads.**

Victor 383 (non-EGR) ● **Satin** #2886 **Polished** #28861*

Valley Cover for B Series B/B Chrysler Engines

(383-400) (required with Edelbrock Victor Series heads) ● #7799 N/A

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-6.13", B-6.13". (see page 81-82). Port exit dimensions: 1.15" x 2.17".



Performer 440 #2191

CHRYSLER 413-440 V8

PERFORMER 440 (IDLE-5500 RPM)

Designed for street 413-426-440 c.i.d. Chrysler V8s that measure 8.75" across block. **Will not fit 1962-64 Max Wedge heads.**

Performer 440 (EGR/non-EGR) ●● **Satin** #2191 **Polished** #21911*

Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-3.80", B-4.80", measured to engine block; Carb pad height: 4.30" (see pages 81-82). Port exit dimensions: 1.12" x 2.14". May require different EGR valve, see installation instructions.

Camshaft Recommendations: Performer Plus #2192. See page 127 for specifications.



Performer RPM 440 #7193

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



PERFORMER RPM 440 (1500-6500 RPM)

Designed for 413-426-440 c.i.d. Chrysler V8s. Dual-plane design results in excellent low-rpm torque and outstanding high-rpm hp. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads. Available with satin, polished or black powder coated finish, see page 26.

Performer RPM 440 (non-EGR) ●● **Satin** #7193 **Polished** #71931 **Black** #71933

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7225. Manifold height: A-4.90", B-5.80"; Carb pad height: 5.35" (see pages 81-82). Manifold is 1.7" taller than stock. Port exit dimensions: 1.13" x 2.09". Manifold measure 8.75" across block.

Camshaft Recommendations: Performer RPM #7194. See page 128 for specifications.



Performer RPM 440 #71933

TORKER II 440 (2500-6500 RPM)

Designed for street 413-426-440 c.i.d. Chrysler V8s. They measure 8.75" across block. Manifold not equipped with EGR. **Will not fit 1962-64 Max Wedge heads.**

Torker II 440 (non-EGR) ●● **Satin** #5091 **Polished** #50911*

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 750-800 cfm (see pages 9-12), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7225. Manifold height: A-4.15", B-5.20", measured to engine block; Carb pad height: 4.67" (see pages 81-82). Port exit dimensions: 1.10" x 2.17".

*Special order non-returnable product, please allow 4-6 weeks delivery.



Torker II 440 #5091



Chrysler CH-28 #5440

CHRYSLER CH-28 DUAL-QUAD (1500-6000 RPM)

Designed for 413-426-440 c.i.d. Chrysler V8s. Use with Performer-Plus cam #2192 for low-end torque or Performer RPM cam #7194 for top-end power. **Will not fit 1962-64 Max Wedge heads.** Carb center to carb center: 6-7/16". Manifold measures 8.75" across block.

	Satin	Polished
Chrysler CH-28 (non-EGR) ●●●.....	#5440	#54401

Carburetor Recommendations: Edelbrock AVS2 650 cfm or Performer Series #1405 carb, 600 cfm (see pages 9-12).
Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.45", B-4.88", measured to engine block; Carb pad height: 4.66" (see pages 81-82). Port exit dimensions: 1.14" x 2.10".



CH-6B #2475

CH-6B CHRYSLER 6-PACK (2500-6500 RPM)

Designed for 440 c.i.d. Chrysler engines with 3x2-bbl. carbs, also fits 413 and 426 Wedge. #2475 is stock replacement/street legal part for 440 V8s with OEM 3x2-bbl. carbs; 1968-71. This manifold was original equipment on Chrysler 440 Six-Pack engines, Chrysler #P4529056. **Will not fit 1962-64 Max Wedge heads.**

	Satin	Polished
CH-6B (non-EGR) ●●.....	#2475	#24751*

Carburetor Recommendations: OEM 3x2-bbls.
Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.875", B-5.63" measured to engine block; Carb pad height: 5.25" (see pages 81-82). Port exit dimensions: #2475 - 1.10" x 2.12".



Pro-Flo XT
Chrysler 440
EFI #71443

PRO-FLO XT CHRYSLER 440 EFI (1500-7000 RPM)

The Pro-Flo XT Chrysler 440 EFI intake manifold is engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque band throughout the rpm range 1500-7000 rpm. Features include a 90mm throttle bore opening. This intake manifold produced 20 more horsepower over our #36520 manifold at 5500 rpm. Accepts Pro-Flo XT throttle body #3869 or Ford throttle body #3818. Compatible with B/B Chrysler XT Fuel Rail Kit #3644 (sold separately).

	Satin	Black
Pro-Flo XT Chrysler 440 EFI Manifold ●●●.....	#7144	#71443
Fuel Rail Kit for B/B Chrysler (compatible with standard or compact injectors).....	#3644	

Throttle Body Recommendations: Edelbrock #3869, #38693, #3818 or #38183.
Installation Notes: Recommended gasket: Edelbrock #7225. **Manifold Dimensions:** A-9.70", B-9.60", C-15.90", D-4.0", E-15", (see page 81-82). Port exit dimensions: 1.12" x 2.12".
Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Victor 440 #2954

VICTOR 440 (3500-7500 RPM)

For competition and high-rpm 413-426-440 c.i.d. Chrysler V8s, the Victor 440 has an all-new runner design that delivers maximum power from 3500 to 7500 rpm. This single-plane intake manifold includes nitrous bosses and is designed for square-bore carburetors. Dual carburetor bolt hole patterns are provided for both standard and Thermo-Quad carbs, with sufficient carburetor pad material for conversion to a Thermo-Quad carburetor for Super Stock applications. Match this race-winning manifold with Edelbrock Performer RPM Chrysler 440 aluminum cylinder heads #60189 or #60929 or Victor heads #77919 or #77929 for maximum performance. Will not fit 1962-64 Max Wedge heads. Victor 440 EFI also available with fuel injector bosses for fuel injection. **The #7798 valley cover is required when used with Edelbrock Victor Series heads.**

Victor 440 (non-EGR) ●.....	#2954
Victor 440 EFI (non-EGR) ●.....	#29545

Valley Cover for RB B/B Chrysler Engines (413-440) (required w/ Edelbrock Victor Series heads).....	#7798
Victor 440 EFI Fuel Rail Kit (standard injectors with stands).....	#3640

Carburetor Recommendations: Use appropriate racing carburetor.
Installation Notes: Recommended intake gasket: Edelbrock #7225. Manifold height: A-6.25", B-6.25", (see page 81-82). Port exit dimensions: 1.15" x 2.17".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings. For compact injectors use Fuel Rail Kit #3619.



Fuel Rail Kit #3640

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



*Special order non-returnable product, please allow 4-6 weeks delivery.

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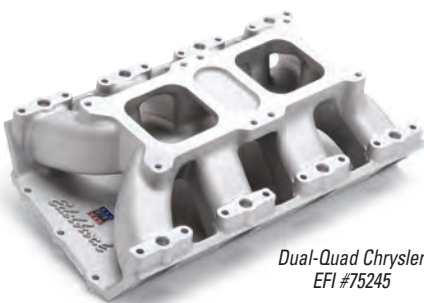
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



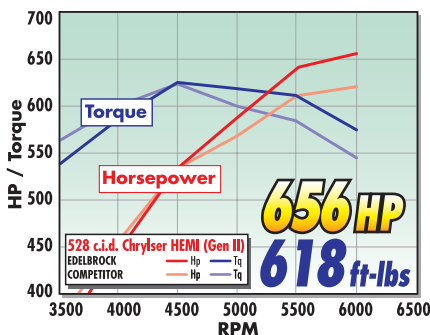
MANIFOLDS B/B CHRYSLER AND HEMI



Super Victor Max Wedge Intake #2893



Dual-Quad Chrysler EFI #75245



SUPER VICTOR 440 (3500-8000 RPM)

These single-plane intake manifolds are designed for 413-440-500+ RB with standard or Max Wedge heads and 4500 Series carburetors. For competition and high-rpm 413-426-440 c.i.d. Chrysler V8s, the Super Victor 440 #2891 and #2893 have an all-new runner design that delivers maximum power from 3500 to 8000 rpm in drag race applications. #2891 features standard 440 port exit sizes 1.13" x 2.17" to match with Edelbrock Victor 440 aluminum cylinder heads #77919 or #77929. Super Victor 440 Max Wedge #2893 is designed to fit 1962-64 Max Wedge heads or the Edelbrock Victor Max Wedge cylinder heads #77939 and #77949 for maximum performance. The manifold port exits are CNC machined to 1.30" x 2.58". The #7798 valley cover is required when used with Edelbrock Victor Series cylinder heads.

- Super Victor 440 for 4500 Series Carb ●#2891
- Super Victor 440 Max Wedge for 4500 Series Carb ●#2893
- Valley Cover for RB B/B Chrysler Engines (413-440) (required w/ Edelbrock Victor Series heads).....#7798

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: #2891 Edelbrock #7225 or Fel-Pro #1216 or equivalent 1.23" x 2.27", for an area of 2.76 sq. inches. Custom gasket trimming is needed if larger area is desired. #2893 Mopar Performance #P5249643 or Fel-Pro #1218 or equivalent 2.63" x 1.34" for an area of 3.52 sq. inches. Custom gasket trimming is needed if larger area is desired. See pages 81-82 for manifold reference dimensions.

CHRYSLER 426-572 V8 DUAL-QUAD HEMI® (2500-6500 RPM)

These Dual-Quad HEMI intake manifolds are intended for use with Mopar Gen II (1964-71) 426-572 HEMI engines operating in the 2,500 to 6,500+ range. These new intake manifolds are a single-plane Air-Gap® design with a dual square-bore 4150 style carburetor pad. Carburetor spacing and height are the same as Mopar Performance dual-quad #P5153737, making it a direct bolt-on to all vehicles with a shaker hood. They also retain the same carburetor linkage location from the factory. The Dual-Quad HEMI is compatible with factory style cylinder heads, but optimized for use with Edelbrock Victor Jr. HEMI cylinder heads. Requires Edelbrock Coil Bracket #8079 for use with OE style coils.

- Dual-Quad Chrysler Gen II 426-572 HEMI Intake Manifold Carbureted ●#7524
- Dual-Quad Chrysler Gen II 426-572 HEMI Intake Manifold EFI ●#75245
- Victor EFI Fuel Rail Kit (tall 60mm injectors or Edelbrock #3686).....#3660
- Coil Bracket (for use with Gen II HEMI, B and RB).....#8079

Carburetor Recommendations: Edelbrock AVS2 or Performer Series (600-800 cfm) carburetor, see pages 9-12.

Throttle Body Recommendations: Edelbrock #38783 with progressive linkage #7094.

Fuel Rail Recommendations: Use Edelbrock fuel rail kit #3660 with Edelbrock injectors #3686.

Installation Notes: Recommended intake gasket: Edelbrock #7278. Manifold height: A-4.68", B-5.51"; Carb pad height: 5.10". Port exit dimensions: 1.80" x 1.98".

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Victor EFI #7179



Victor EFI Fuel Rail Kit #3647

CHRYSLER 5.7L & 6.1L HEMI V8 VICTOR II EFI (1500-6500 RPM)

Now you can get a high performance Edelbrock intake manifold for your 5.7L or 6.1L equipped Chrysler 300, Dodge Challenger and Dodge Charger. The Edelbrock Victor II EFI intake manifold is designed for the Eagle Chrysler 5.7L and 6.1L Gen III HEMI engines with fuel injection. The overall design is similar to the factory 6.1L SRT intake manifold, but features relocated fuel injector bosses for improved flow. The Victor II EFI also features a wider plenum than the stock 6.1L which yields more room for the 14" long runners for increased power. Other unique features, includes a front inlet has been machined to accommodate the factory style 80mm throttle body or the 92mm Hellcat throttle body with NO adapters or modifications required. It also utilizes the 5.7L and 6.1L throttle body location and will fit all 2009-10 6.1L and 2009-later 5.7L applications. Will clear most hoods without modifications. Fuel rail kit available separately.

- Victor II EFI Manifold for Gen III HEMI ●#7179
- Victor II EFI Fuel Rail Kit.....#3647

Throttle Body Recommendations: Factory OEM or aftermarket.

Installation Notes: Port flanges have machined grooves to accept stock port seals. Includes manifold to cylinder head bolt kit. Manifold Dimensions: A-6.06", B-7.85", C-18.30", D-2.25", E-0", (see page 81-82). Port exit dimensions: 1.83" x 1.85".

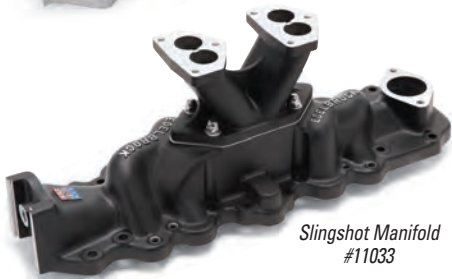
Fuel Rail Notes: Ends are tapped for use with -6 AN fittings. Includes front crossover and fuel inlet hose.

1938-53 FORD/MERCURY FLATHEAD V8 SLINGSHOT MANIFOLD

This is a reproduction of the original intake manifold designed by Vic Edelbrock Sr. in 1938. The Slingshot is a real show stopper and even includes stainless acorn nuts for mounting the two halves. Match with our block letter heads for a classic look. Will fit Ford and Mercury engines made from 1938 to 1953. Installation on 1949-1953 engines will require modification to the fuel pump mount to accommodate an oil filler and breather tube. Includes assembly hardware and gasket #8700.



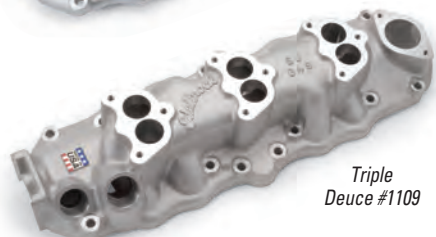
Slingshot Manifold #1103



Slingshot Manifold #11033



Triple Deuce #1108



Triple Deuce #1109



Ford Flathead 4-Barrel #1107



Ford Flathead 4-Barrel #11073



Carb Adapter Flange #1106

- Slingshot Manifold for 1938-53#1103
- Slingshot Manifold for 1938-53 with Black Powder Coated Finish#11033
- Slingshot Manifold Gasket (located between manifold top and bottom pieces).....#8700

Carburetor Recommendations: 94 or 97 2-bbl with 3-bolt flange.

Installation Notes: Use carb stud kit #8006. Recommended intake gasket: **Edelbrock #7234** or Fel-Pro #MS2853.

Manifold height: A-7.75", B-7.75", (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 107 for cylinder heads.



The Slingshot was the first product to feature the Edelbrock name.



Vic raced and tested his new Slingshot manifold on his 1932 Ford at the dry lake beds.

TRIPLE DEUCE MANIFOLD

These reproductions of the vintage Edelbrock manifold #SU 359 and #SU 349 allow the use of three 2-barrel carburetors on 1938-1948 and 1949-1953 Ford Flathead engines. #1109 features front road draft and 1-3/8" diameter oil fill bosses and a raised fuel pump boss. They accept Stromberg 3-bolt (97 type), Holley 3-bolt and Demon 98 carburetors.

- Triple Deuce Manifold for 1938-48#1108
- Triple Deuce Manifold for 1949-53#1109
- Triple Deuce Manifold for 1949-53 with Black Powder Coated Finish#11093

Carburetor Recommendations: 94 or 97 2-bbl with 3-bolt flange.

Installation Notes: Use carb stud kit #8006; generator stud kit #8506. Recommended intake gasket: **Edelbrock #7234** or Fel-Pro #MS2853. Manifold height: A-3.66", B-3.66", (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 107 for cylinder heads.

FORD FLATHEAD 4-BARREL MANIFOLD

This manifold allows the use of square-bore carbs such as the Edelbrock AVS2, Performer Series or Thunder Series AVS 500 cfm on the 1949-1953 Ford Flathead engine. This is a reproduction of the vintage Edelbrock #452 two-piece manifold with a new carb adapter flange.

- Ford Flathead 4-Barrel Manifold for 1949-53#1107
- Ford Flathead 4-Barrel Manifold for 1949-53 with Black Powder Coated Finish#11073
- Carb Adapter Flange#1106

Carburetor Recommendations: Edelbrock AVS2, Performer or Thunder Series AVS 500 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: **Edelbrock #7234** or Fel-Pro #MS2853. Manifold height: A-4.06", B-6.06", (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 107 for cylinder heads.

GENERATOR BRACKETS

- 1940-41 Generator Bracket (straight)#1144
- 1940-41 Generator Bracket with Black Powder Coated Finish (straight).....#11443
- 1942-48 Generator Bracket (offset)#1145
- 1949-53 Generator Bracket and Water Neck 1-1/4" Kit (offset)#1146
- 1938-48 Generator Bracket Stud Kit#8506



Generator Bracket #1144



Generator Bracket #1145



Generator Bracket #1146



Stud Kit #8506

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



MANIFOLDS S/B FORD



Performer 289 #21213 with Black Powder Coated Finish

FORD 260-289-302 V8 PERFORMER 289 (IDLE-5500 RPM)

Designed for street 260-289-302 c.i.d. Ford V8s without EGR. Will not fit Boss 302 or 255 c.i.d. V8s. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000p. Available with satin, polished, black powder coat or with EnduraShine finish, see page 26.

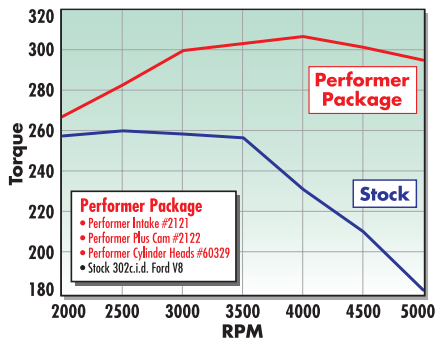
Satin Polished Black EnduraShine

Performer 289 (non-EGR) ●●●..... #2121..... #21211..... #21213..... #21214

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 500-650 cfm (see pages 9-12), for auto. trans. use our #1483 & #1490 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-3.50", B-4.75"; Carb pad height: 4.12" (see page 81-82). Port exit dimensions: 1.09" x 1.84".

Camshaft Recommendations: Performer Plus #2122. See page 127 for specifications.



MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
Performer-Plus Camshaft.....	127
Performer Cylinder Heads.....	107
Roller Timing Set.....	133
Valve Covers.....	211-212

PERFORMER 302 (IDLE-5500 RPM)

Designed for carbureted 302 c.i.d. Ford V8s with EGR. Replaces the stock 4V EGR manifold using the stock 4V adapter. Can be adapted for 4V use by using our #8053 4V EGR plate (see page 17) and the OEM EGR valve and gasket. Our #8017 adapter kit and Ford #E4ZZ9A-589E spacer may be substituted for our #8053 EGR plate (1983-85 H.O. Mustangs/Capris come with this Ford spacer). For 4V off-highway non-EGR applications, use our #8714 spacer. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.



Performer 302 4V EGR #3721

Satin Polished

Performer 302 4V (EGR) ●●●..... #3721..... #37211*

Carburetor Recommendations: OEM 4-bbl. use our #8011 (if necessary). For auto. trans. use our #1483, #1490 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Includes gaskets & 4-bbl. plate #8017 for sealing of OEM EGR plate and carburetor. Manifold height: A-3.13", B-4.31" without EGR plates installed; Carb pad height: 3.72" (see pages 81-82). Port exit dimensions: .90" x 1.90".

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Manifold #7121 is approved for IMCA sanctioned racing events. See rulebook for details.

Match Performer RPM intake manifolds with Performer RPM cylinder head #60225 see page 107.



Performer RPM 302 #7121

PERFORMER RPM 302 (1500-6500 RPM)

Designed for street 289-302 c.i.d. Ford V8s. This dual-plane high rise manifold has excellent high rpm power while retaining throttle response. No provisions for exhaust heated choke. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

Satin Polished Black EnduraShine

Performer RPM 302 (non-EGR) ●●●..... #7121..... #71211..... #71213..... #71214

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-750 cfm (see pages 9-12), for auto. trans. use our #1483 & #1490 or #1844.

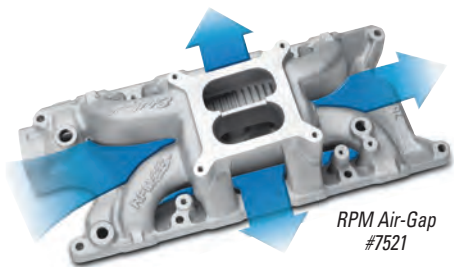
Installation Notes: Will not fit 255 c.i.d. V8. Recommended intake gasket: **Edelbrock #7220**. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see pages 81-82). Port exit dimensions: 1.05" x 1.86".

Camshaft Recommendations: Performer RPM #7122. See page 128 for specifications.



Performer RPM 302 #71214 with EnduraShine Finish

*Special order non-returnable product, please allow 4-6 weeks delivery.



RPM Air-Gap #7521

RPM AIR-GAP 302 (1500-6500 RPM) THE FIRST DUAL-PLANE MANIFOLD DESIGN FOR HIGH-PERFORMANCE STREET WITH OUR PROVEN, RACE-WINNING AIR-GAP FEATURE

Designed for street 289-302-347 c.i.d. Ford V8s, the RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for decades. The Air-Gap™ design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000. Available with satin, polished, black powder coated or EnduraShine finish, see page 26.



RPM Air-Gap #75213

RPM Air-Gap 302 (non-EGR) ●● #7521 #75211 #75213 #75214

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12), for auto. trans. use our #1483 & #1490 or #1844. **Installation Notes:** Will not fit 255 c.i.d. V8. Recommended intake gasket: Edelbrock #7220. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see pages 81-82). Port exit dimensions: 1.04" x 1.85".



RPM Air-Gap #75214



Protect your investment with Edelbrock Performance Lubricants!

Break-In Oil contains a blend of hydro-processed petroleum base stocks and additives that is ideal for preparing metal surfaces for new and rebuilt engines. **Zinc Additive** features a special formula with the ideal chemistry to add wear protection to any motor oil and extend engine life. See page 132 for more information.

MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
Performer-Plus Camshaft.....	127
Performer Cylinder Heads.....	105
Roller Timing Set.....	133
Valve Springs.....	125-126
Valve Covers.....	211-212
Fuel Pump.....	230-236



Torker II 302 #5021

TORKER II 302 (2500-6500 RPM)

Designed for street 289-302 c.i.d. Ford V8s. Will not fit Boss 302. Manifold not equipped with EGR. Will not fit 255 c.i.d. Ford V8 engines. Not for heavy vehicles. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

Torker II 302 (non-EGR) ●● #5021 #50211*

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12), for auto. trans. use our #1483 & #1490 or #1844. **Installation Notes:** Will not fit 255 c.i.d. Ford V8. Recommended intake gasket: Edelbrock #7220. Manifold height: A-4.00", B-5.18"; Carb pad height: 4.59" (see pages 81-82). Port exit dimensions: 1.03" x 1.93". **Camshaft Recommendations:** Torker Plus #5022. See page 127 for specifications.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Edelbrock offers thermostats and water necks for small-block Fords
See page 80 for more information.



*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B FORD



RPM Air-Gap Dual-Quad #7535

RPM AIR-GAP DUAL-QUAD (1500-6500 RPM)

Designed for 289-302-347 c.i.d. small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more horsepower. Also available in complete manifold and carb kits, see page 137.

RPM Air-Gap Dual-Quad Manifold for Ford 289-302-347 (non-EGR) ● ●#7535#75354
 Satin EnduraShine

Carburetor Recommendations: Edelbrock AVS2 #1903 and #1904, 500 cfm (see pages 9-12). Performer Series #1403 and #1404, 500 cfm (see pages 9-12 for more information).

Installation Notes: Recommended intake gasket: Edelbrock #7220. Manifold height: A-4.85", B-5.70"; Carb pad height: 5.28" (see pages 81-82). Port exit dimensions: 1.05" x 1.90".



RPM Air-Gap Dual-Quad with EnduraShine Finish #75354

MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
Rollin Thunder Camshaft	129
Performer RPM Cylinder Heads	105
Roller Timing Set.....	133
Valve Springs.....	125-126
Valve Covers.....	211-212
Fuel Pump.....	230-236



Manifold #2921 is approved for IMCA sanctioned racing events. See rulebook for details.

VICTOR JR. 302 (3500-8000 RPM)

These intakes are designed for Ford 289-302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as Edelbrock #60259 and #77169 or equivalent. **Victor Jr. #2921/#29211 have bosses for rear water crossover. Port exit size at cylinder head is 1.08" x 1.90" with extra material to accommodate a 1.18" x 2.10" opening.** The Victor Jr. 302 EFI #29215 is based on the Victor Jr. intake #2921 which was modified and used for the Edelbrock Pro-Flo 4 EFI systems.

Victor Jr. 302 Carbureted (non-EGR) ●#2921#29211*
 Victor Jr. 302 EFI (non-EGR) ●#29215N/A
 Victor Jr. Fuel Rail Kit (compact injectors with stands).....#3625N/A

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: Edelbrock #7220 or Fel-Pro #1250. Manifold height: A-5.50", B-5.50"; Carb pad height: 5.50" (see pages 81-82). #29215 Port exit dimensions: 1.90" x 1.08".

Fuel Rail Notes: Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings. The low profile is for better throttle arm clearance.



Victor Jr. 302 #2921



Fuel Rail Kit #3625



Fuel Rail Kit #3620



Super Victor 8.2 #2928

SUPER VICTOR 8.2 (4500-9000 RPM)

Designed for high-rpm and competition 302-347 engines with aftermarket Windsor-style racing cylinder heads such as the Edelbrock Victor heads #77219 or Victor Jr. heads #77169, the Super Victor 8.2 is for engines with a standard 8.2" deck height. **Excellent for large displacement drag racing engines**, this single-plane race manifold delivers big power gains from 4500 to 8500 rpm and includes nitrous and rear cooling water bosses. The square-bore carburetor pad stands .850" taller than the Edelbrock Victor Jr. #2921.

Super Victor 8.2 (non-EGR) ●#2928N/A
 Super Victor EFI for 8.2 (non-EGR) ●#29285#292851*
 Ford Fuel Rail Kit (standard injectors with stands)#3620N/A

Carburetor Recommendations: Use appropriate racing carburetor. **Throttle Body Recommendations:** Use #38783 4150 series 4V throttle body or #3849 EFI elbow and #3818 90mm Ford style throttle body.

Installation Notes: Recommended intake gasket: Fel-Pro #1262 or #1262R. Manifold height: A-6.35", B-6.35" (See pages 81-82).

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

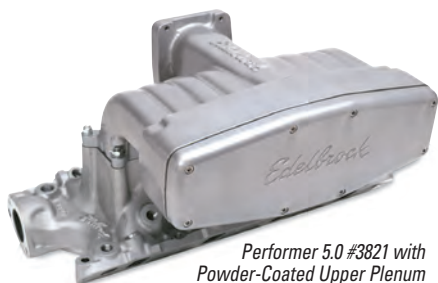


Super Victor EFI 8.2 #29285

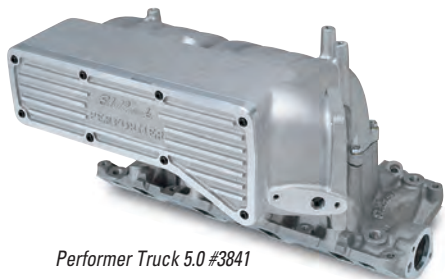
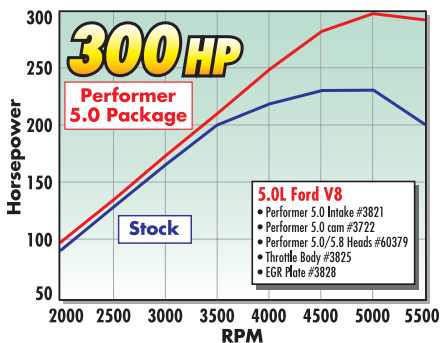


Match with Intake Elbow #3848

*Special order non-returnable product, please allow 4-6 weeks delivery.



Performer 5.0 #3821 with Powder-Coated Upper Plenum



Performer Truck 5.0 #3841



Performer RPM II #71233 with Black Powder Coated Finish

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



FORD 5.0L EFI V8 PERFORMER 5.0 (IDLE-5500 RPM)

Designed for 1986-95 5.0L V8 Mustang engines, the Performer 5.0 EFI aluminum intake manifold represents the standard for hot 5.0L performance. The modular design incorporates modern air flow technology and CAD programming for maximum power gains – up to 37 horsepower at 5500 rpm – with no loss of low speed torque. Features of the Performer 5.0 EFI manifold include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; and base manifold is CNC port matched to upper manifold for maximum performance. Will work with stock fuel rails. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Combining the Performer 5.0 intake manifold with other Power Package parts gives you even more power across the entire rpm range. **1994-95 Mustangs engines require Throttle Body Adapter #3835 (see page 63).**

- Performer 5.0 (EGR) ●●#3821
- Performer 5.0 Plenum Cover Only (includes gasket)#7127
- Performer 5.0 Gasket Set (includes base-to-upper and plenum cover gaskets)#3832
- Fuel Rail Kit For #3821#3628

Throttle Body Recommendations: Edelbrock 70mm #3825 or 75mm #3826, see page 173.

Installation Notes: Recommended intake gasket: Edelbrock #7220. Air valve location same as stock. Port exit dimensions: 1.02" x 1.85". Overall height: 10.61". **Manifold Spacer Kits:** See page 78.

PERFORMER TRUCK 5.0 (IDLE-5500 RPM)

This intake manifold fits 1987-96 Ford 5.0L EFI V8 truck engines. The modular design incorporates the latest air flow technology for maximum torque gains in the mid-range where trucks need it most. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Features include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; base manifold is CNC port matched to upper manifold for maximum performance. This manifold accepts all stock hardware. Use with stock or stock replacement twin throttle body.

- Performer 5.0 (EGR) ●#3841
- Performer Truck 5.0 Gasket Set (includes base-to-upper and plenum cover gaskets)#3833

Installation Notes: Recommended intake gasket: Edelbrock #7220. Port exit dimensions: 1.02" x 1.85". Overall height: 13.25".

MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
Performer-Plus Camshafts.....	127
Performer Cylinder Heads.....	105
Roller Timing Sets.....	133
Throttle Bodies.....	173
Valve Covers.....	211-212
Fuel Pumps.....	230-236

PERFORMER 5.0 RPM II (1500-6500 RPM)

The Performer 5.0 RPM II manifold for 1986-95 5.0L Mustang engines has shown significant gains in horsepower over existing designs in the 1500-to-6500 rpm range, and is **ideally suited for street and strip applications**. This manifold consists of a V-shaped crossover with an increasing cross-sectional area, which passes over to eight large tapered runners. Will work with stock fuel rails. Our 70mm throttle body is recommended (75mm will require port matching). **1994-95 Mustang engines require Throttle Body Adapter #38353 and Adapter Kit #8025 (see page 63).** May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended.

- Performer 5.0 RPM II (EGR, complete, base and upper) ●●#7123#71231*#71233
- Performer 5.0 RPM II Gasket Kit.....#7233
- Fuel Rail Kit for #7123.....#3628

Installation Notes: Recommended intake gasket: Edelbrock #7220. Air valve location is 0.30" higher and 0.50" forward from stock. Port exit dimensions: 1.16" x 2.0". **Recommended Cams:** Ford SVO X-303 or Z-303. Overall height: 11.13". **Manifold Spacer Kits:** See page 78. **Throttle Body Recommendations:** See page 173.

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B FORD



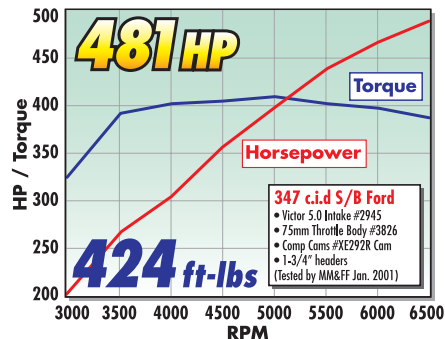
Victor 5.0 Manifold #2945

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



VICTOR 5.0 (4000-7500 RPM)

Designed for 5.0L-based competition EFI engines, the Victor 5.0 EFI aluminum intake manifold is for non-emission, racing applications. Intended for engines modified to produce 400 to 540+ horsepower, this intake manifold features shorter and larger runners for power to 7500 rpm. Runners are 11.5" long and 50% larger in area than Performer 5.0 #3821 runners. The base features an Air-Gap design and will accept stock or stock replacement fuel rails. The upper manifold will clear tall valve covers and large fuel pressure regulators. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Designed to work with Edelbrock Victor Jr. or Victor cylinder heads, see pages 107. Edelbrock 75mm throttle body is recommended for most applications with no EGR spacer. Larger injectors will be needed depending upon power levels. 1994-95 Mustangs require conversion to '87-93 inlet systems. Manifold includes throttle cable bracket.



- Victor 5.0 (non-EGR) ●#2945
- Victor EFI Gasket Set (includes base-to-upper and plenum cover gaskets).....#7232
- Fuel Rail Kit for #2945#3628

Installation Notes: Recommended intake gasket: Fel-Pro #1262. See pages. 81-82 for reference dimensions. Overall height: 11.40". **Manifold Spacer Kits:** See page 78. **Throttle Body Recommendations:** See page 173.

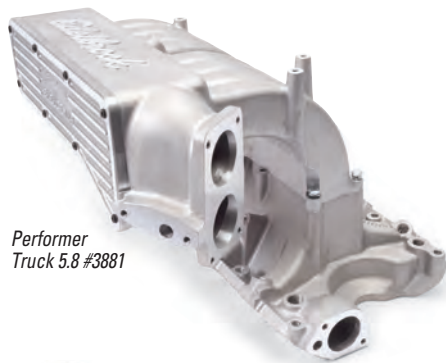


Throttle Body Adapter #38353

THROTTLE BODY ADAPTERS FOR 1994-95 MUSTANGS

These adapters are required to install Edelbrock 5.0L manifolds #3821/#7123 on 1994-95 Mustang engines. They must be used with Edelbrock 65mm, 70mm or stock throttle bodies. The powder-coating is the same titanium gray used on the Performer 5.0L and Performer RPM II 5.0L manifolds are black for a matched set.

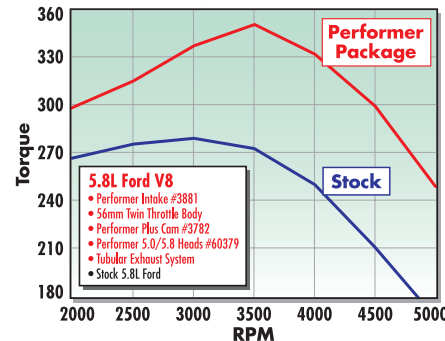
- 1994-95 Mustang Throttle Body Adapter for Edelbrock 5.0L Manifolds #3821, #7123 & #7126 ●#3835
- 1994-95 Mustang Throttle Body Adapter for Edelbrock 5.0L Manifolds #3821, #7123 & #7126 with Black Powder Coated Finish ●#38353
- 1994-95 Mustang EGR Supply Spacer for #7123 (use with #3835 or #38353)#8025



Performer Truck 5.8 #3881

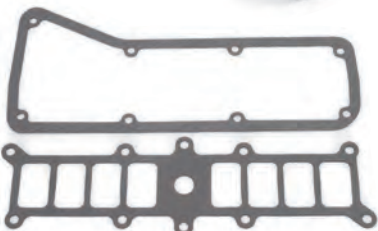
FORD 5.8L EFI V8 PERFORMER TRUCK 5.8L (IDLE-5500 RPM)

Designed for 1988-96 Ford 5.8L, EFI, truck engines (under 8,600 GVW), the modular design of this manifold incorporates the latest air flow technology for maximum torque gains in the mid-range. This manifold made **34 ft-lbs. more torque than stock** on our test engine. Other features include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners; base manifold is CNC port matched to upper manifold for maximum power; and accepts all stock hardware. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Use with stock or stock replacement twin throttle body. **Will not fit vans.**



- Performer 5.8 (EGR) ●#3881
- Performer 5.8L Upper Plenum Only (includes plenum cover) ●#3882
- Performer 5.8 Base Only with Rear PCV (for 1986-93 Mustang 351W engine swaps with #3822 upper)#3884
- Replacement Gasket Set (includes base-to-upper and plenum cover gaskets)#3833

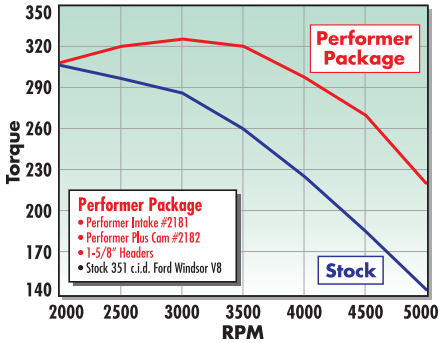
Installation Notes: Recommended intake gasket: Edelbrock #7220. Port exit dimensions: 1.04" x 1.85". Overall height: 13.25".



Performer Truck 5.8L Gasket Set #3833



Performer 351W #2181



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



FORD 351 WINDSOR V8 PERFORMER 351W (IDLE-5500 RPM)

Designed for street 351 c.i.d. Ford Windsor V8s. Will not fit Boss 351. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

	Satin	Polished	Black
Performer 351W (non-EGR) ●	#2181	#21811	#21813

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-650 cfm (see pages 9-11), for auto. trans. use our #1483 & #1491 or #1844.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. Van installations use OEM Ford "van" gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Choke block-off cover plate #8981 included. Manifold height: A-3.40", B-4.75"; Carb pad height: 4.07" (see pages 81-82). Port exit dimensions: 1.10" x 1.80".

Cams/Shaft Recommendations: Performer Plus #2182. See page 127 for specs.



Performer 351W #2181



Performer 351W #21813

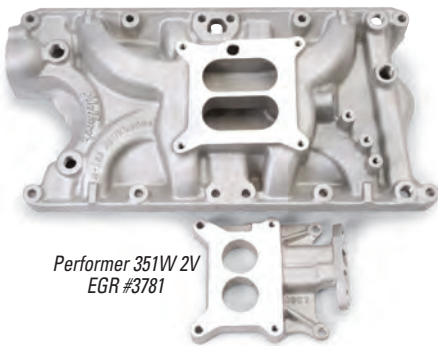
PERFORMER 351W EGR (IDLE-5500 RPM)

Designed for street Ford 351-Windsors with EGR. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

	Satin	Polished
Performer 351W 2V (EGR, 4V off-road) ●	#3781	#37811*

Carburetor Recommendations: #3781: OEM 2V carburetor

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Replacement EGR plate gaskets: #3896 & #3897. Choke block-off cover plate #8981 comes with intake manifolds. Manifold height: A-4.00", B-5.12" with 1" EGR adapter #8053; Carb pad height: 4.56" (see pages 81-82). Port exit dimensions: .96" x 1.74".



Performer 351W 2V EGR #3781



Manifold #7181 is approved for IMCA sanctioned racing events. See rulebook for details.

PERFORMER RPM 351W (1500-6500 RPM)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock Performer RPM cylinder heads, modified OEM cylinder heads or equivalent. The dual-plane design offers good throttle response with excellent top-end power for the street. Includes bosses for rear water crossover. Will fit 1964-1/2 to 1970 Mustangs. Will not fit under stock hood of 1974-78 or 1979-95 Mustangs. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

	Satin	Polished
Performer RPM 351W (non-EGR) ●●	#7181	#71811

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-12), for auto. trans. use our #1483 & #1491 or #1844.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Manifold height: A-4.30", B-5.30"; Carb pad height: 4.80" (see pages 81-82). Port exit dimensions: 1.12" x 1.86".

Cams/Shaft Recommendations: Performer RPM #7182. See pages 128 for specs.



Performer RPM 351W #7181

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B FORD



RPM Air-Gap 351W #7581



RPM Air-Gap 351W #75814 with EnduraShine Finish



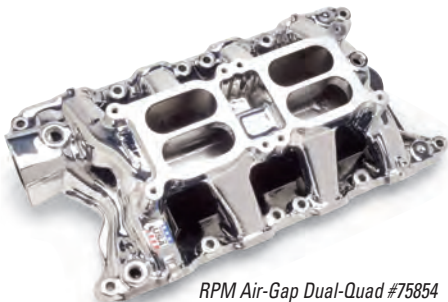
Torker II 351W #5081



RPM Air-Gap Dual-Quad #7585



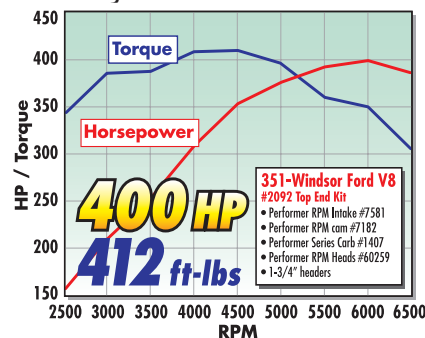
Dual-Quad Linkage Kit #7094



RPM Air-Gap Dual-Quad #75854 with EnduraShine Finish

RPM AIR-GAP 351W (1500-6500 RPM)

Designed for street and high performance 351-427 c.i.d. 351W Ford V8s, the RPM Air-Gap incorporates the same race-winning design that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. **Larger cross sectional area and a taller carb flange than #7181 for compatibility with large displacement, stroker 351W based engines.** Includes bosses for nitrous and rear water crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.



	Satin	Polished	EnduraShine
RPM Air-Gap 351W (non-EGR) ●	#7581	#75811	#75814

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-12), for auto. trans. use our #1483 & #1491 or #1844.

Installation Notes: Use 12-bolt intake gasket set.

Edelbrock #7220 recommended. Manifold height: A-5.31", B-6.19"; Carb pad height: 5.75" (see pages 81-82). Port exit dimensions: 1.07" x 1.88".

TORKER II 351W (2500-6500 RPM)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock heads, OEM 12- or 16-bolt heads or equivalent. Will not fit "Boss 351" Cleveland. Manifold not equipped with EGR. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

	Satin	Polished
Torker II 351W (non-EGR) ●	#5081	#50811*

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12), for auto. trans. use our #1483 & #1491 or #1844.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended.** For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. 1" open carburetor spacer, our #8710, is recommended when hood clearance permits. Manifold height: A-3.55", B-4.75", same as stock; Carb pad height: 4.15" (see pages 81-82). Port exit dimensions: 1.02" x 1.82".

RPM AIR-GAP DUAL-QUAD 351W (1500-6500 RPM)

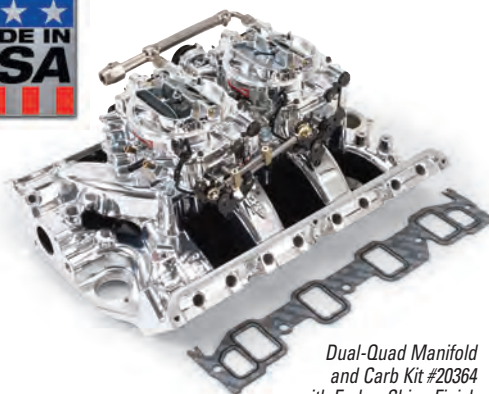
Designed for 351W small-block Fords, these intakes offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more horsepower. Includes bosses for rear water crossover. Manifold and carb kits on page 137.

RPM Air-Gap Dual-Quad (non-EGR) ●	#7585
RPM Air-Gap Dual-Quad with EnduraShine Finish (non-EGR) ●	#75854

Carburetor Recommendations: Edelbrock AVS2 #1903 and #1904, 500 cfm (see pages 9-12).

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended.** For van installations use OEM Ford "van" intake gasket set. Manifold height: A-4.93", B-5.56"; Carb pad height: 5.37" (see pages 81-82). Port exit dimensions: 1.05" x 1.89".

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Dual-Quad Manifold and Carb Kit #20364 with EnduraShine Finish

*Special order non-returnable product, please allow 4-6 weeks delivery.



Manifold #2981 is approved for IMCA sanctioned racing events. See rulebook for details.



Victor Jr. 351W #2981

VICTOR JR. 351W (3500-7500 RPM)

Designed for competition 351 Windsor Ford V8s from 1969 and later with the following heads: Edelbrock Performer RPM heads #60259, Victor Jr. heads #77169, Victor heads #77219 or similar heads. Victor Jr. 351W fits standard 351W blocks with a 9.5" deck height. Ideal for both oval track and drag racing engines operating between 3500 and 7500 rpm. Runners have a 2.70 square-inch cross sectional area.

	Satin	Polished
Victor Jr. 351W (9.5" deck) ●	#2981	#2981*

Carburetor Recommendations: Any size or type of carburetor class allows.

Installation Notes: Recommended intake gasket: Edelbrock #7220 or Fel-Pro #1262. Manifold height: A-5.75", B-5.75", (see pages 81-82).



Super Victor 351W #2924

SUPER VICTOR 351W (4500-8500 RPM)

Designed for high-rpm or large-displacement competition 351 Windsor Ford V8s with a deck height of 9.5" which are used in drag racing or oval track engines operating between 4500 and 8500 rpm. Super Victor #2924 can be used with ported factory cast-iron heads, however aftermarket aluminum heads are recommended, such as Edelbrock Victor Jr. #77169 or Victor heads #77219 for ultra-high horsepower. Runners have a 3.20 square-inch cross sectional area.

	Satin	Polished
Super Victor 351W (9.5" deck) ●	#2924	#2924*
Super Victor EFI for 351W (9.5" deck) ●	#29245	#29245*
Ford Fuel Rail Kit (standard injectors with stands)	#3620	

Throttle Body Recommendations: #38783 4150 style 4V; or use #3849 EFI elbow and Ford style single 90mm throttle body #3818.

Carburetor Recommendations: Any size or type of carburetor class allows.

Installation Notes: Recommended intake gasket:

Fel-Pro #1262 or #1262R. MSD distributor #8578 must be used to clear the front water crossover. Manifold height: A-6.25", B-6.25", (see pages 81-82).

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Super Victor 351W EFI #29245

MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
Performer RPM Camshafts.....	127
Performer RPM Cylinder Heads	105
Roller Timing Sets.....	133
Valve Springs.....	125-126
Retainers	125-126
Manifold Bolts.....	78
Fuel Pumps.....	230-236
Valve Covers.....	213-214

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Glidden Victor 351W #2828

GLIDDEN VICTOR 351W (5000-9000 RPM)

Developed in conjunction with noted Ford drag racer Billy Glidden, this manifold is a larger version of our popular Super Victor 351W. Featuring a 4500 series carb pad, it is intended for high-rpm and large-displacement Windsor headed small-block Fords with a 9.5" deck height. The runner area has been enlarged to 3.6 square inches and the plenum has been increased to produce more high-rpm power. To maintain optimum runner shape and location, the front water cross-over has been eliminated, but water fittings have been provided on the intake flange for external plumbing of a thermostat if desired. The carburetor pad height on this manifold is only 0.620" taller than the #2924, making it ideal for single-carb all-out drag racing vehicles.

Glidden Victor 351W for 4500 Series Carb (9.5" deck) ●	#2828
--	-------

Carburetor Recommendations: Any size or type of carburetor class allows.

Installation Notes: Recommended intake gasket: Fel-Pro #1262 or #1262R. Manifold height: A-6.87", B-6.87", (see pages 81-82).

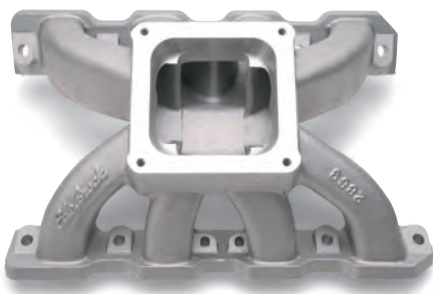
*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS S/B FORD



Glidden Victor 351Y #2863

GLIDDEN VICTOR 351Y 4500 SERIES (5000-8500+ RPM)

Designed in conjunction with noted Ford drag racer Billy Glidden for raised port aluminum C3 SV0 (Yates) cylinder heads, #2863 fits 9.2" deck heights. Victor Glidden 351Y #2863 has 3.2 square-inch runners. Both are perfect for all-out nitrous-assisted drag race applications. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

- Victor 351Y for 9.2" with C3 Heads and 4500 Series Carb (non-EGR) ●#2863
- Valley Cover for Victor II or Victor SC-1 Pro-Port Raw Heads on a 9.2" Deck ●#2832
- Spacer Plate & Bolt Kit for 9.2" Deck SC-1 Intake Manifold on to 9.5" Deck Block ●#2864

Carburetor Recommendations: Use appropriate 4500 Series racing carb.

Installations Notes: Recommended intake gasket: Fel-Pro #1253-3. Manifold height: #2863 A-7.16", B-7.16"; (see pages 81-82).



Spacer Plate Kit #2864



Glidden Victor SC-1 #2868

GLIDDEN VICTOR SC-1 4500 SERIES (5000-8500+ RPM)

This manifold is another design from the race program of Billy Glidden for 9.5" deck height Windsor Fords. Designed for Ford SC-1 and Edelbrock Victor Pro-Port cylinder heads, #2868 is intended for 400 c.i. and up high output drag race engines typically using some additional power adder. It is influenced by current trends in Edelbrock's NASCAR manifolds, but the runner dividers are pulled back and the end runners are shortened to increase plenum size for more peak horsepower with a larger carburetor. It is the ideal manifold for drag racing with Edelbrock Glidden Victor SC-1 Pro-Port Raw heads #770769 and #773169 Glidden Victor II in classes without restrictions on heads or carb selection.

- Glidden Victor for 9.5" with SC-1 Heads and 4500 Series Carb (spider only) ●#2868
- Valley Cover for Victor II or Victor SC-1 Pro-Port Raw Heads on a 9.5" Deck ●#2833

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installations Notes: Recommended intake gasket: Fel-Pro #1253-3. Manifold height: A-7.47", B-7.47"; (see pages 81-82).



Valley Plate #2833

FORD 351 CLEVELAND V8

PERFORMER 351-4V & 351-2V (IDLE-5500 RPM)

Performer 351-4V is designed for street 351C and Boss 351 Fords that came stock with 4V carb and heads. Performer 351-2V is designed for street 351C and accepts 4V carb, however it's designed to improve the performance of engines that came stock with 2V carb and heads. Neither manifold will fit Boss 302 or accept stock Motorcraft spread-bore carb. End-seal flange width measures 6-31/32".

- | | | |
|------------------------------------|--------------|-----------------|
| | Satin | Polished |
| Performer 351-4V (non-EGR) ● | #2665 | #26651* |
| Performer 351-2V (non-EGR) ● | #2750 | #27501* |

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12), for automatic transmission use our #1483 & #1493 or #1844.

Installation Notes: Choke block-off plate included with Performer 351-2V #2750. Recommended intake gasket: Fel-Pro #1228 (for #2665), Fel-Pro #1240 or Edelbrock #7265 (2V) (for #2750). Manifold height: A-3.50", B-4.30"; Carb pad height: 3.90" (see pages 81-82). Port exit dimensions: #2665 - 1.37" x 2.15"; #2750 - 1.30" x 1.86".



Performer 351-4V #2665

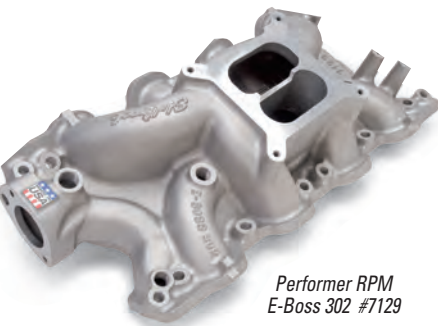
PERFORMER RPM E-BOSS 302 (1500-6500 RPM)

With the Performer RPM E-Boss 302 manifold #7129, you can build a mock Boss engine by using a standard 302 block and Edelbrock Performer RPM Cleveland cylinder heads #61699. For high-performance street and competition, our dual-plane design makes outstanding power from 1500 to 6500 rpm. The Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. Features include 8.2" deck height, Windsor end rails, water neck and distributor clearance plus front and rear water bosses. Match with an Edelbrock Performer or AVS2 carburetor. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

- Performer RPM E-Boss 302 Ford Manifold ●#7129

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: Edelbrock #7265. Manifold height: A-4.42", B-5.70"; Carb pad height: 5.06" (see pages 81-82). Port exit dimensions: 1.42" x 2.07".



Performer RPM E-Boss 302 #7129

*Special order non-returnable product, please allow 4-6 weeks delivery.



Manifold #7183 is approved for IMCA sanctioned racing events. See rulebook for details.



Performer RPM E-Boss 351 #7183

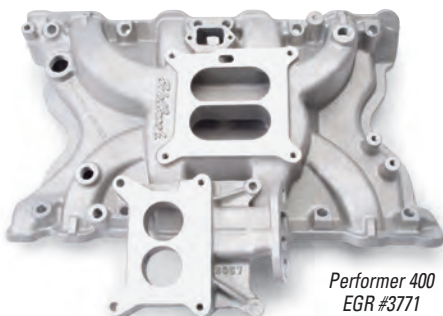


RPM Air-Gap 351-C #7564

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Performer 400 #2171



Performer 400 EGR #3771

PERFORMER RPM E-BOSS 351 (1500-6500 RPM)

Build a Mock Boss 302 or "Clevor" engine with a standard 351W block and Edelbrock Performer RPM Cleveland cylinder heads #61699 using the Performer RPM E-Boss 351 manifold #7183. For both high-performance street and competition, the dual-plane design makes outstanding power from 1500 to 6500 rpm and the Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. It features 9.5" deck height, Windsor end rails, water neck and distributor clearance, front and rear water bosses with a standard square bore carburetor pad. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

Performer RPM E-Boss 351 (non-EGR) ●●.....#7183

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: **Edelbrock #7265**. Manifold height: A-4.42", B-5.70"; Carb pad height: 5.06" (see pages 81-82). Port exit dimensions: 1.42" x 2.07".

RPM AIR-GAP 351C (1500-6500 RPM)

The Edelbrock Air-Gap design utilizes the same race-winning technology that's been used on Edelbrock's Victor Series competition intakes for many decades. Designed to improve performance on the street or racetrack, the RPM Air-Gap 351 Cleveland manifold features an open space that separates the runners from the hot engine oil resulting in a cooler, denser charge. The RPM Air-Gap manifold for 351 Cleveland engines is designed to complement Edelbrock's 351C Performer RPM cylinder heads #61609, #61629, #61625 and also works well with 4V and 2V cast iron Cleveland heads.

RPM Air-Gap 351C (non-EGR) ●.....#7564 Satin Polished

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12), for automatic transmission use our #1483 & #1493 or #1844.

Installation Notes: Requires #8565 bolt kit (see page 78). Recommended intake gasket: **Edelbrock #7265**. Manifold height: A-4.48", B-5.56"; Carb pad height: 5.02" (see pages 81-82). Port exit dimensions: 1.42" x 2.04".

Camshaft Recommendations: Performer RPM #7168. See page 128 for specs.

MATCHING EDELBROCK PARTS FOR FORD

Description	Page No.
Performer RPM Camshaft.....	128
Performer RPM Cylinder Heads.....	106
Roller Timing Set.....	133
Valve Covers.....	213-214

FORD 351M/400 V8

PERFORMER 400 NON-EGR (IDLE-5500 RPM)

Designed for 400 c.i.d. Ford V8s produced from 1971 to 1982 with 2V Cleveland heads and 351M V8s produced from 1975 to 1982. Will not fit 1974 and earlier 351C V8s. Valley width measures 8-17/32".

Performer 400 (non-EGR) ●.....#2171 Satin Polished Black

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-650 cfm (see pages 9-12), for automatic transmission use our #1483 & #1493 or #1844.

Installation Notes: Carburetor flange plate #2732 is included. Recommended intake gasket: **Fel-Pro #MS96020**. Manifold height: A-3.60", B-4.75"; Carb pad height: 4.17" (see pages 81-82). Port exit dimensions: 1.24" x 1.70".

Camshaft Recommendations: Performer Plus #2172. See page 127 for specs.

PERFORMER 400 EGR (IDLE-5500 RPM)

Designed for 351M/400 Fords in one of the three following configurations: 1) OEM 2V carb and EGR system with supplied 2V EGR spacer; 2) 4V EGR system with either an Edelbrock #8053 4V EGR spacer, or an Edelbrock #8017 and Ford #E4ZZ9A-589E 4V EGR spacer; 3) For off-highway use, non-EGR 4V system with an Edelbrock #8714 4V spacer.

Performer 400 EGR (2V EGR or 4V off-road) ●.....#3771 Satin Polished

Carburetor Recommendations: OEM 2-bbl. Off-highway, non-EGR 4V: Edelbrock AVS2 or Performer Series carb, 600-650 cfm (see pages 9-12), for automatic transmission use our #1483 & #1493 or #1844.

Installation Notes: For non-EGR, off-road applications, use #8714 4V spacer. Intake gasket: **Fel-Pro #MS96020**. Replacement EGR plate gaskets: #3896 & #3897. Manifold height: A-3.60", B-4.75" (without EGR plates installed); Carb pad height: 4.17" (see pages 81-82). Port exit dimensions: 1.16" x 1.66".

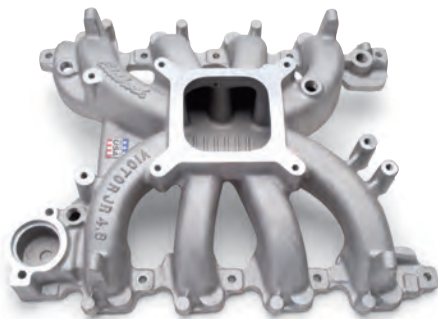
*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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MANIFOLDS MODULAR AND B/B FORD



Victor Jr. Ford 4.6L SOHC #2838

FORD 4.6L V8

VICTOR JR. FORD 4.6L SOHC (3500-7500 RPM)

Following in the footsteps of our Victor Jr. LS1 intake, our Victor Jr. intake for Ford 4.6L SOHC Modular engines allows the customer to take any 1999-2004 SOHC Modular 4.6L engine and convert it for use with a carburetor. Timing control module available separately. **Not intended as a stock replacement intake manifold.**

- Victor Jr. Carbureted Manifold for 4.6L Ford SOHC ●#2838
- Victor Jr. Ford 4.6L SOHC EFI Manifold Only ●#28385
- Fuel Rail Kit for #28385#3639

Throttle Body Recommendations: #38783 4150 style 4V; or #3848 competition EFI elbow and #3818 90mm throttle body.
Installation Notes: Recommended intake gasket: **OEM factory gaskets.** Manifold height: A-4.75", B-4.75", 0° carb angle, (see pages 81-82) Port exit dimensions: 1.42" x 1.72".

Fuel Rail Notes: Fits stock injectors length. Ends are tapped for use with 3/8" pipe fittings.



Victor II 5.0L #7180

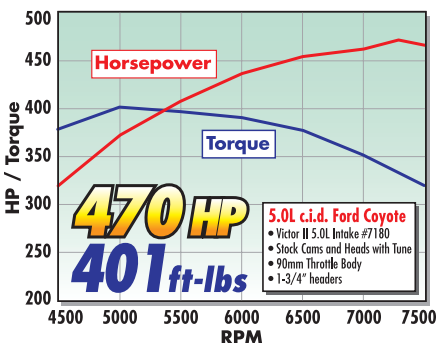
FORD 5.0L COYOTE V8

VICTOR II 5.0L (1500-7500 RPM)

This intake manifold is for 2011-16 Ford Coyote 5.0L V8 engines and features long tapered, crossover style runners with a large plenum for outstanding performance. **The cast aluminum construction makes it ideal for nitrous, supercharged and turbo applications.** This manifold also includes provisions for all emissions equipment and reuses the stock fuel rail. The Victor II also features nitrous bosses for adding a direct port system for competition applications. The slightly lower design allows it to fit all 2011-14 and 2015-16 Mustang stock hoods and strut tower braces. **Engine dyno testing resulted in 27 more ft-lbs. of torque over a common aftermarket plastic upgrade intake manifold and an additional 16 horsepower over a stock manifold.**

- Victor II 5.0L 4V Manifold ●●#7180

Throttle Body Recommendations: Stock 80mm throttle body or Ford M-9926-M5090 90mm Mustang throttle body.
Installation Notes: Recommended intake gasket: **OEM factory gaskets.** Accepts either 2011-14 style or 2015-16 style intake gaskets seals. Manifold height: A-7.92", B-8.02", (see pages 81-82) Port exit dimensions: 2.24" x 1.30".



FORD 332-428 V8

PERFORMER 390 (IDLE-5500 RPM)

Designed for street 332-352-360-390-406-410-427-428 c.i.d. Ford V8s with medium- or low-rise cylinder heads. Manifold not equipped with EGR; will not accept stock Motorcraft spread-bore carburetor or fit heavy-duty 361 c.i.d. and 391 c.i.d. Ford truck V8s.

- | | | | |
|---------------------------------------|--------------|-----------------|--------------|
| | Satin | Polished | Black |
| Performer 390 (non-EGR) ●●#2105 | #2105 | #21051 | #21053 |

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 9-12), for auto. trans. use our #1483 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7224** or Fel-Pro #1247. Manifold height: A-4.35", B-5.50" (same as stock); Carb pad height: 4.92" (see pages 81-82). Port exit dimensions: 1.06" x 1.75".

Camshaft Recommendations: Performer Plus #2106. See page 127 for specs.



Performer 390 #21053

PERFORMER RPM FE (1500-6500 RPM)

Designed for high-performance street 390-406-410-427-428 c.i.d. Ford FE V8s with standard 390-428 c.i.d., 427 low/medium-rise or Edelbrock Performer RPM FE heads. The dual-plane constant cross-sectional area design builds low-and mid-range acceleration while optimized runner paths make exceptional top-end horsepower. Has provision for adding the PCV or breather flange at rear. No exhaust crossover passage. Some installations may require modification to the pushrod holes. Also available as a complete manifold and carb kit, see page 139.

- | | | | | |
|--|--------------|-----------------|--------------|--------------------|
| | Satin | Polished | Black | EnduraShine |
| Performer RPM FE (non-EGR) ●●#7105 | #7105 | #71051* | #71053 | #71054 |

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-12), for automatic transmission use our #1483 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7224.** Manifold height: A-4.89", B-6.04"; Carb pad height: 5.46", (see pages 81-82). Port exit dimensions: 1.16" x 1.97". **Camshaft Recommendations:** Performer RPM #7106. See page 128 for specs.

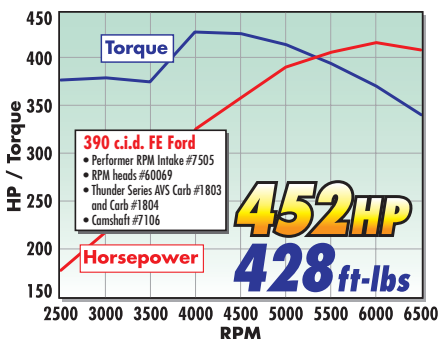


Performer RPM FE #7105

*Special order non-returnable product, please allow 4-6 weeks delivery.



RPM Air-Gap Dual-Quad FE #75054



RPM AIR-GAP DUAL-QUAD FE (1500-6500 RPM)

Give your FE powered street rod dual-quad power and nostalgic looks with the Edelbrock RPM Air-Gap Dual-Quad intake manifold. Designed for 1960-later high-performance street 390-406-410-427-428 c.i.d. Ford FE engines with low/medium rise or Edelbrock Performer RPM FE heads #60059 or #60069. The manifold carb pad is setup to fit Edelbrock carburetors only, will not work with other square flange carburetors. **In Dyno tests on a 390 with Performer RPM heads #60069, Performer RPM camshaft #7106 Thunder Series AVS #1803 and #1804 carburetors, it made 452 hp and 428 ft-lbs. torque.** Will not fit 427 Ford Hi-Riser and Tunnel Port engines. Has machined boss for a breather flange at rear. Also available in complete manifold and carb kits, see page 139.

RPM Air-Gap Dual-Quad FE (non-EGR) ●●#7505#75054
 Satin EnduraShine

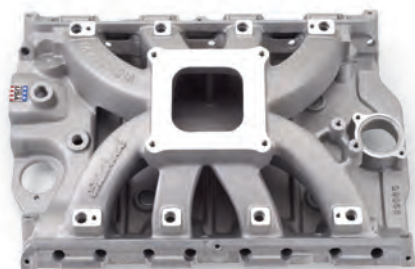
Carburetor Recommendations: Edelbrock AVS2 #1903 and #1904, 500 cfm (see page 9-12).
Installation Notes: Recommended intake gasket: Edelbrock #7224. Manifold height: A-4.85", B-5.70"; Carb pad height: 5.28", (see pages 81-82). Port exit dimensions: 1.05" x 1.90".

VICTOR FE (4000-8000 RPM)

Designed for high performance 390-406-410-427-428 c.i.d. Ford FE engines. The single-plane design provides race-winning power for many types of competition. Carb flange height is equal to the Ford high-riser manifold #C4AE-9424-G to fit under 427 Cobra hoods. Runners have plenty of material for port matching to low- or medium-riser style heads. Machined rear breather flange is included with unmachined nitrous bosses and front oil fill tube boss. Will not fit 427 high-riser and tunnel-port heads. Match with Edelbrock FE cylinder heads #60059 or #60069.

Victor FE (for square-bore carbs) ●#2936#29361*
 Victor FE EFI (for standard square-bore throttle bodies - based on #2936) ●#29365N/A
 Ford FE Fuel Rail Kit (standard injectors with stands).....#3632N/A
 Satin Polished

Carburetor Recommendations: Use any size or type carburetor class allows.
Throttle Body Recommendations: See page 178.
Installation Notes: Recommended intake gasket: Fel-Pro #1247. Manifold height: A-6.49", B-6.49", (see pages 81-82).
Note: Performer Series, Thunder Series AVS and AVS2 carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.



Victor FE #29365

Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.



FORD 429/460 V8 PERFORMER 460 (IDLE-5500 RPM)

Designed for street 429/460 c.i.d. Ford V8s. Will not fit 429 Cobra Jets or 1966-68 462 Lincolns and will not accept stock spread-bore carb. **Will not fit 1988 and later models.** Must use stock OE EGR plate.

Performer 460 (non-EGR) ●#2166#21661*#21663
 Satin Polished Black

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), for automatic transmission use our #1483 and #1495 or #1844.
Installation Notes: Recommended intake gasket: Edelbrock #7223 or Fel-Pro #MS96018. Manifold height: A-3.75", B-4.49" same as stock; Carb pad height: 4.12", (see pages 81-82). Port exit dimensions: 1.65" x 1.96".
Camshaft Recommendations: Performer Plus #2167. See page 127 for specs.



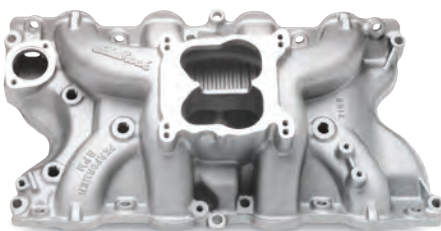
Performer 460 #2166

PERFORMER RPM 460 (1500-6500 RPM)

Designed for high-performance street 429/460 Ford V8s with standard or Cobra Jet cylinder heads. Latest technology in dual-plane design results in excellent low- and mid-range torque and outstanding horsepower on appropriately equipped engines. Will accept square-bore or spread-bore carburetors. **Will not fit 1988 and later models.** Note: Early Cobra Jets came with Quadrajets.

Performer RPM 460 (non-EGR) ●#7166#71661*
 Satin Polished

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), for auto. trans. use our #1483 & #1495 or #1844.
Installation Notes: Recommended intake gasket: Edelbrock #7223 or Fel-Pro #1230/#1231. Manifold height: A-4.81", B-6.15"; Carb pad height: 5.48", (see pages 81-82). Port exit dimensions: 1.76" x 2.06".
Camshaft Recommendations: Performer RPM #7167. See page 128 for specs.



Performer RPM 460 #7166

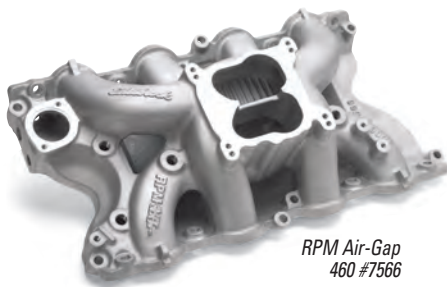
*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS B/B FORD



RPM Air-Gap 460 #7566

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



RPM AIR-GAP 460 (1500-6500 RPM)

Designed for street and high performance 429/460+ c.i.d. Ford V8s with standard or Cobra Jet heads, the RPM Air-Gap 460 incorporates the same race-winning design that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. **It also features a larger cross sectional area (3.3 square inches) than the Performer RPM 460 manifold #7166 for even more power in high performance and large displacement engines.** The carb mount flange accepts both square-bore and spread-bore carbs for Cobra Jet applications. **Will not fit 1988 and later models.** Note: Early Cobra Jets came with Quadrajets.

RPM Air-Gap 460 (non-EGR) ●#7566#75661*
Satin Polished

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 750-800 cfm (see pages 9-12), for automatic transmission use our #1483 & #1495 or #1844.

Installation Notes: Recommended int. gasket: **Edelbrock #7223** or Fel-Pro #1230/#1231. Manifold height: A-4.81", B-6.15"; Carb pad height: 5.48", (see pages 81-82). Port exit dimensions: 1.76" x 2.06".

MATCHING EDELBROCK PARTS FOR B/B FORD

Description	Page No.
Performer RPM Camshaft.....	128
Performer RPM Cylinder Heads.....	106
Roller Timing Set.....	133
Valve Covers.....	213-214



Torker II 460 #5066

TORKER II 460 (2500-6500 RPM)

Designed for 429/460 c.i.d. Ford V8s used in marine and high performance applications. Manifold not equipped with EGR. Will fit 429 Cobra Jets. Manifold will not accept stock Motorcraft spread-bore carburetor. **Will not fit 1988 and later models.**

Torker II 460 (non-EGR) ●#5066#50661*
Satin Polished

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 750-800 cfm (see pages 9-12), for automatic transmission use our #1483 & #1495 or #1844.

Installation Notes: Intake gasket: **Edelbrock #7223** or Fel-Pro #1230/#1231. Manifold ht.: A-3.50", B-4.25"; Carb pad height: 3.87", (see pages 81-82). Port exit dimensions: 1.75" x 2.10".

Camshaft Recommendations: Performer RPM #7167. See page 128 for specs.



Victor 460 EFI #50665

VICTOR 460 EFI (3500-8000 RPM)

This EFI intake manifold is based on our popular Torker II #5066 for 429/460 c.i.d. Ford V8 applications. It has cast and vertically machined fuel injector bosses for proper fuel injector placement. It is also drilled to accept Edelbrock Fuel Rail kit #3645 and support brackets, for easy attachment. Designed to accept standard flange throttle bodies. This manifold not equipped with EGR. **Will not fit 1988-later models or 429 Cobra-Jets.**

Victor Ford 460 EFI (non-EGR) ●#50665
 Victor Ford Fuel Rail Kit (compatible with standard and compact injectors).....#3645

Throttle Body Recommendations: #38783, 4150 style 4V.

Installation Notes: Intake gasket: **Edelbrock #7223** or Fel-Pro #1230/#1231. Manifold height: A-3.50", B-4.25"; throttle body pad height: 3.87", (see pages 81-82). Port exit dimensions: 1.75" x 2.10".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Victor 460 #2965 for 4500-Series Carbs

VICTOR 460 (3500-8000 RPM)

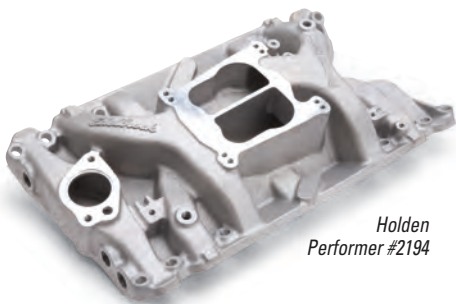
Designed for Ford 429/460 competition engines using Cobra Jet cast iron, SVO Cobra Jet aluminum (M-6049-A429), or the Edelbrock 460 CJ aluminum heads. Both manifolds are ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 8000 rpm. **Standard 429/460 cast iron heads will require port matching of the head to fit manifold.** Our 1" Cloverleaf Spacer #8718 provides maximum performance with #2965 where hood clearance is not a problem. Port exit size at head is 1.88" x 2.16" with enough extra material to open it up to the cast iron Cobra Jet heads. **Will not fit 1988 and later models.**

Victor 460 (for square-bore carburetors) ●#2966#29661*
 Victor 460 (for 4500-series carburetors) ●#2965#29651*
 Cloverleaf 1" Spacer (for maximum performance with #2965) ●#8718

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: Recommended intake gasket: **Fel-Pro #1231**. Manifold height: A-6.30", B-6.30", (see pages 81-82).

*Special order non-returnable product, please allow 4-6 weeks delivery.



Holden Performer #2194

HOLDEN PERFORMER (IDLE-5500 RPM)

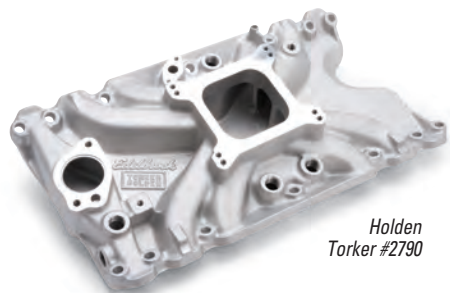
Designed for street 253-304-308 c.i.d. Holden V8 engines. This Performer intake manifold is a dual-plane design that is tuned for excellent throttle response from idle to 5500 rpm. The Performer Holden manifold has been designed to fit both cylinder head bolt hole patterns. Pilot holes have been drilled on each side of the exhaust crossover for early or late model cylinder heads and will need to be drilled out depending on application. Will not fit EFI Heads (see #7594). Accepts both square-bore and spread-bore carbs. Fits Red/Blue/Black engines. Does not have a provision for external heat crossover. Includes Edelbrock square-bore carb adaptor plate #2732, carb gasket and carb studs.

	Satin	Polished	EnduraShine
Performer Holden ●	#2194	#21941*	#21944

Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 or Performer Series carb, 600-750 cfm.

Installation Notes: Do not use high performance or competition type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.

Recommended intake gasket: stock gasket set or equivalent. Manifold height: A-3.25", B-4.67"; Carb pad height: 3.96". Port exit dimensions: 1.07" x 1.83".



Holden Torker #2790

TORKER 308 (2500-6500 RPM)

Designed for Holden 253-304-308 c.i.d. V8 engines with Red motor cylinder heads only (with single bolt in center of manifold), will not fit on Blue/Black cylinder head engines. The Torker 308 intake manifold is a single-plane design and is recommended for street high performance and race engines operating between the 2500 to 6500 rpm range where low-end torque is not required. Accepts square-bore carbs only.

Torker 308 ●	#2790
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Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 or Performer Series carb, 600-650 cfm.

Installation Notes: Do not use competition style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur. **Recommended intake gasket:** OEM equivalent. Manifold height: A-2.95", B-4.50"; Carb pad height: 3.73". Port exit dimensions: 1.03" x 1.88". See pages 81-82.



Holden Air-Gap EFI #75945

RPM AIR-GAP (1500-6500 RPM)

Designed for street and high performance 308-383 c.i.d. Holden V8 engines that utilize the 1988-98 Holden VN cylinder heads. This RPM Air-Gap manifold is a dual-plane design that is tuned for both excellent throttle response and greater horsepower from 1500 to 6500 rpm. This manifold has been designed to fit both stock 1988-1998 EFI style heads and the Edelbrock Holden VN RPM cylinder heads.

RPM Air-Gap Holden Carbureted ●	#7594
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RPM Air-Gap Holden EFI ●	#75945
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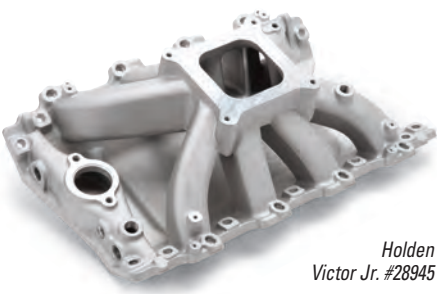
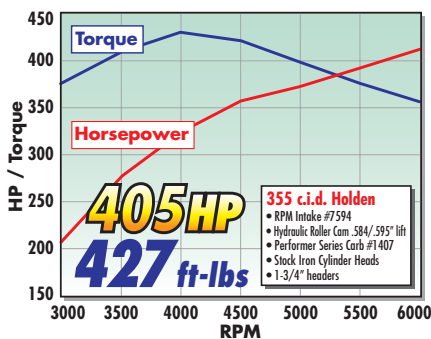
Holden Fuel Rail Kit	#3504
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Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 600-750 cfm.

Installation Notes: Do not use high performance or competition type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.

Recommended intake gasket: stock gasket set or equivalent. Manifold height: A-4.80", B-5.82"; Carb pad height: 5.31". Port exit dimensions: 1.16" x 2.00".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.



Holden Victor Jr. #28945

VICTOR JR. (3500-7500 RPM)

The Edelbrock Victor Jr. Holden is for use with competition 355+ c.i.d. Holden V8 engines that utilize the 1988-98 Holden VN cylinder heads. The Victor Jr. Holden is a single-plane design that is tuned for maximum air flow from 3500 to 7500 rpm. It features a taller design with long tapered runners for a broad operating rpm range. Will fit both stock 1988-1998 EFI style cylinder heads and the Edelbrock Holden VN RPM cylinder heads. It also features a 4150 flange for use with square-bore carburetors and throttle bodies. Includes extra material for porters to modify for use with 4500 series applications. The water outlet is machined for use with a small-block Chevy waterneck.

Victor Jr. Holden Carbureted Manifold ●	#2894
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Victor Jr. Holden EFI Manifold ●	#28945
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Holden Fuel Rail Kit	#3504
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Carburetor Recommendations: OEM 4-bbl. Edelbrock AVS2 or Performer Series carb, 600-800 cfm

Installation Notes: **Recommended intake gasket:** stock gasket set or equivalent.

Manifold Dimensions: Manifold height: A-6.95", B-6.95"; Carb pad height: 6.95". Port exit dimensions: 1.18" x 2.02".

Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MANIFOLDS HONDA/ACURA STREET & RACE



Performer X
#4754

HONDA/ACURA PERFORMER X (4500-8200 RPM)

The Performer X intake manifolds are engineered for street/strip applications where peak torque and horsepower gains are realized between 4500-8200 rpm. The larger-than-stock plenum volume and 9" runner length are tuned for producing peak power at high rpm. The Performer X Series manifold is ideal for all-motor and turbo applications.

HONDA/ACURA D SERIES MANIFOLDS

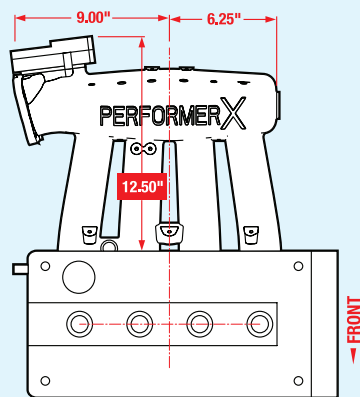
Performer X for 1992-95 Civic EX, D16Z6 SOHC ●#4754

Injector Recommendations: Stock OEM injectors. **Installation Notes:** Recommended Edelbrock intake gasket: #15043 1994-2000 B18B motors, #15042 1994-2000 B18C1 motors, #15041 1994-2000 B16 / B18C5 motors, #15005 1992-2000 D16 motors (The D16y7 will require some trimming of the gasket).



Honda/Acura intake gaskets also available, see page 84 for more info.

IMPORTANT MEASUREMENTS



CHECKING FOR FIREWALL CLEARANCE

In front wheel drive vehicles, proper intake-to-firewall clearance is essential. Measure from the valve cover flange back towards the firewall. You'll need 12.5 inches of open space. This space should extend about 6.25" to the right and 9.0" to the left of the port centerline of the intake manifold.



Victor X
#4760



**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**

VICTOR SERIES MANIFOLDS

VICTOR X (7000-10,000 RPM)

Optimized for maximum power from 7,000 to 10,000 RPM, the Victor X manifold is designed for turbo and all-motor applications. Engineered for high performance, this manifold has four additional bosses for nitrous or added fuel injectors.

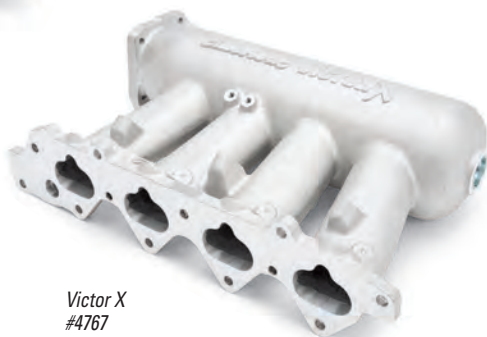
HONDA/ACURA B SERIES MANIFOLDS

	Satin	Polished
Victor X for Integra GSR with B18C Engine ●	#4760	N/A
Victor X for B16A & Type R B18C5 Engines ●	#4764	#47641
Victor X for 1990-93 Integra LS with B18A Engine and 1994-01 Integra LS with B18B Engine ●	#4767	N/A

Installation Notes: Recommended Edelbrock intake gasket: #15043 1994-2000 B18B motors, #15042 1994-2000 B18C1 motors, #15041 1994-2000 B16 / B18C5 motors.



Victor X #4764



Victor X
#4767



Victor X
#47641



Performer Olds 350 #2711

OLDSMOBILE 307-403 V8 PERFORMER OLDS 350 (IDLE-5500 RPM)

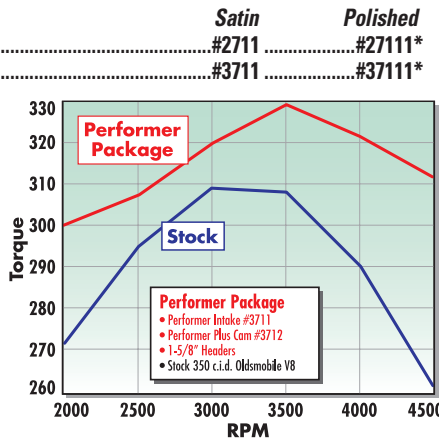
Designed for street 307-330-350-403 c.i.d. Oldsmobile V8s, 1964-85. For non-EGR, the #2711 manifold comes with a universal pad to fit most carburetors with electric chokes. Will fit 1980-1/2 to 1985 307 c.i.d. V8s with 5A heads (casting #3317).

Performer Olds 350 (non-EGR) ●● #2711 #27111*
 Performer Olds 350 (EGR) ●● #3711 #37111*

Carburetor Recommendations: #2711: Edelbrock AVS2 or Performer Series carb, 500-650 cfm (see pages 9-12). #3711: OEM 4-bbl.

Installation Notes: Edelbrock Performer Series, Thunder Series AVS, AVS2 and Carter AFB carburetors will not fit #3711. Recommended intake gasket: Fel-Pro #MS96027. For 403 Pontiac Trans Am, use OEM 4-bbl. only (for shaker hood clearance). EGR block-off plate included. Use choke block-off plate #8951 (included). Factory cruise control will not clear EGR valve without linkage alteration. For EGR applications, use stock carb only. HEI will clear this manifold. Manifold height: A-2.50", B-3.90"; Carb pad height: 3.20", (see pages 81-82). Port exit dimensions: 1.18" x 1.86".

Camshaft Recommendations: Performer Plus #3712. See page 127 for specs.



Performer Olds 350 #3711

PERFORMER RPM OLDS 350 (1500-6500 RPM)

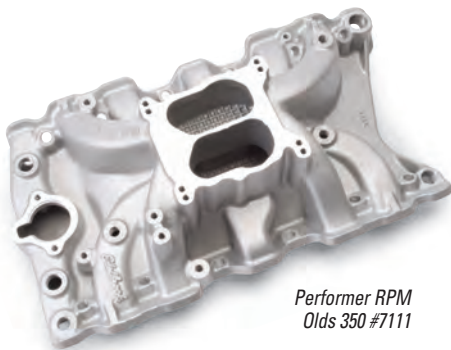
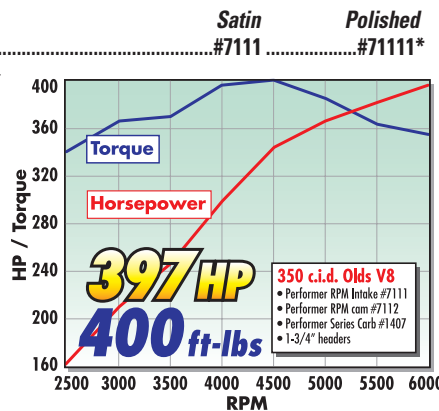
Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra material above the runner for use with cast iron 455 heads and Edelbrock Performer RPM heads #60519. Has clearance for HEI distributor. Carb pad accepts square-bore carbs without adapters.

Performer RPM Olds 350 (non-EGR) ●● #7111 #71111*

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12).

Installation Notes: Recommended intake gasket: Fel-Pro #MS96027. No provision for OEM choke. Will not clear hood on 403 Olds, Firebird/TA. OEM carb requires conversion to electric/manual choke. Manifold height: 2" taller than stock A-4.80", B-5.80"; Carb pad height: 5.30", (see pages 81-82). Port exit dimensions: 1.22" x 1.86".

Camshaft Recommendations: Performer RPM #7112. See page 128 for specs.



Performer RPM Olds 350 #7111

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



VICTOR OLDS 350-403 (3500-7500 RPM)

The Edelbrock Victor Olds 350-403 manifold provides power levels never before available for competition single-carb 350-403 Olds engines. Featuring a single-plane "Air-Gap" design, it accepts square-bore carb and offers significant horsepower increases over existing intakes in the 3500 to 7500 rpm range. It features a carb mount pad height of 7" and high-flow constant area 3.2-square-inch runners. The runners have been optimized to match the flow characteristics of Edelbrock Performer RPM aluminum cylinder heads #60519 and the exit size, as-cast, is 1.28" by 1.94" with plenty of metal thickness for gasket matching and porting.

Victor Olds 350-403 (non-EGR) ● #2812 #28121*

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: Recommended intake gasket: Fel-Pro #MS96027. No provision for OEM choke. Will not clear hood on 403 Olds, Firebird/TA. Manifold height: See pages 81-82 for manifold reference dimensions.



Victor Olds 350-403 #2812

*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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MANIFOLDS OLDSMOBILE



Performer Olds 455 #2151

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

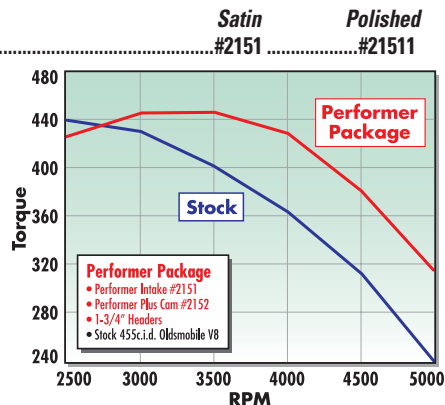


OLDSMOBILE 400-455 V8 PERFORMER OLDS 455 (IDLE-5500 RPM)

Designed for street 400-425-455 c.i.d. Oldsmobiles. Ideal for cars, 4x4s, tow vehicles, RVs and boats. Includes exhaust crossover plugs #2733 which must be used for marine and off-road use.

Performer Olds 455 (non-EGR) ●●.....

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 750-800 cfm (see pages 9-12).
Installation Notes: Recommended intake gasket: **Edelbrock #7284**. For correct gasket kit when using #2151 in a marine/competition application Manifold has no provision for OEM choke operation. Will not fit Toronado or 4-4-2 Ram-Air scoop without hood modification or 1964-67 Cutlass. HEI will clear. Manifold height: A-4.40", B-5.50"; Carb pad height: 4.95", (see pages 81-82). Port exit dimensions: 1.22" x 2.22". **Camshaft Recommendations:** Performer Plus #2152. See page 127 for specs.



TORKER 455 (2500-6500 RPM)

Designed for street 400-425-455 c.i.d. Oldsmobile V8s. Will not fit Toronado or 4-4-2 Ram-Air scoop option without hood modification. Manifold not equipped with EGR.



Torker 455 #2730

Torker 455 (non-EGR) ●●.....

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-12).
Installation Notes: Recommended intake gasket: **Edelbrock #7284**. For correct gasket kit when using #2730 in a marine/competition application. HEI will clear. Manifold height: A-4.50", B-5.60"; Carb pad height: 5.05", (see pages 81-82). Port exit dimensions: 1.25" x 2.34".

RPM AIR-GAP OLDS 455 (1500-6500 RPM)

The Edelbrock Performer RPM Air-Gap Oldsmobile 455 intake manifold is intended for aggressive street/strip big-block Olds applications. Designed to optimize horsepower production from 1500 to 6500 rpm, this manifold will perform best with engines that have an aggressive camshaft profile that will take advantage of the increased flow this manifold can provide. This manifold features our popular Air-Gap design that separates the runners from the hot engine oil, resulting in a cooler, denser air charge for more power. This manifold is compatible with stock heads, but has been designed to work with our RPM cylinder heads #60519 for optimal performance. Not compatible with EGR or spread-bore carburetors.



RPM Air-Gap Olds #7551

RPM Air-Gap Oldsmobile 455 (non-EGR) ●●.....

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 9-12).
Installation Notes: Intake gasket: **Edelbrock #7284**. Retention of OEM A/C requires bracket modification or fabrication. Manifold height: A-5.04", B-6.04", Carb Angle-3"; Carb pad height: 5.54", (see pages 81-82). Port exit dimensions: 1.28" x 2.30".

VICTOR OLDS 455 (3500-7500 RPM)

Edelbrock Victor drag racing manifolds provide power levels never before available for competition single-carb 455 Olds engines. In independent flow testing, our port-matched design out-flowed the best fully ported manifolds on the market. It features a single-plane "Air-Gap" design that offers significant horsepower increases over existing intakes in the 3500 to 7500 rpm range. With a carb mount pad height of 8.2", these manifolds stand more than three inches taller than the Edelbrock Torker manifold and incorporate a high-flow 3.4-square-inch runner. **We've removed the intake bolts between the runners, thus creating a smoother airflow path for higher airflow and more power!** Also features a port size and shape that has been optimized to match the flow characteristics of Edelbrock Performer RPM #60519 aluminum cylinder heads.



Victor 455 Olds #2810

Victor Oldsmobile 455 (for Standard Flange Square-Bore Carb) ●.....

Carburetor Recommendations: Any carburetor class allows.
Installation Notes: Manifold height: A-8.20", B-8.20", (see pages 81-82).

*Special order non-returnable product, please allow 4-6 weeks delivery.



Performer Pontiac #2156

PONTIAC 326-455 V8

PERFORMER PONTIAC (IDLE-5500 RPM)

Designed for 1965-79 Pontiac 326-455 c.i.d. V8s (except Ram Air V and 265/301 V8s). Provides great throttle response for performance you can feel.

	Satin	Polished	Black
Performer Pontiac (non-EGR) ●●	#2156	#21561	#21563
Performer Pontiac (EGR) ●●	#3756	#37561*	N/A

Carburetor Recommendations: #2156: OEM 4-bbl. Edelbrock AVS2 or Performer Series carb, 600-800 cfm (see pages 9-12) #3756: OEM 4-bbl.

Installation Notes: For 1968-71 use our #8015 throttle bracket. For Trans Am use OEM 4-bbl. carb for Shaker Hood clearance. Choke plate included. Recommended intake gasket: **Edelbrock #7280**. HEI will clear. Manifold height: A-5.50", B-6.60" measured to engine block same as stock 4-bbl. intake; Carb pad height: 6.05" (see pages 81-82). Port exit dimensions: 1.06" x 1.92".

Camshaft Recommendations: Performer Plus #2157. See page 127 for specs.



Performer Pontiac #21561



Performer Pontiac #3756

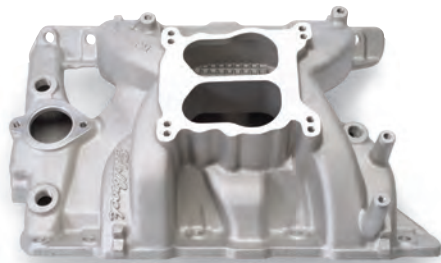


Performer Pontiac #21563

MATCHING EDELBROCK PARTS FOR PONTIAC

Description	Page No.
Performer RPM Cylinder Heads.....	113
Roller Timing Sets.....	133
Valve Springs.....	125-126
Retainers.....	125-126
Manifold Bolts.....	78
Fuel Pumps.....	230-236
Valve Covers.....	213-214

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Performer RPM Pontiac #7156

PERFORMER RPM PONTIAC (1500-6500 RPM)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V and 265/301 V8s). Recommended for high-performance street, strip and marine. Provides maximum high-rpm power while maintaining good throttle response for street. Has clearance for HEI distributor. Will not fit under Trans Am Shaker hood without modifications. Also available as a complete manifold and carb kit, see page 140.

	Satin	Polished	EnduraShine
Performer RPM Pontiac (non-EGR) ●●	#7156	#71561*	#71564

Carburetor Recommendations: Edelbrock Thunder Series AVS, AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12).

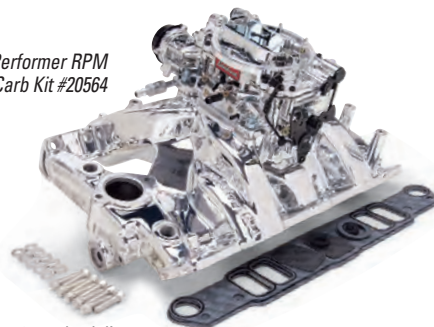
Installation Notes: Recommended intake gasket: **Edelbrock #7280**. No provisions for OEM choke. OEM carb requires conversion to electric/manual choke. For 1968-71 use #8015 throttle bracket. Manifold height: 1-1/4" taller than stock, A-6.88", B-8.00" measured to engine block; Carb pad height: 7.45", (see pages 81-82). Port exit dimensions: 1.10" x 2.06".

Camshaft Recommendations: Performer RPM #7157. See page 128 for specs.



Performer RPM Pontiac #71564

Performer RPM Manifold & Carb Kit #20564



*Special order non-returnable product, please allow 4-6 weeks delivery.

EMISSIONS GUIDE

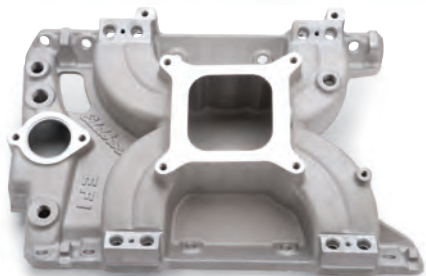
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MANIFOLDS PONTIAC AND ROVER



Torker II Pontiac #5056



Torker II EFI Pontiac #50565



Victor Pontiac #29565

TORKER II PONTIAC (2500-6500 RPM)

Designed for 1965-79 street 389-455 c.i.d. Pontiac V8s. Can be used with Ram Air IV heads. Will not fit Ram Air V and 265/301 V8s or under Trans Am Shaker hood.

Torker II Pontiac (non-EGR) ●●	.....	Satin	Polished
		#5056	#50561*
Torker II EFI Pontiac (non-EGR) ●●	.....	#50565	#505651*
Torker II Pontiac EFI Fuel Rail Kit (compact injectors with stands)	.....	#3637	

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 750-800 cfm (see pages 9-12).
Throttle Body Recommendations: #3878 4V 4150 style or #3849 EFI elbow and #3869 90mm throttle body.
Installation Notes: For 1968-71 use our #8015 throttle bracket. Intake gasket: **Edelbrock #7280**.
 HEI will clear. Manifold height: A-6.03", B-7.15", measured to engine block, .400" higher than stock; Carb pad height: 6.59" (see pages 81-82). Port exit dimensions: 1.03" x 2.03". Stock air conditioning brackets will not fit on Torker II #50565.
Camshaft Recommendations: Performer RPM #7157. See page 128 for specs.
Fuel Rail Notes: Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

VICTOR PONTIAC (3500-7500 RPM)

Two versions of the Victor Pontiac are available for 389-455 competition engines. Accepts standard flange carburetors and is ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 7500 rpm. Compatible with standard Pontiac cast iron heads, or use with Edelbrock Performer RPM Pontiac aluminum heads for maximum power. Port exit size at head is 1.08" x 2.10" with enough material to open it up to larger port openings.

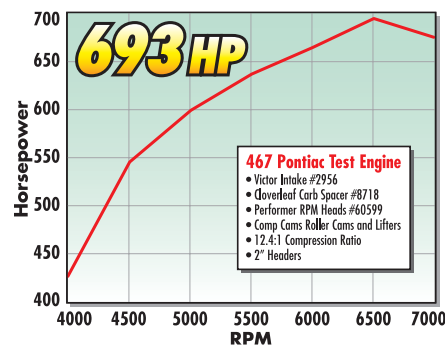
Victor Pontiac (for standard flange carburetors) ●	.....	Satin	Polished
		#2957	N/A
Victor EFI Pontiac (based on #2956) ●	.....	#29565	#295651*
Victor EFI Pontiac (based on #2957) ●	.....	#29575	#295751*
Victor Pontiac EFI Fuel Rail Kit (standard or compact injectors)	.....	#3634	

Carburetor Recommendations: Any carburetor class allows.
Throttle Body Recommendations: See pages 178. **Installation Notes:** Recommended intake gasket: **Edelbrock #7280**. Manifold height: A-7.70", B-7.70" measured to engine block, (see pages 81-82).
Fuel Rail Notes: Standard injectors measure 2.50" from the o-ring center to o-ring enter. Compact injectors measure 1.50" from the o-ring center to o-ring enter. Ends are tapped for use with -6 AN fittings.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Cloverleaf spacer #8718



ROVER 3500cc V8 PERFORMER ROVER (IDLE-5500 RPM)

Designed for Rover 3500cc V8s (1968 and later). Manifold also fits 1961-63 Buick and Oldsmobile aluminum 215 c.i.d. V8s. Will not work with stock Stromberg carburetors.

Performer Rover (non-EGR) ●	.....	Satin	Polished
		#2198	#21981*

Carburetor Recommendations: Edelbrock AVS2 or Performer Series carb, 500 cfm (see pages 9-12).
Installation Notes: Recommended intake gasket: **Fel-Pro #MS96002**. Manifold height: A-5.00", B-5.92" measured to engine block; Carb pad height: 5.46", (see pages 81-82). Port exit dimensions: .88" x 1.54". Throttle Bracket #8036 will fit and accepts GM style throttle, kickdown and cruise control cables.

*Special order non-returnable product, please allow 4-6 weeks delivery.



Performer Rover #2198

INTAKE MANIFOLD BOLT KITS FOR EDELBROCK INTAKE MANIFOLDS

Designed specifically for Edelbrock manifolds, these bolt kits feature reduced hex or 12-point heads for easy wrench access. Features include cadmium finished steel bolt and hardened washers.



AMC 290-401 c.i.d. (hex head)	#8534
Chevy 262-400 c.i.d. (1986 & earlier only), (hex head)	#8504
Chevy 262-400 c.i.d. with Edelbrock E-Tec or Chevrolet Vortec heads (12 pt. head)	#8516
Chevy LS1, LS2 & LS3 (#7118, #2908(5), #28097, #7518, #7139 & #7140), (hex head)	#8515
Chevy 396-502 c.i.d. (12 pt. head)	#8564
Chevy 348/409 c.i.d. (12 pt. head).....	#8509
Chrysler 318-360 c.i.d. (12 pt. head)	#8579
Chrysler 383-400-440 c.i.d. (12 pt. head).....	#8594
Ford 260-302 c.i.d. (12 pt. head)	#8524
Ford 302 c.i.d. E-Boss & 351 c.i.d. E-Boss (12 pt. head)	#8529
Ford 351W c.i.d. (12 pt. head).....	#8584
Ford 351M/400 c.i.d. (12 pt. head).....	#8574
Ford 351C c.i.d. (#7564 only), (12 pt. head).....	#8565
Ford 360-390 c.i.d. (#2105 only), (12 pt. head).....	#8508
Ford FE (#7105 only), (12 pt. head).....	#8507
Ford FE (#2936 and #2937 only), (12 pt. head)	#8536
Ford 429/460 c.i.d. (12 pt. head).....	#8569
Oldsmobile 330-403 c.i.d. (#2711 and #3711 only), (hex and 12 pt. head mix)	#8514
Pontiac 326-455 c.i.d. (hex head)	#8559



REPLACEMENT CHOKE PLATES FOR EDELBROCK INTAKE MANIFOLDS

Choke Block-Off Plate — Ford 351W & 351C (supplied with manifolds) ●	#8981
Choke Adapter for #2101, #2104 & #3701 — Small-Block Chevy (supplied with manifolds) ●●	#8901
Choke Adapter for #2161 — Big-Block Chevy (supplied with manifold) ●●	#8961
Choke Adapter for #3711 & #2151 — Oldsmobile (supplied with manifolds) ●●	#8951



SPACER KITS FOR EDELBROCK 5.0L/5.8L INTAKE MANIFOLDS

These fiber laminate spacers for Edelbrock 5.0L/5.8L manifolds provide heat insulation between our upper and lower manifolds for a cooler charge and more power. They also raise the upper manifold 1/2" for increased valve cover clearance. Kits include everything you need for your 5.0L/5.8L.



Kit for Edelbrock Manifolds #3821 & #7126 ●	#8727
Kit for Edelbrock Manifolds #2945 & #3887 ●	#8728
Kit for Edelbrock Manifolds #7123, #7184 & #7185 ●	#8729

EMISSIONS GUIDE

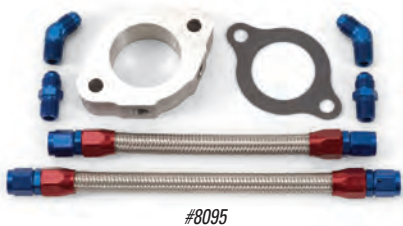
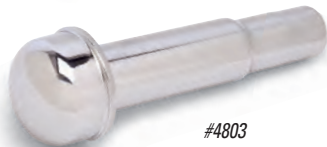
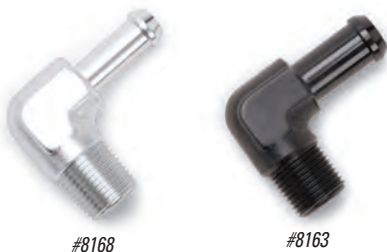
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MANIFOLDS INSTALLATION ITEMS

HEATER HOSE ENDS

These heater hose ends are designed to hold up to any plumbing task you have. They are made from high quality aluminum to ensure they won't rust or corrode. They're available clear anodized and black finish in a variety of sizes to suit your application.



	Black	Clear Anodized
90° with 3/8" NPT and 3/8" Barb	#8167	#8168
90° with 3/8" NPT and 1/2" Barb	#8163	#8164
90° with 1/2" NPT and 3/8" Barb	#8169	#8177
90° with 1/2" NPT and 5/8" Barb	#8178	#8179
90° with 1/2" NPT and 1/2" Barb	#8180	#8182
90° with 1/2" NPT and 3/4" Barb	#8165	#8166
Straight with 1/4" NPT and 3/8" Barb	#8191	#8199
Straight with 1/2" NPT and 3/8" Barb	#8185	#8186
Straight with 3/8" NPT and 3/8" Barb	#8117	#8118
Straight with 3/8" NPT and 1/2" Barb	#8114	#8115
Straight with 3/8" NPT and 5/8" Barb	#8187	#8188
Straight with 1/2" NPT and 1/2" Barb	#8119	#8121
Straight with 1/2" NPT and 5/8" Barb	#8159	#8160
Straight with 1/2" NPT and 3/4" Barb	#8183	#8184

PLUGS, PIPE FITTINGS, ETC.

Brass Hose Fitting for S/B Chrysler Intakes (1" O.D. Barb x 3/4"-14" NPT)	#8078
Brass Hose Fitting Barb (1/4"-18 x 3/8" NPT)	#8080
Oldsmobile Cast Iron Exhaust Crossover Plugs	#2733
PVC Grommet for 1967-1991 AMC/Jeep with OEM or Edelbrock Intake Manifold	#4299

	Black	Clear Zinc
Socket Head Pipe Plugs 8-piece Set — (1/8", 1/4", 3/8", 1/2" NPT)	#8051	#8052
Socket Head Pipe Plug — 1/2" (1 only)	#9126	N/A
Socket Head Pipe Plugs — 3/8" (1 pair)	#9127	N/A
Socket Head Pipe Plugs — 1/4" (1 pair)	#9128	N/A
Socket Head Pipe Plugs — 1/8" (1 pair)	#9129	N/A



OIL FILL TUBE AND BREATHER

Oil Fill Tube and matching push-in Breather is an original style for vintage manifolds with a 1-1/4" oil breather hole. Included with select Edelbrock intake manifolds.

Chrome finished GM style Oil Fill Tube with Breather ●●#4803

DISTRIBUTOR CLAMP

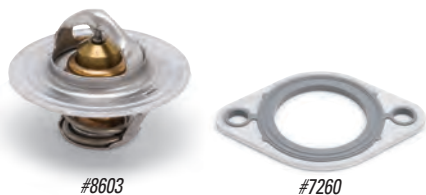
This hold-down clamp is for 4.3L V6, small-block V8 and big-block V8 Chevys. It is constructed of die-cast zinc with a chrome finish. Kit includes stud, nut and a washer.

Distributor Clamp (4.3L V6 & V8 Chevy)#4802

WATER BYPASS KIT

Provides (2) bypass hoses, fittings and water neck adapter to plumb from the center of the cylinder heads to the water neck. This is common on circle track 23° high-port, 18°, and 15° heads. **NOTE:** Not for plumbing front to rear on intake manifolds.

Water Bypass Kit ●#8095



HIGH-PERFORMANCE THERMOSTATS

Edelbrock thermostats are designed to ensure consistent cooling in high-performance applications. These thermostats feature a brass and copper valve assembly with a stainless steel body for durability. They are bolt-on OE-style replacements and will fit many popular domestic and import applications.

Application	Temp (F)	53mm (2-3/32")	63mm (2-31/64")
High Performance Thermostats ●●	160°	#8603	#8606
High Performance Thermostats ●●	180°	#8604	#8607
High Performance Thermostats ●●	195°	#8605	N/A



WATERNECK GASKET

Water Outlet Gasket (small- and big-block Chevy V8)#7260

WATERNECKS

These waternecks are a great way to finish off your engine. They feature an O-ring design for an improved seal, which also allows for removal without requiring a new gasket. Fits 1-1/2" diameter outlet hose.



	Chrome	Polished	Black
Straight Aluminum (Chevy 4.3L V6, Chevy V8)	N/A	#4816	N/A
15° Aluminum (small-block Ford V8).....	N/A	#4814	#48143
15° Steel (Chevy 4.3L V6, Chevy V8).....	#4809	N/A	#48093
45° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8).....	N/A	#4817	N/A
90° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8).....	N/A	#4818	N/A



THERMAL HOSE CLAMPS

Don't trust your engine to just any hose clamps... Get the ultimate seal with these revolutionary Thermal Hose Clamps. This unique maintenance-free design retains tension and never needs retightening. Plus, they're easy to install and only require an ordinary heat gun. Simply place the thermal clamp over the fittings and hose, then apply heat to seal! They are ideal for preventing leaks on out-of-round applications and conform to any shape of hose, housing or fitting. These Thermal Hose Clamps are made from a heat-sensitive thermoplastic with a memory to prevent over- or under-tightening. Can be used with all brands of silicone hose and is temperature rated from -40°F to 302°F. Sold individually and for use with coolant hose only.

Thermal Hose Clamp (O.D. 1.5" - 1.75")	#8460
Thermal Hose Clamp (O.D. 1.75" - 2")	#8461

EDELBRÖCK GASGACINCH

Gasgacinch gasket sealer assures proper sealing of all gaskets used during a manifold installation. It is also effective on water pump, oil pan and valve cover gaskets. Gasgacinch is water and oil resistant and allows easy gasket removal during parts disassembly.

Edelbrock Gasgacinch (4.0 oz.).....	#9300
-------------------------------------	-------

HIGH-TEMP SILICONE SEALANT

This high-quality RTV silicone is for use with intake manifold installations. This oil resistant sealant is fast-curing, sensor-safe, low-odor, non-corrosive and meets performance specs of OE silicone gaskets. It also retains high flexibility to prevent leaks caused by vibration and thermal expansion.

RTV Silicone Sealant (1/2 oz.)	#1077
RTV Silicone Sealant (3 oz.)	#1076

A/B EPOXY

Easy to use A/B epoxy is a two-part epoxy that is great for cylinder head and intake modifications. Simply mix the two parts, apply and let cure. Once cured, it can be sanded to shape, drilled and tapped. Wash hands well after handling.

A/B Epoxy (1 lb. total weight)	#9290
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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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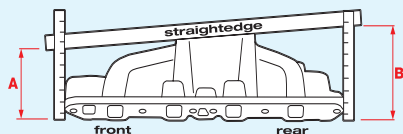
MANIFOLDS REFERENCE DIMENSIONS

IMPORTANT A/B MEASUREMENTS

CHECKING FOR HOOD CLEARANCE

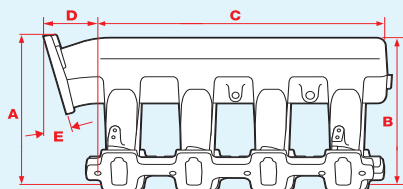
To ensure adequate hood clearance, check the height of your stock manifold and compare the "A" and "B" measurements against those of the Edelbrock manifold prior to purchase. The heights of all Edelbrock manifolds are listed under "Installation Notes" for each model in the intake manifold section of this catalog.

Please Note: To figure carburetor pad height, measure from the end seal surface at the front and rear of the manifold. Add dimensions "A" + "B" and divide by 2. For example, Performer manifold #2101: (A) 3.5" + (B) 4.6" ÷ 2 = 4.05"

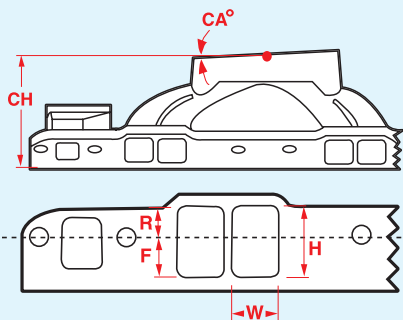


Checking for Hood Clearance on Edelbrock Pro-Flo XT Manifolds

To ensure adequate hood clearance, check the height and length of your Pro-Flo XT manifold prior to purchase. The heights and length are listed under "Installation Notes" for each model. Height measurements are from the end seal flange and lengths are from the left front manifold to head bolt hole.



RACE MANIFOLD REFERENCE DRAWINGS



Manifold Flange View

R = Bolt hole centerline to port roof

F = Bolt hole centerline to port floor

CH = Carb Height

W = Width

CA = Carb Angle

H = Height

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
SMALL-BLOCK CHEVY							
#2814 Super Victor Vortec Bowtie	4000-8000	1.13	1.07	1.14	2.20	6.77	0°
#2858 Victor Glidden Spider for 18° Heads	5000-8500	0.83	1.21	1.21	2.04	7.03	0°
#2859 Victor Glidden for 18° Heads	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2900 Victor Jr. CNC	3500-8000	0.84	1.23	1.26	2.07	4.58	3°
#2901 Victor Jr. Sportsman 2V for Bowtie heads	3500-7000	0.89	1.15	1.18	2.04	5.98	0°
#2913 Super Victor for Vortec Heads	3500-8000	0.18	1.91	N/A	2.09	5.63	0°
#2925 Super Victor	3500-8000	0.85	1.15	1.20	2.00	5.50	0°
#2958 & #2959 Victor 18° for 18° Heads	5000-8500	1.76	1.21	1.20	2.04	7.03	0°
#2962 Victor SB2 for SB2 Heads	5000-8500	0.78	1.46	1.55	2.13	7.60	0°
#2970 Super Victor 4500	4500-9000	0.87	1.15	1.21	2.02	6.36	0°
#2892 Super Victor II	4000-8000	0.94	1.16	1.21	2.10	6.56	0°
#2971 Super Victor 4500 for Raised-Port Heads	4500-9000	1.06	0.96	1.21	2.02	6.77	0°
#2975 Victor Jr.	3500-8000	0.80	1.10	1.10	1.90	4.58	3°
#2978 Victor E	4500-8500	0.80	1.10	1.10	1.90	4.58	3°
#2999 Victor Jr. Tall	3500-8000	0.80	1.10	1.10	1.90	5.58	0°
#7070 Victor Ram	6500-10,000	0.96	1.24	1.20	2.20	7.13	0°
LS SERIES CHEVY							
#2908 Victor Jr. LS1	3500-8000	1.39	1.35	0.98	2.74	4.95	0°
#28457 Victor Jr. Gen IV LS1	3500-7500	1.85	0.57	1.17	2.42	6.42	0°
#28097 Super Victor LS1	4000-8200	1.35	1.39	1.08	2.74	6.07	0°
#2821 Super Victor LS3	3500-7500	0.98	1.22	1.29	2.20	7.67	0°
#2887 Super Victor LS7	3500-8000	1.22	1.16	1.34	2.38	8.43	0°
#2890 Super Victor LS7	3500-8000	1.22	1.16	1.34	2.38	8.43	0°
#2823 Super Victor LS-R	4000-8000	1.20	.99	1.56	2.19	9.93	0°
BIG-BLOCK CHEVY							
#28001 Victor 2 Spread Port	3500-8500	1.06	1.38	1.74	2.44	9.21	0°
#28002 Victor 2 Spread Port Tall Deck	3500-8500	1.06	1.38	1.74	2.44	9.53	0°
#28540 Big Victor 3 9.8" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	7.12	0°
#28542 Big Victor 3 10.2" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	7.40	0°
#28570 Big Victor 3 11.2" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	8.35	0°
#28572 Big Victor 3 11.625" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	8.65	0°
#28574 Big Victor 3 11.750" Deck (8° angle)	3500-8500	1.55	1.15	2.05	2.70	8.74	0°
#2902 Victor Jr. 454-R	3500-7500	1.30	1.05	1.55	2.35	5.96	0°
#2904 Victor Jr. 454-O	3500-7500	0.84	1.07	1.55	1.91	5.96	0°
#2907 Victor 454-R	3500-8000	1.30	1.05	1.55	2.35	5.90	0°
#2909 Victor 454-O	3000-7500	0.84	1.07	1.55	1.91	5.90	0°
#7085 Victor Tunnel Ram	3500-8500	1.44	1.06	1.78	2.50	4.33	0°

*Dimensions are in inches. Refer to "Reference Drawings".

(A) Measured from lifter valley end seal surface.

(B) Note that exit dimensions may vary slightly



2018 NMRA Street Outlaw champion Andy Manson uses Edelbrock SC-1 Cylinder Heads.



2018 NMRA Ford Muscle champion Bryan Parker uses an Edelbrock Intake Manifold.

Edelbrock-Equipped Race-Winning Competitors



Lizzy Musi's 2015 Dodge Dart has covered the 1/8 mile in 3.631 seconds, making it the quickest nitrous door slammer on the planet. Lizzy is also the current PDRA Pro Nitrous speed record holder at 209.23 MPH.



3-Time NMRA Street Outlaw champion Phil Hines uses an Edelbrock SC-1 Intake Manifold and Cylinder Heads to stay ahead of the competition.



Scott Graham, WCHR True 10.5 LASD Motorsports uses Edelbrock Intake Manifold, Cylinder Heads, Nitrous Systems and Progressive Controller



2018 NMCA Nostalgia Muscle Car champion Andy Warren uses an Edelbrock Super Victor Intake Manifold. This is Andy's 7th Nostalgia Muscle Car championship.

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
BIG-BLOCK CHEVY (CONT.)							
#2916 Super Victor Tall-Deck BBC	3500-8500	1.30	1.00	1.55	2.30	6.95	0°
#2927 Super Victor BBC	3500-8500	1.30	1.00	1.55	2.30	6.20	0°
#2895 Super Victor II Standard-Deck Raised-Port	3500-8500	1.40	0.98	1.66	2.38	7.62	0°
#2896 Super Victor II Short-Deck	4000-8500	1.36	1.06	1.66	2.42	7.56	0°
#2897 Super Victor II Tall-Deck	3500-8500	1.38	1.06	1.72	2.45	7.50	0°
SMALL-BLOCK CHRYSLER							
#2815 Super Victor	3500-8000	1.21	0.94	0.98	2.15	6.30	0°
#2915 Victor 340	3500-8000	1.12	0.92	1.02	2.04	4.92	4°
#2920 Victor W-2	3500-8000	1.10	0.90	1.32	2.00	4.92	4°
BIG-BLOCK CHRYSLER							
#2886 Victor 383	3500-7500	1.16	1.01	1.15	2.17	6.13	0°
#2954 Victor 440	3500-7500	1.16	1.01	1.15	2.17	6.25	0°
#2891 Super Victor 440	3500-8000	1.16	1.01	1.15	2.17	6.40	0°
#2893 Super Victor 440	3500-8000	1.39	1.19	1.30	2.58	6.40	0°
#7524 Dual-Quad 426-572 HEMI	2500-6500	0.92	1.06	1.80	1.98	5.10	2.5°
SMALL-BLOCK FORD							
#2828 Glidden Victor 351W	5000-9000	1.00	1.00	1.18	2.00	7.08	0°
#2860 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2863 Glidden Victor 351Y	5000-8500+	1.52	0.38	1.38	1.90	7.16(A)	0°
#2868 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2921 Victor Jr. 302	3500-8000	0.90	1.00	1.08	1.90	5.50	0°
#2924 Super Victor 351W	4500-8500	1.00	1.00	1.18	2.00	6.25	0°
#2928 Super Victor 8.2	3500-8000	1.00	1.00	1.18	2.00	6.35	0°
#2934 Super Victor 8.7	5000-9000	1.00	1.00	1.28	2.10	6.35	0°
#2945 Victor 5.0	4000-7500	0.96	1.00	1.16	1.96	8.25	N/A
#2981 Victor 351W	3500-7500	0.90	1.00	1.10	1.90	5.75	0°
FE FORD							
#2936 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
#2937 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
429/460 FORD							
#2965 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
#2966 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
350-403 OLDSMOBILE							
#2812 Victor 350-403 Olds	4500-7500	0.97	0.97	1.28	1.94	7.00	0°
400-455 OLDSMOBILE							
#2810 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
#2811 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
389-455 PONTIAC							
#2957 Victor Pontiac	3500-7500	0.61	1.49	1.08	2.10	7.70	0°
#29565 Victor Pontiac	4500-7500	0.61	1.49	1.08	2.10	7.70	0°

*Dimensions are in inches. Refer to "Reference Drawings".
 (A) Measured from lifter valley end seal surface.
 (B) Note that exit dimensions may vary slightly



2018 NMCA Nostalgia Super Stock champion Shawn Ayers uses an Edelbrock Intake Manifold.



2018 NMCA Xtreme Street champion Jessie Coulter uses an Edelbrock Intake Manifold.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

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GASKETS



Complete Head Gasket Set #7364 for small-block Ford



Edelbrock partners with top cylinder head gasket manufacturers to provide the best head gaskets for use with Edelbrock aluminum cylinder heads.



Edelbrock gaskets are designed specifically to fit our Performer & Performer RPM intakes and head ports, so there's no chance of our gaskets interfering with airflow



Small-Block Chevy Bulk Pack #72018



WHY YOU NEED EDELBROCK GASKETS

Any gasket can create a seal, but a good gasket can do it with less clamping force, and for a longer period of time. Edelbrock's gaskets are not only manufactured from extremely high quality materials, but they're also designed specifically to fit our intakes and cylinder heads, so there's no chance that our gaskets will interfere with the operation of either component. These gaskets also work with most stock cylinder heads and intakes, aluminum or cast-iron, as well as other aftermarket components.

Top quality Edelbrock gaskets ensure a perfect seal every time.

COMPLETE HEAD GASKET SETS

Edelbrock head gaskets are matched to Edelbrock performance cylinder heads to provide the best sealing solution and optimal performance. These complete sets include every gasket that you'll need for installation — head, intake, exhaust, valve cover (except LT1 & LT4), distributor, and thermostat housing gaskets.

CYLINDER HEAD GASKETS

Edelbrock head gaskets provide the best sealing solution and are matched to Edelbrock cylinder heads for optimal performance. Edelbrock relies on industry leading head gasket manufacturers to ensure our head gasket sets will provide the best fit and sealing properties when used with Edelbrock aluminum cylinder heads. Edelbrock head gaskets are manufactured from high-density materials and feature a superior design that performs under pressure and provides a long-lasting seal, without re-torquing.

INTAKE GASKETS

Matched to Edelbrock Performer, Performer RPM and Victor Jr. cylinder heads and manifolds, our Intake Gaskets allow for optimum flow and performance. The new MP-2N Micropore® technology does not use solvents, making our gaskets environmentally friendly. Impervious to most chemicals, this synthetic fiber composite provides a high recovery under load. This means that when compressed, the gasket will conform to any imperfections on the sealing surface even under lower flange pressures. A nitrile bead around each port opening makes the seal even better. Edelbrock intake gaskets are an Edelbrock product.

EXHAUST GASKETS

Edelbrock Exhaust Gaskets are made of EnCore™ HTX-900; a high-density non-asbestos fiber/metal core composite material consisting of two graphite-coated, heat-resistant fiber-blended sheets that are mechanically and chemically fused to an expanded steel core. The finished product provides high heat resistance, excellent load retention and unmatched sealing performance on exhaust manifold and header applications. A 50% recovery rate allows for gasket expansion in the event your header loses the proper header bolt torque. Edelbrock exhaust gaskets are an Edelbrock product.

VALVE COVER GASKETS

Fabricated from performance CRC (core-reinforced-composite), Edelbrock Valve Cover Gaskets provide excellent sealing integrity and conformability for easy installation. The multi-layer construction has two highly compressible, high rubber content, fiber-reinforced outside layers which are chemically bonded to a high strength composite core. This unique core-reinforced construction has a radial strength to resist high vacuum or blow-out conditions. Edelbrock valve cover gaskets are an Edelbrock product.

BULK PACK INTAKE GASKET SETS

These gaskets feature Micropore® MP-2N, an ultra-modern environmentally safe gasket material that provides excellent sealing on rough, irregular flange surfaces. Impervious to most chemicals including gasoline, alcohol, coolant and oils, Edelbrock intake gaskets provide optimum sealing in intermittent operating temperatures up to 400°F. The Synthetic Fiber Blend is light years above existing materials currently on the market by providing a minimum of 30% recovery under a load. This means that the gasket, when compressed, has a memory that allows it to expand, filling in any imperfections on a sealing surface.

- 1955-86 Small-Block Chevy - 10-pack intake gasket set#72018
- E-Tec, Vortec & Fast Burn small-block Chevy - 10-pack intake gasket set.....#72358
- Small-Block Ford 1963-96, 289, 302 S/B [except Boss], 1982-96,
5.0L & 5.8L 351W - 10-pack intake gasket set.....#72208

EDELBROCK GASGACINCH

Gasgacinch gasket sealer assures proper sealing of all gaskets used during a manifold installation. It is also effective on water pump, oil pan and valve cover gaskets. Gasgacinch is water and oil resistant and allows easy gasket removal during parts disassembly.

- Edelbrock Gasgacinch (4.0 oz.).....#9300

HIGH-TEMP SILICONE SEALANT

This high-quality RTV silicone is for use with intake manifold installations. This oil-resistant sealant is fast-curing, sensor-safe, low-odor, non-corrosive and meets performance specs of OE silicone gaskets. It also retains high flexibility to prevent leaks caused by vibration and thermal expansion.

- RTV Silicone Sealant (1/2 oz.).....#1077
- RTV Silicone Sealant (3 oz.).....#1076

CARBURETOR GASKETS

EDELBROCK SQUARE-BORE CARB GASKETS

Square-Bore Gasket Set (includes airhorn and carb-to-manifold gasket).....	#1472
Airhorn Gasket (5 gaskets included).....	#1499
Carburetor Base Gasket (2 gaskets included)	#3899

HEAT INSULATOR GASKETS

Designed to help prevent fuel percolation in Performer Series and Thunder Series AVS carburetors exposed to extreme underhood temperatures. Use #9265 with open plenum manifolds such as Torker II and Victor #9266 features a divided center which is designed to seal the carburetor to dual-plane manifolds including Performer, Performer RPM and most RPM Air-Gap manifolds. All gaskets come with extended carb studs.

Square-Bore Heat Insulator Gasket (0.320" thick).....	#9265
Divided Square-Bore Heat Insulator Gasket (0.320" thick)	#9266
Square-Bore Heat Insulator Gaskets for Edelbrock Dual-Quad Manifolds (0.125" thick - 2 gaskets included) ●	#9267

AIRHORN GASKET SETS FOR Q-JET CARBURETORS

For Edelbrock and GM Rochester Q-Jet carbs. Not for computer-controlled carbs.

Fits Edelbrock Q-Jet Carbs #1903, #1904, #1905, #1906 and #1910 (5 gaskets included).....	#1987
Fits Edelbrock Q-Jet Carb #1901 (5 gaskets included)	#1989
Fits Edelbrock Q-Jet Carb #1902 (5 gaskets included)	#1998

Performer Series & Thunder Series AVS carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

VICTOR JR. 2V SPORTSMAN GASKET

Carb Base Gasket for #2901, #2912, #2940 and #2941 (6 gaskets included).....	#6940
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FORD EGR GASKETS

EGR Gaskets; OEM 4V (for #3721, #3723, #3781, and #3783 Manifolds).....	#3896
EGR Gasket; OEM 2V (for #3721, #3723, #3781, and #3783 Manifolds).....	#3897
EGR Plate Gasket; OEM 4V (for #3766 Manifold).....	#3898

THROTTLE BODY GASKETS

	65mm	70mm	75mm	90mm
Throttle Body Flange	N/A	N/A	N/A	#3813
1986-93 5.0L Mustang Replacement Gasket Sets.....	#3830	#3830	#3831	N/A

MANIFOLD REPLACEMENT GASKETS

Edelbrock replacement gaskets are made to our high standards of quality and performance. They're the same high quality gaskets that we supply with our intakes, heads, carbs and other components.

CHEVY 2-PIECE MANIFOLD GASKETS

1982-85 2.8L 2V V6 (top gasket for #3785/#3787).....	#6941
1982-85 2.8L 4V V6 (top gasket for #3785/#3789).....	#6942
1985-91 305-350 S/B High-Flo T.P.I. (gasket for runners to base #3865 & #3870)	#3866
1957-86 302-327-350-400 S/B Tunnel Ram (base to top gasket for #7110)	#6999
1957-86 302-327-350-400 S/B Tunnel Ram (set of 5 pairs for #7110)	#6950
1957-86 302-327-350-400 S/B Victor Tunnel Ram (top gasket for #7070).....	#6988
Cross-Ram LS3 (base and plenums gasket for #7141 & #71413).....	#7271
396-502 B/B Tunnel Ram 2-0/2-R (top gasket for #7115 & #7075).....	#6989
Victor Tunnel Ram Base to Top Replacement Gasket (for #7085, #7086, #70855).....	#7355

FORD 2-PIECE MANIFOLD GASKETS

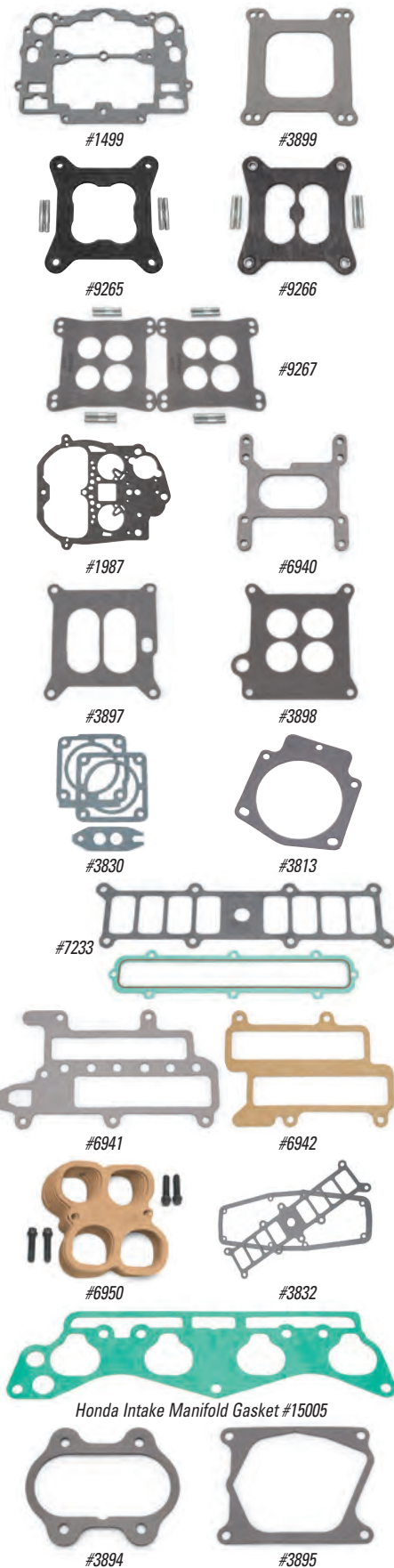
1986-95 5.0L (base and plenum cover gaskets for #3821).....	#3832
1986-95 5.0L (base and plenum cover gaskets for #7126).....	#7231
5.0L/5.8L EFI Victor (base and plenum cover gaskets for #2945 and #3887).....	#7232
1987-96 5.0L/5.8L EFI trucks (base and plenum cover gaskets for #3841 and #3881).....	#3833
Performer 5.0 RPM II (base and plenum gasket for #7123)	#7233
Slingshot Manifold Gasket (located between manifold top and bottom pieces).....	#8700

HONDA & ACURA INTAKE MANIFOLD GASKETS

1992-00 D16 (intake manifold gasket (D15B7 & D16Z6 will require trimming of gasket).....	#15005
1994-01 Honda B16 & 1997-01 Acura Integra Type-R B18C5 (intake manifold gasket).....	#15041
1994-01 Acura Integra GSR B18C1 (intake manifold gasket)	#15042
1994-01 Acura Integra LS B18B (intake manifold gasket)	#15043

PRO-FLO 2 SYSTEM GASKETS

Replacement 2V Air Valve Gasket (for Pro-Flo 2 systems #35030).....	#3894
Replacement 4V Air Valve Gasket (for Pro-Flo 2 systems #3500 & #3550).....	#3895



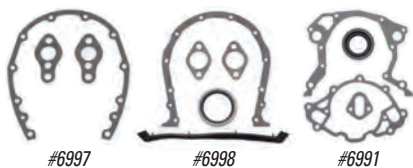
EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



GASKETS REFERENCE GUIDE



CARBURETOR ADAPTER REPLACEMENT GASKETS

This is a replacement gasket set for Edelbrock Carburetor Adapter Kits #2696 and #2697. Includes both the intake manifold to spacer and carburetor to spacer gaskets.

Replacement Gasket Set For Edelbrock Carburetor Adapter Kits #2696 and #2697.....#7261



FRONT COVER GASKET SETS

Includes front cover gasket and front seal.

For Small-Block Chevy.....#6997

For Big-Block Chevy.....#6998

For Small-Block Ford.....#6991



WATER PUMP GASKETS

For S/B Chevy.....#7251

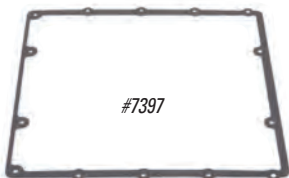
For B/B Chevy.....#7252

For S/B and B/B Chrysler.....#7257

For early S/B Ford (standard rotation including 351W, 351C, and 351M/400).....#7253

For late S/B Ford (reverse rotation).....#7254

For B/B Ford & FE.....#7258



THERMOSTAT GASKETS

For Small- and Big-Block Chevy V8.....#7260

For 1983-2002 Jeep 4.0L Inline Six.....#7274

E-FORCE SUPERCHARGER LID GASKET

This is a replacement gasket for the E-Force supercharger lid cover. Will fit the following applications: Camaro systems #1596, #1597, #1598, #1599; Corvette systems #1572, #1573, #1574, #1575, #1576, #1590, #1591, #1592, #1593, #1594, #1595; Truck/SUV systems #1564, #1567, #1577, #1578, #1579.

E-Force Supercharger Lid Replacement Gasket.....#7397

GASKET APPLICATION REFERENCE GUIDE

Year	Model	Head Gaskets (M)				Intake Gasket			Exhaust Gaskets		Valve Cover		Complete Set (A)
		BORE	COMPRESSED	VOLUME	PART #	PORT SIZE	THICKNESS	PART #	PORT SIZE	PART #	THICKNESS	PART #	
AMC													
1967-1969	290-390	4.275"	0.045"	10.60cc	#7329	1.13" x 2.21"	0.030"	#7213	1.80" x 1.30"	#7239	3/16"	#7532	#7372
1970-1991	290-304-343; 360-390-401	4.275"	0.045"	10.60cc	#7329	1.13" x 2.21"	0.030"	#7213	1.80" x 1.30"	#7239	3/16"	#7532	#7372
BUICK													
1967-1976	400-455	4.400"	0.050"	12.50cc	#7346	1.15" x 2.38"	0.032"	#7246 (C)	1.20" x 1.63"	#7247	3/16"	#7546	#7369
CHEVROLET													
1985-1995	V6 200-229-262 (3.8 and 4.3L)	-	-	-	-	1.28" x 2.10"	0.060"	#7209	-	-	-	-	-
1958-1986	302-327-350 S/B	4.125"	0.039"	8.70cc	#7310	1.28" x 2.09"	0.060"	#7201	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	#7361
1958-1986	400 S/B	-	-	-	-	1.28" x 2.09"	0.060"	#7201	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	-
-	Edelbrock 23° S/B Victor Jr. and Victor High-Port Intakes	-	-	-	-	1.31" x 2.02"	0.060"	#7217 (K)	-	-	-	-	-
-	Edelbrock 18° S/B Victor Jr. and Victor High-Port Intakes	-	-	-	-	1.23" x 2.13"	0.060"	#7218 (K)	-	-	-	-	-
1958-1986	E-Tec 170 302-327-350 S/B	4.125"	0.039"	8.70cc	#7310	1.08" x 2.11"	0.120"	#7235 (C)	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	#7367
1958-1986	E-Tec 200 302-327-350 S/B	-	-	-	#7310	1.26" x 2.24"	0.120"	#7215 (C)	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	-
1958-1986	E-Tec 170 400 S/B	-	-	-	-	1.08" x 2.11"	0.120"	#7235 (C)	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	-
1958-Later	S/B Vortec Bowtie	4.125"	0.039"	8.70cc	#7310	1.14" x 2.20"	0.060"	#7206 (E)	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	-
1958-Later	S/B Vortec Bowtie	4.125"	0.039"	8.70cc	#7310	1.14" x 2.20"	0.120"	#7207 (E)	1.50" x 1.50"	#7204	5/16" 1/4"	#7549 #7548 (L)	-

Year	Model	Head Gaskets (M)				Intake Gasket			Exhaust Gaskets		Valve Cover		Complete Set (A)
		BORE	COMPRESSED	VOLUME	PART #	PORT SIZE	THICKNESS	PART #	PORT SIZE	PART #	THICKNESS	PART #	
1992-1997	LT1	4.100"	0.052"	11.50cc	#7342	2.1" x 1.265"	0.060"	#7243	1.385" x 1.400" (D shaped)	#7248	-	-	#7380
1992-1997	LT4	4.100"	0.052"	11.50cc	#7342	2.3" x 1.25"	0.060"	#7244	1.385" x 1.400" (D shaped)	#7248	-	-	#7379
1997-Later	LS1	3.920"	0.051"	-	#7388	(Set of 8 O-Rings)		#7386	-	-	-	-	-
1997-Later	LS2	4.080"	0.051"	-	#7387	(Set of 8 O-Rings)		#7386	-	-	-	-	-
2005-Later	Edelbrock LS3 Cross Ram and Super Victor	-	-	-	-	(Set of 8 O-Rings)		#7395	-	-	-	-	-
-	Edelbrock Super Victor LS-R	-	-	-	-	2.45" x 1.66"	0.060"	#7290	-	-	-	-	-
CHEVROLET (CONT.)													
1958-1965	348/409 "W-Series"	4.500"	0.0435"	12.20cc	#7359	2.50" x 1.31"	0.060"	#7240 (G) #7242 (I)	1.813" x 1.75"	#7241 (F)	5/16"	#7582	#7378
1965-1990	Mark IV, 396-402-427-454 B/B Rectangular Port	4.370"	0.039"	9.70cc	#7302	1.82" x 2.54"	0.060"	#7202	1.940" (round)	#7205	5/16"	#7580	#7362
1965-1990	Mark IV, 396-402-427-454-555 B/B Rectangular Port 6-Bolt Flange with No Crossover	-	-	-	-	1.82" x 2.46"	0.060"	#7208 (C)	-	-	-	-	-
1965-1990	Mark IV, 396-402-427-454 B/B Oval Port	4.370"	0.038"	10.05cc	#7302	1.82" x 2.05"	0.060"	#7203	1.940" (round)	#7205	5/16"	#7580	#7363
1991-Later	Gen V & VI, 454 B/B Rectangular Port	4.370"	0.038"	10.05cc	#7375	1.82" x 2.54"	0.060"	#7202	1.940" (round)	#7205	5/16"	#7580	#7376
1991-Later	Gen V & VI, 502 B/B Rectangular Port	4.540"	0.039"	10.05cc	#7356	1.82" x 2.54"	0.060"	#7202	1.940" (round)	#7205	5/16"	#7580	#7389
-	Edelbrock Big Victor B/B Spread Port Cylinder Heads	-	-	-	-	2.02" x 2.635"	0.060"	#7245	-	-	0.130"	#7559	-
-	Edelbrock BV3 B/B Cylinder Heads	4.840" 5.000"	-	-	-	2.02" x 2.72"	0.060"	#7249 #7259	-	-	-	-	-
CHRYSLER													
1966-1987	318-340-360 318-340-360 (for Victor Heads)	4.180"	0.050"	11.20cc	#7326	1.17" x 2.30"	0.060"	#7276	1.75" x 1.25"	#7236	3/16"	#7592	#7370
1992-Later	Magnum	4.140"	0.048"	10.70cc	#7327	1.18" x 2.18"	0.060"	#7277	1.50" x 1.20"	#7237	3/16"	#7593	#7371
1958-1979	361-383-400,413-426 [except HEMI], and 440 engines	4.505"	0.038"	9.69cc	#7325	1.23" x 2.27"	0.030"	#7225 (B)	1.84" x 1.33"	#7226	3/16"	#7591	#7366 (B)
-	426-572 HEMI engines (Gen II)	4.590"	0.051"	14cc	#7347	2.00" x 1.84"	0.060"	#7278	1.84" x 1.74"	#7279	1/4"	#7589	#7349
FORD													
1938-1948 1949-1953	Ford/Mercury Flathead	3.187" 3.420"	0.062"	14cc	#7394 #7393	1.35" x 2.00"	0.062"	#7234	-	-	-	-	#7384 #7383
1963-1996	289, 302 S/B [except Boss]	4.100"	0.045"	9.8cc	#7313 (J)	1.20" x 2.00"	0.060"	#7220	1.25" x 1.48"	#7227	5/16"	#7560	#7364
1982-1996	5.0L & 5.8L 351W	-	-	-	-	1.28" x 2.10"	0.060"	#7219	-	-	-	-	-
-	Edelbrock Victor Jr. Cylinder Heads with No Crossover	-	-	-	-	1.52" x 2.16"	0.060"	#7265	1.98" x 1.56"	#7262	3/16"	#7569	#7377
-	302 E-Boss and 351W E-Boss (Clevor) Conversions	4.100"	0.047"	10.20cc	#7341 (H)	1.52" x 2.16"	0.060"	#7265	1.98" x 1.56"	#7262	3/16"	#7569	#7374
1970-1974	351 Cleveland	4.080"	0.038"	8.10cc	#7328	1.52" x 2.16"	0.060"	#7265	1.98" x 1.56"	#7262	3/16"	#7569	#7374
1958-1976	390-428 FE	4.400"	0.038"	9.90cc	#7337	1.40" x 2.10"	0.060"	#7224	1.40" x 2.04"	#7229	3/16"	#7568	#7368
1968-1987	429-460 B/B	4.500"	0.048"	12.5cc	#7314	1.98" x 2.26"	0.060"	#7223 (D)	1.50" x 2.10"	#7228	5/16"	#7563	#7365
JEEP													
1987-2006	4.0L In-line Six	4.005"	0.042"	8.88cc	#7348	1.67" x 1.38"	0.060"	#7275	1.66" (round)	N/A	5/32"	#7583	#7350
OLDSMOBILE													
1965-1976	400-425-455	4.250"	0.042"	9.8cc	#7340	1.44" x 2.44"	0.060"	#7284	1.95" x 1.56"	#7238	3/16"	#7598	#7373
PONTIAC													
1961-1979	326-389-400-421-428-455	4.300"	0.038"	8.96cc	#7381	1.18" x 2.20"	0.060"	#7280	1.880"	#7281	3/16"	#7590	#7382

IMPORTANT FOOTNOTES

- (A) Does not include end seals; Edelbrock recommends the use of silicone sealant in place of end seals
- (B) Must be used with OE-style valley pan
- (C) Does not have embossed silicone bead
- (D) Does not fit CJ or SCJ
- (E) For use with Bowtie Vortec #2814 intake

- (F) For use with large port applications, including Edelbrock RPM heads #60809/#60819, will not fit factory heads
- (G) For use with large port applications only
- (H) For use with Edelbrock RPM heads #61699 only
- (I) For use with small port applications only
- (J) Graphite style

- (K) Gasket is trim-to-fit for port matching
- (L) Cork style
- (M) Made by Fel-Pro for Edelbrock to ensure they match perfectly with Edelbrock products

EMISSIONS GUIDE

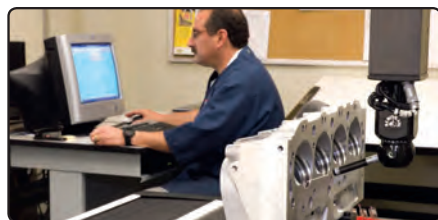
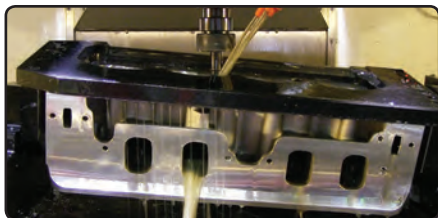
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CYLINDER HEADS INTRODUCTION



Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



EDELBRUCK CYLINDER HEADS MADE IN USA FOR QUALITY AND PERFORMANCE!

Each cylinder head that we bring to market is engineered, tested, cast and machined in our manufacturing facilities in Southern California. Our investment in people, equipment and quality processes ensure that every cylinder head that leaves our warehouse will perform up to its expectations. Most of our cylinder heads are cast from high quality A356 aluminum and heat treated to T6 specifications in-house. The result of the T6 heat treat process is a strong casting that can handle the demands of your engine. Our cylinder heads also use highly efficient ports and state-of-the-art combustion chamber shapes that offer improved performance throughout the rpm range for great throttle response and top-end horsepower. Other top-quality features include threaded inserts in rocker stud and exhaust bolt holes for superior strength and durability, and proprietary manganese-bronze valve guides. All of these are features that some other companies don't include. Since 1938, we have prided ourselves on delivering the highest quality and best performing automotive products on the market, period.



E-Street Head for B/B Chevy #50459

E-STREET® CYLINDER HEADS

Edelbrock E-Street cylinder heads offer **American made quality and affordable performance**. E-Street cylinder heads feature as-cast ports and are designed for entry-level street performance applications operating in the idle-to-5500 rpm range. Their modern combustion chamber designs improve the combustion process and larger than stock intake and exhaust ports move more air through your engine for improved efficiency. Most E-Street cylinder heads are sold in pairs and are available for popular V8 engines. For use on pre-pollution controlled vehicles only.

Important Notes: Edelbrock heads are sold individually (except Flatheads, E-Street and E-Series small-block applications) check listings for details. Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.



Performer Pontiac D-Port Head #61579

PERFORMER® CYLINDER HEADS

Select Performer heads are 50-state emissions legal and are designed to fit emissions-controlled engines. These heads provide great torque and horsepower up to 5500 rpm.



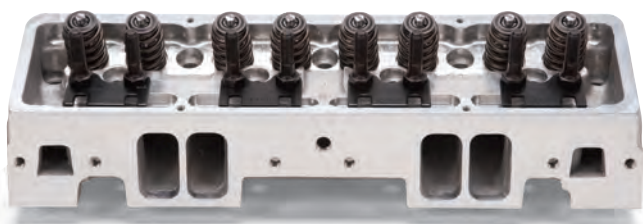
Performer RPM for S/B Ford #60259



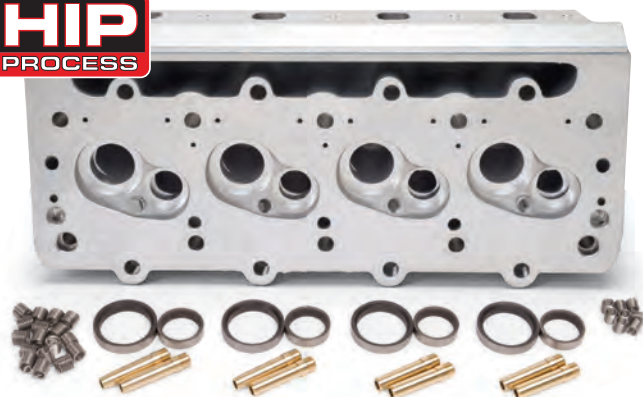
E-Series Head for S/B Ford #5028



E-CNC #79949 for LS1/LS2 Chevy



Victor Jr. S/B Chevy 23° #61255



Glidden Victor SC-1 Pro-Port Raw #770769

PERFORMER RPM® CYLINDER HEADS

Performer RPM heads are perfect for street performance, daily drivers, street rods and muscle cars where seat-of-the-pants performance is needed. These cylinder heads deliver great throttle response and power from 1500 to 6500 rpm. They also feature the highest quality intake and exhaust valves and valve springs. For use on pre-pollution controlled vehicles only.

E-SERIES™ CYLINDER HEADS

E-Series cylinder heads are a step up in affordable performance from our E-Street line. They feature larger runners for increased airflow, revised exhaust ports and larger diameter springs for higher lift camshafts, making them ideal for a spec series racer and larger displacement engines. These heads also have as-cast ports and maintain the stock exhaust port location, making them compatible with OEM headers and hardware. E-Series cylinder heads are available for small-block Chevy and small-block Ford.

E-CNC™ CYLINDER HEADS FULLY CNC PORTED HIGH-PERFORMANCE DESIGNS

For the ultimate in performance, our E-CNC cylinder heads are the answer. These cylinder heads are fully CNC ported for maximum horsepower and torque, making them ideal for high-performance street and light duty racing applications. They also feature high-quality lightweight valve springs and heavy-duty hardware and maintain the stock exhaust port location. E-CNC cylinder heads are available for small-block Chevy, LS-series Chevy, big-block Chevy and small-block Ford. For use on pre-pollution controlled vehicles only.

VICTOR® SERIES CYLINDER HEADS

Victor Series cylinder heads are used by many of the best racers in the country and are the best choice for all-out competition. Edelbrock engineers work with leading racers and engine builders to produce the ultimate components for racing. The end results are competition ready cylinder heads that feature race wining technology, right out of the box. Victor Jr. cylinder heads are compatible with OE valve train and pistons for bolt-on convenience while Victor cylinder heads feature raised runners, revised chambers and relocated valves for all-out competition. Victor Pro-Port CNC heads are fully CNC ported versions of Victor heads if you're looking for maximum power.


PRO-PORT RAW™ CYLINDER HEADS SERIOUS CASTINGS FOR SERIOUS PROFESSIONALS

Pro-Port Raw cylinder heads are specialty purpose-engineered castings designed for the professional cylinder head porter and engine builder. Features include extra-thick decks, under-sized intake and exhaust runners and increased wall thickness to allow for custom CNC porting. The castings are semi-machined with finished accessory, intake and exhaust flange bosses. Optional HIP Processed castings available! This aerospace process results in an incredibly strong and dense casting. See page 119 for more details. Pro-Port heads are available for Chevy SB2, LS-series Chevy, big-block Chevy (conventional and spread-port), small-block Ford (including SC-1) and FE Ford.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

AMC/JEEP 343-401 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Intake Flange Style	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
185cc / 70cc	Performer AMC/Jeep with exhaust crossover	-	#60139	300-450	Standard	Standard	54cc	2.02" / 1.60"	Flat Tappet	0.580"	1.55"
185cc / 70cc	Performer RPM AMC/Jeep no crossover	-	#60119	300-450	Standard	Standard	54cc	2.02" / 1.60"	Flat Tappet	0.580"	1.55"
185cc / 70cc	Performer RPM AMC for NHRA Stock/Super Stock only	#60107	-	 Standard	Standard	54cc	-	-	-	-	-

IMPORTANT NOTES FOR PERFORMER & PERFORMER RPM FOR AMC/JEEP

- Include adjustable rocker studs and guide plates for use with small-block Ford style adjustable 1.6:1 ratio rockers.
- Intake flange is dual-drilled to accommodate early- and late-model intake bolt patterns, covering 1967-91.
- Direct bolt-on for 1970-later engines with 1/2" head bolts, these heads include step-dowel pins for pre-1970 engines.
- Their dual-quench combustion chambers produce approximately 9.5:1 compression in 401 V8 engines.
- Features a 45° intake seat angle for improved mid- to high-lift flow over the stock 30° angle.
- Use Edelbrock Step Washer Kit #9693 on 1967-69 engines with 7/16" head bolts.
- Bare heads have valve guides and seats installed, but require final sizing and a valve job to match your valves.
- Complete heads include larger-than-stock valve springs to handle most high-lift cams.
- Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate).

Performer RPM AMC for NHRA Stock/Super Stock



JEEP 4.0L INLINE SIX

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
144cc / 77cc	Performer Jeep 4.0L	#50159	#50169	200-300	Standard	55cc	1.91" / 1.50"	Flat Tappet	0.540"	1.26"

FEATURES & BENEFITS


- Designed as a bolt-on performance upgrade for 1987-2006 Jeep's with a 4.0L inline six engine.
- Features better flowing intake/exhaust ports along with a modern combustion chamber design and backcut and swirl polished valves for improved flow.
- Retains the stock valve angle, pushrod length and valve cover bolt pattern for use with factory components and off the shelf accessories.
- Features larger reinforced rocker bosses for improved strength at high RPM and Heli-Coil® threaded inserts in the intake manifold bolt holes for added strength.
- A 3/4" deck throughout the head also promotes stiffness and durability.
- This cylinder head is machined to accept both distributor or coil pack ignition.

IMPORTANT FITMENT GUIDE

This Performer cylinder head is designed as a bolt-on performance upgrade for 1987-2006 Jeeps with a 4.0L inline six-cylinder engine. To optimize airflow, this cylinder head is designed with a 1991-2006 4.0L intake port location and 1991-98 4.0L exhaust port size. As a result, this cylinder head must be used with a 1991-2006 intake manifold and a 1991-1998 exhaust manifold. Aftermarket exhaust headers can also be used in place of 1991-1998 exhaust manifolds and MUST be used in place of 1999-2006 exhaust manifolds. Most aftermarket exhaust headers are compatible, but please check with the exhaust header manufacture to verify. This cylinder head is NOT compatible with 1999-2006 OEM exhaust manifolds.

Model Year	Intake Manifold	Exhaust Manifold
1999-2006	OEM	MUST use aftermarket exhaust headers
1991-1998	MUST use 1999-2006 OEM intake	OEM or aftermarket exhaust headers
1987-1990	MUST use 1999-2006 OEM intake	MUST use aftermarket exhaust headers
1976-1990 (AMC 4.2L)	MUST use appropriate intake	MUST use appropriate exhaust headers

BUICK 400-455 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Intake Flange Style	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type
215cc / 130cc	Performer RPM Buick	-	#60049	400-500	Standard	Standard	68cc	2.125" / 1.75"	Flat Tappet
215cc / 130cc	Performer RPM Buick for NHRA Super Stock only	#60037	-	 Standard	Standard	68cc	-	-	-

IMPORTANT NOTES

- Includes adjustable rocker stud and guide plate for use with small-block Chevy style adjustable 1.6:1 ratio rockers.
- The large 68cc combustion chambers produce 9.2:1 compression ratio with stock pistons.
- Bare heads have valve guides and seats installed, but require final sizing and a valve job to match your valves.
- Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 3/8" (width of slot in guide plate).

Performer RPM Buick for NHRA Super Stock



Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
●	-	#8531 (Pre-1970) #8532 (1970-Later)	#7329	#7213	#7239	#7532	#9637	#9765 (I) #9766 (E)	#5792	#9644	RC12YC
●	-	#8531 (Pre-1970) #8532 (1970-Later)	#7329	#7213	#7239	#7532	#9637	#9765 (I) #9766 (E)	#5792	#9644	RC12YC
●	-	#8531 (Pre-1970) #8532 (1970-Later)	#7329	#7213	#7239	#7532	#9637	-	-	-	RC12YC



Performer AMC/Jeep



Performer RPM AMC/Jeep



Performer RPM AMC/Jeep

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
●	-	#8533	#7348	-	#7275	#7583	-	Call Tech	#5703	-	RC12YC



E.O. Number D-215-94

IMPORTANT EMISSIONS INFORMATION

- 50-state emission legal for 4.0L engines when used with factory Fuel Injection calibration and components (E.O. Number D-215-94).
- Pending 50-state emission legal for 4.2L engines when used with a Mopar Fuel Injection Conversion Kit (E.O. Number D-265-21).

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



Performer Jeep 4.0L



Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
0.600"	1.55"	●	-	#8503	#7346	#7246	#7247	#7546	#9605	Call Tech	#5792	#9644	RC12YC
-	-	●	-	#8503	#7346	#7246	#7247	#7546	#9605	-	-	-	RC12YC



Performer RPM Buick #60049



Performer RPM Buick #60049



Performer RPM Buick #60049

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHEVROLET 262-400 V8

Port Intake / Exhaust	Volume Description	Complete w/Valves				HP Range	Intake Flange Style	Exhaust Port Location	Plug Type	Chamber Volume
		Complete (Pair)	Bare (Single)	Only (Single)	Complete (Single)					
165cc / 65cc	Performer Centerbolt (1987-95)	-	-	-	#60859	250-425	Standard	Standard	Straight	60cc
165cc / 65cc	Performer Centerbolt (1986-91) 5.7L Corvette	-	-	-	#60879	250-425	Standard	Standard	Angled	60cc
170cc / 62cc	Performer RPM	-	#61009	-	#61015	250-425	Standard	Standard	Straight	60cc
170cc / 62cc	Performer RPM	-	#61009	-	#61019	250-425	Standard	Standard	Straight	60cc
170cc / 70cc	E-Tec 170	-	-	-	#60975	350-450	Vortec	Standard	Straight	64cc
185cc / 60cc	E-Street	#5089	-	-	#50899	300-400	Standard	Standard	Straight	64cc
185cc / 60cc	E-Street	#5073	-	-	#50739	300-400	Standard	Standard	Straight	70cc
185cc / 65cc	Performer	-	-	-	#60759	300-450	Standard	Standard	Straight	70cc
185cc / 65cc	Performer	-	-	-	#60909	300-450	Standard	Standard	Straight	64cc
185cc / 65cc	Performer RPM for SCCA	-	#608879	#608979	-	350-475	Standard	Standard	Straight	64cc
185cc / 65cc	Performer RPM for NHRA Super Stock	-	#60947	-	-	Standard	Standard	Standard	Angled	64cc
185cc / 65cc	Performer RPM for NHRA Super Stock	-	#60887	-	-	Standard	Standard	Standard	Straight	64cc
185cc / 65cc	Performer RPM for NHRA Super Stock	-	#60617	-	-	Standard	Standard	Standard	Angled	70cc
185cc / 65cc	Performer RPM for NHRA Super Stock	-	#60637	-	-	Standard	Standard	Standard	Straight	70cc
185cc / 75cc	E-CNC 185	-	-	-	#79895	400-500	Standard	Standard	Straight	64cc
185cc / 75cc	E-CNC 185	-	-	-	#79899	400-500	Standard	Standard	Straight	64cc
195cc / 65cc	Performer RPM	-	-	-	#60735	350-450	Standard	Standard	Straight	70cc
195cc / 65cc	Performer RPM	-	#60949	-	#60995	350-450	Standard	Standard	Angled	64cc
195cc / 65cc	Performer RPM	-	-	-	#60895	350-450	Standard	Standard	Straight	64cc
195cc / 65cc	Performer RPM	-	-	-	#60739	350-450	Standard	Standard	Straight	70cc
195cc / 65cc	Performer RPM	-	#60949	-	#60999	350-450	Standard	Standard	Angled	64cc
195cc / 65cc	Performer RPM	-	-	-	#60899	350-450	Standard	Standard	Straight	64cc

CHEVROLET 262-400 CONTINUED ON THE NEXT PAGE...



Performer Centerbolt #60879

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



E-Tec 170 #60975

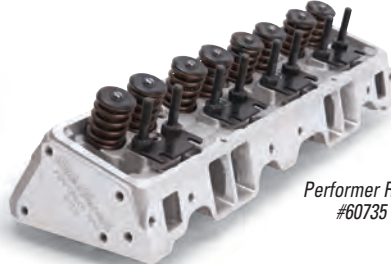
APPLICATION SPECIFIC INSTALLATION FOOTNOTES

- (A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)
- (B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate)
- (C) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- (D) Edelbrock pushrods #9632 are recommended
- (E) Requires hardened pushrods
- (F) Pedestal mount rockers
- (G) When using hot air choke Q-Jet carbs, choke kit #1932 is required
- (H) Intended for use on small-bore (3.736" - 4.00") 265, 283, 305 & 307 engines
- (I) Deck thickness: 9/16", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)

Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E	#8550	-	-	#7204	-	See Instructions	#9765 (I) #9766 (E)	#5767	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E	#8550	-	-	#7204	-	See Instructions	#9765 (I) #9766 (E)	#5767	#9736	RC12YC
1.91" / 1.50"	Hyd. Roller	0.575"	1.46"	●	C,E,H,I	#8550	-	-	-	#7549	#9630	Call Tech	#5845	Call Tech	RC12YC
1.91" / 1.50"	Flat Tappet	0.575"	1.46"	●	C,E,H,I	#8550	-	-	-	#7549	#9630	Call Tech	#5825	Call Tech	RC12YC
1.94" / 1.55"	Hyd. Roller	0.575"	1.46"	●	A,E	#8550	#7310	#7235	#7204	#7549	See Instructions	#9779 (I) #9773 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.550"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	#9630	Call Tech	#5767	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.550"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	#9630	Call Tech	#5767	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E,G	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E,G	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
1.94" / 1.55"	-	-	-	●	C	#8550	#7310	#7201	#7204	#7549	See Instructions	#9779 (I) #9773 (E)	-	-	RC12YC
-	-	-	-	●	C	#8550	#7310	#7201	#7204	#7549	See Instructions	-	-	-	RC12YC
-	-	-	-	●	C	#8550	#7310	#7201	#7204	#7549	See Instructions	-	-	-	RC12YC
-	-	-	-	●	C	#8550	#7310	#7201	#7204	#7549	See Instructions	-	-	-	RC12YC
-	-	-	-	●	C	#8550	#7310	#7201	#7204	#7549	See Instructions	-	-	-	RC12YC
2.02" / 1.60"	Hyd. Roller	0.575"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
2.02" / 1.60"	Hyd. Roller	0.575"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Hyd. Roller	0.575"	1.46"	●	A,C,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Hyd. Roller	0.575"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,C,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●	A,E	#8550	#7310	#7201	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5825	#9741	RC12YC



E-Street #5089



Performer RPM #60735



SCCA RPM #608979

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHEVROLET 262-400 V8 (CONTINUED)

Port Volume Intake / Exhaust	Description	Complete w/Valves				HP Range	Intake Flange Style	Exhaust Port Location	Plug Type	Chamber Volume
		Complete (Pair)	Bare (Single)	Only (Single)	Complete (Single)					
200cc / 80cc	E-Tec 200	-	-	-	#60985	350-500	Vortec	Standard	Straight	64cc
200cc / 80cc	E-Tec 200	-	-	-	#60989	350-500	Vortec	Standard	Straight	64cc
210cc / 75cc	E-Series E-210	#5087	-	-	-	400-550	Standard	Standard	Straight	64cc
210cc / 75cc	E-Series E-210	#5085	-	-	-	400-550	Standard	Standard	Straight	64cc
215cc / 85cc	Victor Jr. 23°	-	-	-	#77589	450-550	Standard	+125	Angled	64cc
215cc / 85cc	Victor Jr. 23°	-	-	-	#77599	450-550	Standard	+125	Angled	64cc
220cc / 85cc	Victor Jr. 23°	-	#61249	-	#61255	450-600	Standard	+300	Angled	64cc
220cc / 85cc	Victor Jr. 23°	-	#61249	-	#61259	450-600	Standard	+300	Angled	64cc
225cc / 88cc	E-CNC	-	-	-	#61209	500-600	Standard	+200	Angled	64cc
225cc / 88cc	E-CNC	-	-	-	#61205	500-600	Standard	+200	Angled	64cc
260cc / 88cc	E-CNC	-	-	-	#61215	500-650	Standard	+200	Angled	68cc
260cc / 88cc	E-CNC	-	-	-	#61219	500-650	Standard	+200	Angled	68cc
275cc / 88cc	E-CNC	-	-	#61229	-	550-700	Standard	+200	Angled	68cc

IMPORTANT NOTES

- To use stock rockers on small-block Chevy heads, .100" longer than stock pushrods are required.
- Edelbrock pushrods #9629 are recommended for use with flat tappet cams only.
- S/B Chevy heads may not be used on engines with less than 4" bore (262, 265, 267, 283, 305, 307 c.i.d.) except with cams having less than .450" valve lift. See #61015 and #61019 for use with 3.376" - 4.00" bores.
- Replacement valve part numbers are for sets of 8. See page 123 for more information.

APPLICATION SPECIFIC INSTALLATION FOOTNOTES

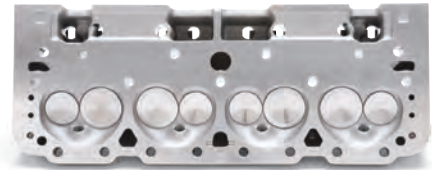
- (A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)
- (B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate)
- (C) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- (D) Edelbrock pushrods #9632 are recommended
- (E) Requires hardened pushrods
- (F) Pedestal mount rockers
- (G) When using hot air choke Q-Jet carbs, choke kit #1932 is required

GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 83-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- Head bolt kits on page 121



E-Tec 200 #60985



E-Tec 200 #60985



E-Tec 200 #60985



Compliment your Edelbrock cylinder heads with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
2.02" / 1.60"	Hyd. Roller	0.575"	1.46"	●●	A,E	#8550	#7310	#7215	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
2.02" / 1.60"	Flat Tappet	0.575"	1.46"	●●	A,E	#8550	#7310	#7215	#7204	#7549	See Instructions	#9765 (I) #9766 (E)	#5767	#9736	RC12YC
2.08" / 1.60"	Hyd. Roller	0.650"	1.55"	●●	A,E	#8550	#7310	FelPro	FelPro	#7549	See Instructions	Call Tech	#5821	#9715	RC12YC
2.08" / 1.60"	Flat Tappet	0.575"	1.46"	●●	A,E	#8550	#7310	FelPro	FelPro	#7549	See Instructions	Call Tech	#5825	#9741	RC12YC
2.08" / 1.60"	Hyd. Roller	0.650"	1.55"	●	E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	#5821	#9715	-
2.08" / 1.60"	Mech. Roller	0.670"	1.55"	●	E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	#9785 (I) #9787 (E)	#5823	#9715	-
2.10" / 1.60"	Hyd. Roller	0.630"	1.55"	●	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	-	-	-	-
2.10" / 1.60"	Mech. Roller	0.700"	1.55"	●	C,E	#8550	FelPro	FelPro	FelPro	#7549	See Instructions	-	-	-	-
2.10" / 1.60"	Mech. Roller	0.700"	1.58"	●●	-	-	-	-	-	-	-	-	-	-	-
2.10" / 1.60"	Hyd. Roller	0.680"	1.34"	●●	-	-	-	-	-	-	-	-	-	-	-
2.14" / 1.60"	Hyd. Roller	0.730"	1.57"	●●	-	-	-	-	-	-	-	-	-	-	-
2.14" / 1.60"	Mech. Roller	0.730"	1.57"	●●	-	-	-	-	-	-	-	-	-	-	-
2.17" / 1.60"	Mech. Roller	0.730"	1.57"	●●	-	-	-	-	-	-	-	-	-	-	-



E-Series E-210 #5087



E-Series E-210 #5087



E-Series E-210 #5087



Victor Jr. #77599



Victor Jr. #77599



E-CNC #61209



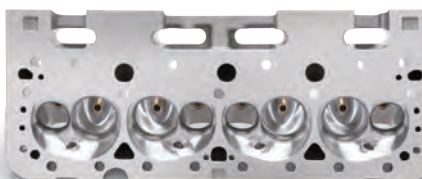
E-CNC #61209



E-CNC #61209



E-CNC #61219



E-CNC #61219



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHEVROLET LT1 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
170cc / 60cc	Performer LT1	-	#61905	300-450	Standard	54cc	1.94" / 1.55"	Hyd. Roller	0.600"	1.46"
170cc / 60cc	Performer LT1 for NHRA Super Stock only	#61917	-	Standard	Standard	54cc	-	-	-	-

IMPORTANT NOTES FOR PERFORMER LT1 CYLINDER HEADS

- Designed for 1992-97 LT1 engines and feature factory style self-aligning rockers and centerbolt valve covers.
- Compatible with stock or aftermarket exhaust manifolds and headers.

INSTALLATION NOTES

- (A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate)
 (B) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using

CHEVROLET LS1/LS2/LS3 (GEN III & IV) V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
215cc / 76cc	E-CNC 215 (Gen III&IV LS1/LS2)	#79939	#79949	400-500	Standard	65cc	2.02" / 1.57"	Hyd. Roller	0.680"	1.30"
230cc / 80cc	E-CNC 230 LS3 (4-bolt flange)	-	#61319	400-500	Standard	69cc	2.135" / 1.55"	Hyd. Roller	0.680"	1.30"
260cc / 89cc	E-CNC 230 LS3 (6-bolt flange)	-	#61329	450-550	Standard	69cc	2.135" / 1.55"	Hyd. Roller	0.680"	1.30"
280cc / 85cc	Victor Jr. LS3 (4-bolt flange)	-	#61339	500-650	+125	69cc	2.20" / 1.60"	Hyd. Roller	0.680"	1.30"
280cc / 85cc	Victor Jr. LS3 (6-bolt flange)	-	#61349	500-650	+125	69cc	2.20" / 1.60"	Hyd. Roller	0.680"	1.30"

IMPORTANT NOTES FOR LS3 CYLINDER HEADS

- E-CNC LS3 cylinder heads are a great general purpose high performance cylinder head for any street-strip LS engine.
- E-CNC cylinder heads feature fully CNC'd intake ports, combustion chambers and exhaust ports
- Compatible with stock style rocker arms.
- Features an exhaust port that has been raised 0.125" as well as raised spring pockets that have been machined 0.200" for use with longer valves.
- Valve angle has been rolled to 13.25° and the spark plug position has been revised for improved combustion and efficiency over a stock head. • #61319 and #61329 cylinder heads have a high velocity port compared to stock LS3 cylinder heads, making them an ideal upgrade for any cathedral port or 3.89" bore LS application.
- #61319 and #61329 feature a unique canted intake valve while still using stock rockers.
- Features an improved design and casting that gives cylinder head porters more material to work with compared to stock heads.

IMPORTANT NOTES FOR E-CNC 215

- Designed for 1997 & later Gen III & IV LS1/LS2 Chevy engines including 4.8L, 5.3L, 5.7L & 6.0L.
- E-CNC heads feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved air-flow.
- Dyno tests proved these heads are capable of 457 hp & 438 ft-lbs. of torque.
- Includes high-quality conical beehive springs secured with steel retainers and valve locks for up to .600" valve lift.
- Rocker bolt kit #8597 includes 8 rocker bolts that are shorter than stock to prevent the bolts from protruding into the intake ports.
- Deck thickness: 5/8", pushrod diameter: 5/16".

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



CHEVROLET LSX (GEN IV) V8

Port Volume Intake / Exhaust	Description	Pro-Port Bare (Single)	Bare CNC Ported (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
353cc / 116cc	Victor LS-R CNC NHRA Super Stock & Comp Approved	#770469	#770468		+0.875"	48cc	2.24" / 1.59"	-	-	1.75"

IMPORTANT NOTES

- Ideal for use with Chevrolet Performance LSX and similar engine blocks.
- Fully CNC machined intake ports, combustion chambers and exhaust ports to meet the demands of a high output competition engines.
- Hot Isostatic Pressing (HIP) processed for superior strength, durability and dimensional stability
- Features a raised exhaust port flange for improved air flow and deeper rocker bolt holes for improved support and stability at high rpm.
- Compatible with GM SB2 valve covers.
- Will require an aftermarket rocker system.
- Pro-Port Raw version #770469 is available for custom porting applications.



Match with a Super Victor LS-R Manifold for the ultimate combo!

LT1 AND LS CHEVY **CYLINDER HEADS**

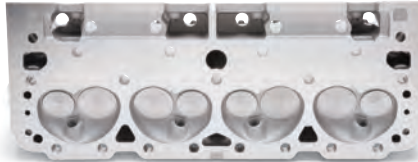


CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAM & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
●	A	#8550	#7342	#7243	#7248	-	-	-	#5767	#9736	RC12YC
●	A	#8550	#7342	#7243	#7248	-	-	-	-	-	RC12YC



Performer LT1 #61905



Performer LT1 #61905



Performer LT1 #61905

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
●	-	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	#7395	-	-	-	Call Tech	-	#9707	RC12YC
●	-	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	-	-	-	-	Call Tech	-	#9707	RC12YC
●	-	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	-	-	-	-	Call Tech	-	#9707	RC12YC
●	-	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	-	-	-	-	Call Tech	-	#9707	RC12YC
●	-	#8596 (Gen III) #8595 (Gen IV)	#7388 (LS1) #7387 (LS2)	-	-	-	-	Call Tech	-	#9707	RC12YC



E-CNC 215 #79949



E-CNC 215 #79949



E-CNC 215 #79949



Victor Jr. #61339

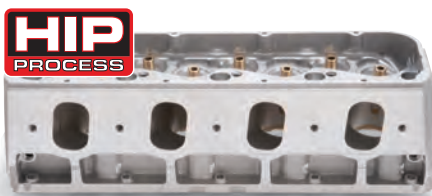


Victor Jr. #61339



Victor Jr. #61339

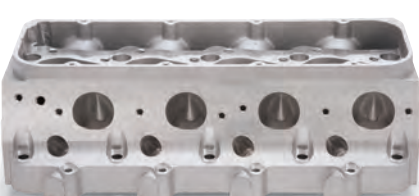
Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
●	-	-	-	#7290	-	-	-	-	-	-	-



Victor LS-R CNC #770468



Victor LS-R CNC #770468



Victor LS-R CNC #770468

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHEVROLET LT1/LT4 (GEN V) V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
305 / 115	Performer RPM LT1	-	#77119	600+	Standard	61cc	2.165" / 1.60"	Hyd. Roller	0.650"
305 / 115	Performer RPM LT4	-	#77279	600+	Standard	64cc	2.165" / 1.60"	Hyd. Roller	0.650"
320 / 110	Victor Jr. LT1	#77149	#77139	750+	+1.5" Horiz.	59cc	2.20" / 1.60"	Hyd. Roller	0.700"
320 / 110	Victor Jr. LT1 (spring upgrade)	-	#77059	750+	+1.5" Horiz.	59cc	2.20" / 1.60"	Hyd. Roller	0.700"
320 / 110	Victor Jr. LT1 (Beryllium-Copper seat upgrade)	#77069	-	750+	+1.5" Horiz.	59cc	2.20" / 1.60"	Hyd. Roller	0.700"
320 / 110	Victor Jr. LT4	#77259	#77249	750+	+1.5" Horiz.	62cc	2.20" / 1.60"	Hyd. Roller	0.700"
320 / 110	Victor Jr. LT4 (spring upgrade)	-	#77329	750+	+1.5" Horiz.	62cc	2.20" / 1.60"	Hyd. Roller	0.700"
320 / 110	Victor Jr. LT4 (Beryllium-Copper seat upgrade)	#77449	-	750+	+1.5" Horiz.	62cc	2.20" / 1.60"	Hyd. Roller	0.700"

IMPORTANT NOTES FOR LT1 CYLINDER HEADS

- Designed for 2014-Later Gen V engines.
- Performer RPM heads are compatible with stock or aftermarket exhaust manifolds and headers.
- Performer RPM features CNC machined combustion chambers.
- **Victor Jr. exhaust ports have been moved 1.5" horizontally for improved air flow and will require custom exhaust manifolds or headers.**
- Victor Jr. is fully CNC machined and features an extra thick 3/4" deck.



LOOKING FOR CUSTOM LT1/LT4 HEADERS?
Kooks has the LT1 headers you're looking for to fit the Edelbrock Victor Jr. cylinder head!

CHEVROLET 348/409 W-SERIES V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
220cc / 115cc	Performer RPM	#60809	#60815	400-600	Standard	16cc	2.19" / 1.72"	Hyd. Roller	0.650"
220cc / 115cc	Performer RPM	#60809	#60819	400-600	Standard	16cc	2.19" / 1.72"	Flat Tappet	0.600"

IMPORTANT NOTES FOR 348/409 W-SERIES CYLINDER HEADS

- Designed for 1958-1965 Chevrolet "W" series 348/409 big-block engines.
- Features original port locations and valve angles for bolt-on convenience.
- CNC port matched intake and exhaust ports with an improved design for optimum flow and performance.
- 1958 348 c.i.d. applications will require modifications (contact Edelbrock tech department for detailed information).
- May be used on 348 engines with valve lifts up to .550" only.
- Will only fit 1958-65 348 c.i.d. "W" engines if an Edelbrock #5409, #7159 or stock large port 409 c.i.d. manifold is used.
- Proper cylinder wall notching must be checked to ensure exhaust valve to cylinder clearance.

INSTALLATION NOTES

- (A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate)
- (B) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using

CHEVROLET 396-502 V8

Port Volume Intake / Exhaust	Description	Bare With Valves (Single)	Bare (Single)	Complete (Single)	HP Range	Intake Port Style	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
290cc / 110cc	E-Street	-	-	#50459	400-500	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer 454-0	-	-	#60479	450-550	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-0	-	-	#60455	450-550	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-0	-	-	#60459	500-600	Oval	Standard	110cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-0 for NHRA Super Stock only	-	#60447	-	Oval	Standard	110cc	-	
290cc / 110cc	Performer High Compression 454-0	-	-	#60499	400-500	Oval	Standard	100cc	2.19" / 1.88"
290cc / 110cc	Performer RPM High Compression 454-0	-	-	#60435	500-600	Oval	Standard	100cc	2.19" / 1.88"
290cc / 110cc	Performer RPM High Compression 454-0	-	-	#60439	500-600	Oval	Standard	100cc	2.19" / 1.88"
290cc / 110cc	Performer RPM 454-0 Marine	#61459	-	-	525-650	Oval	Standard	110cc	2.25" / 1.89"
315cc / 110cc	Performer RPM 454-R	-	#60549	#60555	525-650	Rect	Standard	118cc	2.19" / 1.88"
315cc / 110cc	Performer RPM 454-R	-	#60549	#60559	525-650	Rect	Standard	118cc	2.19" / 1.88"

CHEVROLET 396-502 CONTINUED ON THE NEXT PAGE...

IMPORTANT NOTES 396-502 CYLINDER HEADS

- All Performer and Performer RPM B/B Chevy heads have spark plugs relocated closer to center of bore which will interfere with high-dome pistons for open chamber heads. Use pistons designed for our heads.
- Deck thickness: 9/16", pushrod diameter: 7/16".
- Replacement valve part numbers are for sets of 8, see page 123 for more information.



E-Street #50459

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock
1.32"	●	-	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock



Victor Jr. #77139



Victor Jr. #77139



Victor Jr. #77139

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	●	A,B	#8581	#7359	#7240	#7241	#7582	#9635 #9648	#93781 (I) #93783 (E)	#5821	#9715	RC12YC
1.55"	●	A,B	#8581	#7359	#7240	#7241	#7582	#9635 #9648	#93781 (I) #93783 (E)	#5792	#9715	RC12YC



W-Series RPM #60819



W-Series RPM #60819



W-Series RPM #60819

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Flat Tappet	0.700"	1.50"	●●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	Call Tech	#5745	#9602	RC12YC
Flat Tappet	0.700"	1.50"	●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	●●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	●●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
-	-	-	●	A,B	#8551	#7302	#7203	#7205	#7580	See Instructions	-	-	-	RC12YC
Flat Tappet	0.700"	1.50"	●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	●●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	●●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC
-	-	-	●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#97041 (I) #9788 (E)	-	-	RC12YC
Hyd. Roller	0.700"	1.55"	●●	A,B	#8551	#7302	#7202	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	●●	A,B	#8551	#7302	#7202	#7205	#7580	See Instructions	#9775 (I) #9776 (E)	#5745	#9602	RC12YC



Performer RPM-O #60459



Performer RPM-O #60459




Performer RPM-R #60559

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHEVROLET 396-502 V8 (CONTINUED)

Port Volume Intake / Exhaust	Description	Bare With Valves			HP Range	Intake Port Style	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
		(Single)	(Single)	(Single)					
315cc / 110cc	Performer RPM 454-R for NHRA Stock/Super Stock only	-	#60547	-		Rect	Standard	118cc	-
315cc / 110cc	Performer RPM 454-R Marine	#61559	-	-	500-600	Rect	Standard	118cc	2.25" / 1.89"
315cc / 110cc	Performer RPM 454-R Marine	-	-	#61555	500-600	Rect	Standard	118cc	2.25" / 1.89"
326cc-303cc / 129cc	E-CNC 325	-	-	#79455	550-700	Oval	+200"	110cc	2.25" / 1.88"
348cc-355cc / 145cc	E-CNC 355	-	-	#79535	550-750	Rect	+200"	108cc	2.30" / 1.88"
354cc-334cc / 129cc	E-CNC 355	-	-	#79555	550-750	Rect	+200"	118cc	2.30" / 1.88"
348cc-355cc / 145cc	E-CNC 355	-	-	#79539	550-750	Rect	+200"	108cc	2.30" / 1.88"
354cc-334cc / 129cc	E-CNC 355	-	-	#79559	550-750	Rect	+200"	118cc	2.30" / 1.88"
300cc / 129cc	Victor Jr. 24°	-	-	#77485	600-800	Rect	+500"	106cc	2.25" / 1.90"
300cc / 129cc	Victor Jr. 24°	-	-	#77475	650-800	Rect	+500"	118cc	2.25" / 1.90"
300cc / 129cc	Victor Jr. 24°	-	-	#77479	600-800	Rect	+500"	118cc	2.25" / 1.90"
300cc / 129cc	Victor Jr. 24°	-	-	#77459	600-800	Rect	+500"	118cc	2.25" / 1.90"
340cc / 128cc	Victor 24°	-	-	#77409	700-850	Rect	+500"	119cc	2.30" / 1.90"
340cc / 128cc	Victor 24°	-	-	#77425	650-800	Rect	+500"	119cc	2.30" / 1.90"
377cc / 128cc	Edelbrock/Musi 24° CNC	-	#61419	#61409	600-900	Rect	+500"	119cc	2.30" / 1.90"



E-CNC 355 #79555



E-CNC 355 #79555



E-CNC 355 #79555



Marine-Duty Performer RPM #61559



Performer RPM 454-R for NHRA #60547

CHEVROLET BIG-BLOCK V8

Port Volume Intake / Exhaust	Description	Bare CNC		HP Range	Bolt Pattern	Bore Spacing	Intake Port Style	Exhaust Port Location	Valve Angle	Chamber Volume	Valve Sizes Intake / Exhaust
		Pro-Port Bare (Single)	Ported (Single)								
377cc / 128cc	DR23	-	#614468	800-1,000	Stock GM	4.84"	Conventional	+0.700"	23°	119cc	2.40" / 1.88"
425cc / 90cc	DR17	#615469	#615468	900-1,100	Stock GM	4.84"	Conventional	+0.600"	17°	92cc	2.450" / 1.800"
492cc / 187cc	Big Victor	-	#618268	1,000-1,300	Stock GM	4.84"	Spread Port	+1.200"	12°	74cc	2.50" / 1.82"
480cc / 195cc	Big Victor	-	#618368	1,000-1,300	Stock GM	4.84"	Spread Port	+1.200"	14°	84cc	2.50" / 1.82"
550cc / 225cc	BV3	#614669	#614668	1,200+	Stock GM	4.84"	Symmetrical		11°	76cc	2.50" / 1.82"

INSTALLATION NOTES

(A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate)
 (B) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



DR23 #614468

BIG-BLOCK CHEVY CYLINDER HEADS



CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
-	-	-	●	A,B	#8551	#7302	#7202	#7205	#7580	See Instructions	-	-	-	RC12YC
-	0.700"	1.55"	●	A	#8551	#7302	#7202	#7205	#7580	See Instructions	#97041 (I) #9788 (E)	-	-	RC12YC
Hyd. Roller	0.650"	1.50"	●	A	#8551	#7302	#7202	#7205	#7580	See Instructions	#97041 (I) #9788 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	●●	A	#8551	#7302	#7203	#7205	#7580	See Instructions	#97041 (I) #9776 (E)	#5823	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	●●●	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5823	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	●●●	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5823	#9602	RC12YC
Flat Tappet	0.700"	1.50"	●●●	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5745	#9602	RC12YC
Flat Tappet	0.700"	1.50"	●●●	A	#8551	#7302	#7202	#7205	#7580	See Instructions	Call Tech #9776 (E)	#5745	#9602	RC12YC
Hyd. Roller	0.700"	1.55"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	#5823	#9602	-
Hyd. Roller	0.700"	1.55"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	#5823	#9602	-
Flat Tappet	0.700"	1.50"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	#5745	#9602	-
Mech. Roller	0.880"	1.635"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	Call Tech #9363 (E)	Call Tech	Call Tech	-
Mech. Roller	0.880"	1.635"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	#9361 (I) #9363 (E)	Call Tech	Call Tech	-
Hyd. Roller	0.700"	1.55"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	#9361 (I) #9363 (E)	#5823	Call Tech	-
Mech. Roller	0.880"	1.635"	●	-	#8554	FelPro	FelPro	FelPro	#7580	See Instructions	#9361 (I) #9363 (E)	Call Tech	Call Tech	-

Victor Jr. 24° #77459



Victor Jr. 24° #77459



Victor Jr. 24° #77459



Edelbrock/Musi 24° CNC #61409



Edelbrock/Musi 24° CNC #61409



Edelbrock/Musi 24° CNC #61409

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
-	-	1.635"	●	-										
-	-	1.780"	●	-										
-	-	1.730"	●	-										
-	-	1.730"	●	-										
-	-	1.780"	●	-										

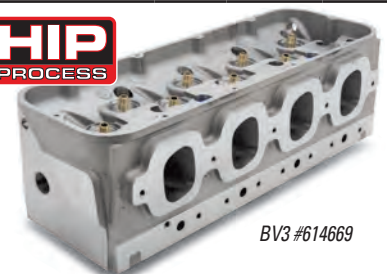
Call Tech - See Instructions



DR17 CNC #615468



DR17 CNC #615468



BV3 #614669

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHEVROLET DURAMAX® DIESEL V8

Port Volume Intake / Exhaust	Description	Bare / Complete		HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
		(Single)	(Single)						
230cc / 117cc	2001-04 LB7, 6.6L	-	#79029	400+	Standard	-	33mm / 31mm	Hyd. Roller	0.600"
230cc / 117cc	2004.5-05 LLY, 6.6L	-	#79059	400+	Standard	-	33mm / 31mm	Hyd. Roller	0.600"
230cc / 117cc	2006-10 LLY/LBZ/LMM, 6.6L	-	#79089	400+	Standard	-	33mm / 31mm	Hyd. Roller	0.600"
230cc / 117cc	2011-15 LML, 6.6L	-	#79119	400+	Standard	-	33mm / 31mm	Hyd. Roller	0.600"

IMPORTANT NOTES

- Recommend AC Delco glow plugs.

DURAMAX FEATURES

- Perfect choice for a street performance upgrade to your Duramax
- Improved flow and swirl characteristics can deliver an increase in power & torque
- Designed, cast, machined and assembled in the USA
- Castings are treated to Hot Isostatic Press (HIP) process for strength
- Heat-treated to T7 for the extreme diesel operating environment
- Thick 16mm deck for increased cylinder pressures
- Raised rocker valley adds water volume in head
- All factory components bolt on without modification

T7 WHAT IS T7 PROCESSING?

T7 specification heat treating results in castings which are called "overaged". The "artificial aging" step of aluminum heat treating is carried a step further than the industry standard of T6. This reduces the residual stress in the casting and results in a more dimensionally accurate finished product. T7 affects the tensile strength, compressive strength, and hardness of the casting reducing the likelihood of cracks, dropped seats, or lifting heads in extreme operating environments.

CHRYSLER 318-360 V8

Port Volume Intake / Exhaust	Description	Bare With Valves			HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type
		(Single)	(Single)	(Single)					
176cc / 75cc	Performer RPM Magnum	-	#61769	#61775	350-500	Standard	58cc	2.02" / 1.60"	Hyd. Roller
176cc / 75cc	Performer RPM Magnum	-	#61769	#61779	350-500	Standard	58cc	2.02" / 1.60"	Flat Tappet
176cc / 75cc	Performer RPM Magnum for NHRA Stock/Super Stock only	-	#61767	-	Standard	58cc	-	-	-
171cc / 77cc	Performer RPM	-	#60769	#60775	350-450	Standard	63cc	2.02" / 1.60"	Hyd. Roller
171cc / 77cc	Performer RPM 340	-	-	#60175	350-450	Standard	65cc	2.02" / 1.60"	Hyd. Roller
171cc / 77cc	Performer RPM	-	#60769	#60779	350-450	Standard	63cc	2.02" / 1.60"	Flat Tappet
171cc / 77cc	Performer RPM 340	-	-	#60179	350-450	Standard	65cc	2.02" / 1.60"	Flat Tappet
171cc / 77cc	Performer RPM For NHRA Stock/Super Stock only	-	#60767	-	Standard	63cc	-	-	-
171cc / 77cc	Performer RPM 340 For NHRA Stock/Super Stock only	-	#60197	-	Standard	65cc	-	-	-
225cc / 62cc	Victor 16°	#61719	#61709	#61739	500-650	+500"	60cc	2.15" / 1.60"	Hyd. Roller
225cc / 62cc	Victor 16°	#61719	#61709	#61729	500-650	+500"	60cc	2.15" / 1.60"	Solid Roller

IMPORTANT NOTES

- Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate), Magnum only.
- Includes adjustable rocker studs and guide plates for use with small-block Chevy style adjustable 1.6:1 ratio rockers
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



Performer RPM Magnum #61779



Performer RPM Magnum #61779



Performer RPM Magnum #61779

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Glow Plug
27mm	●	-							#4321 (I) / #4322 (E)			#62G
27mm	●	-							#4321 (I) / #4322 (E)			#63G
27mm	●	-						Call Tech		Call Tech		#9G
27mm	●	-							#4321 (I) / #4322 (E)			#9G



Duramax Cylinder Head #79119



Duramax Cylinder Head #79119



Injector cups are integrated into the castings for LB7 applications



Duramax Cylinder Head #79119



Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
0.580"	1.46"	●	-	#8577	#7327	#7277	#7237	#7593	#9638	Call Tech	#5845	#9736	RC12YC
0.580"	1.46"	●●	-	#8577	#7327	#7277	#7237	#7593	-	Call Tech	#5767	#9736	RC12YC
-	-	●	-	#8577	#7327	#7277	#7237	#7593	-	-	-	-	-
0.575"	1.46"	●●	-	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366(I) #9368 (E)	#5845	#9736	RC12YC
0.575"	1.46"	●●	-	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366 (I) #9368 (E)	#5845	#9736	RC12YC
0.575"	1.46"	●●	-	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366 (I) #9368 (E)	#5767	#9736	RC12YC
0.575"	1.46"	●●	-	#8555	#7326	#7276	#7236	#7592	See Instructions	#9366 (I) #9368 (E)	#5767	#9736	RC12YC
-	-	●	-	#8555	#7326	#7276	#7236	#7592	-	-	-	-	-
-	-	●	-	#8555	#7326	#7276	#7236	#7592	-	-	-	-	-
0.650"	1.55"	●	-	-	-	-	-	-	-	Call Tech	#5821	#9715	RC12YC
0.670"	1.55"	●	-	-	-	-	-	-	-	Call Tech	#5823	#9715	RC12YC



Performer RPM Chrysler #60779



Performer RPM Chrysler #60779



Performer RPM Chrysler #60779



Victor 16° #61739



Victor 16° #61739



Victor 16° #61739

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHRYSLER 383-440 V8

Port Volume Intake / Exhaust	Description	Bare w/Valves				HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
		Complete (Pair)	Bare (Single)	Only (Single)	Complete (Single)				
210cc / 70cc	E-Street 440	#5090	-	-	-	400-550	Standard	75cc	2.14" / 1.81"
210cc / 70cc	E-Street 440	#5093	-	-	-	400-550	Standard	84cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	-	#60839	-	#60825	450-575	Standard	75cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	-	#60919	-	#60925	450-575	Standard	84cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	-	-	-	#60185	450-575	Standard	88cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	-	-	-	#60189	450-575	Standard	88cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	-	#60839	-	#60829	450-575	Standard	75cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440	-	#60919	-	#60929	450-575	Standard	84cc	2.14" / 1.81"
210cc / 70cc	Performer RPM 440 NHRA Stock/Super Stock only	-	#60917	-	-	Standard	82-84cc	-	-
280cc / 100cc	Victor	-	#77919	#77929	-	500-800	+250	72cc	2.20" / 1.81"
290cc / 100cc	Victor Max Wedge	-	#77939	#77949	-	550-800	+250	72cc	2.20" / 1.81"

IMPORTANT NOTES

- E-Street heads #5090 feature angled plugs and #5093 features straight plugs.
- Offset intake rockers required (for Victor only), exhaust side accepts standard-spec rockers.
- Vacuum advance distributor may not clear cylinder head on Chrysler 440.
- May require additional pushrod hole clearance for some combinations.
- Bare heads will have valve guides & seats installed, but will require final sizing and a valve job to match the valves.
- Require the use of a 14mm x 3/4" reach, flat gasket spark plug with a heat range appropriate to your application.
- Deck thickness: 5/8", pushrod diameter: 3/8".
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

IMPORTANT NOTES FOR

VICTOR/VICTOR MAX WEDGE HEADS:

- Valley cover for RB (413-440, 8.61" wide) #7798
- Valley cover for B (383-400, 7.58" wide) #7799

**Edelbrock Cylinder Heads
are Designed, Cast and
Assembled in the USA for
Unsurpassed Quality.**



Chrysler Top End Kits are available,
see page 139 for information.



Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Flat Tappet	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	Call Tech	#5792	#9644	RC12YC
Flat Tappet	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	Call Tech	#5792	#9644	RC12YC
Hyd. Roller	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	#9641 (I) #9643 (E)	#5821	#9644	RC12YC
Hyd. Roller	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	#9641 (I) #9643 (E)	#5821	#9644	RC12YC
Hyd. Roller	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	#9641 (I) #9643 (E)	#5821	#9644	RC12YC
Flat Tappet	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	#9641 (I) #9643 (E)	#5792	#9644	RC12YC
Flat Tappet	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	#9641 (I) #9643 (E)	#5792	#9644	RC12YC
Flat Tappet	0.600"	1.55"	● ●	-	#8591	#7325	#7225	#7226	#7591	-	#9641 (I) #9643 (E)	#5792	#9644	RC12YC
-	-	-	●	-	#8591	#7325	#7225	#7226	#7591	-	-	-	-	-
-	-	-	●	-	#8592	#7235	#7225	#7226	#7591	-	#93775 (I) #93777 (E)	-	-	-
-	-	-	●	-	#8592	#7235	-	#7226	#7591	-	#93775 (I) #93777 (E)	-	-	-



E-Street 440 Chrysler #5093



E-Street 440 Chrysler #5093



E-Street 440 Chrysler #5093



Performer RPM 440 #60919



Performer RPM 440 #60919



Performer RPM 440 #60919



Performer RPM 440 #60925



Performer RPM 440 #60925



Performer RPM 440 #60925



Performer RPM 440 NHRA #60917



Performer RPM 440 NHRA #60917



Victor Max Wedge #77939



Victor Max Wedge #77939



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CHRYSLER 426-572 (GEN II) V8

Port Volume Intake / Exhaust	Description	Bare With			HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
		Bare (Single)	Valves (Single)	Complete (Single)						
245cc / 105cc	Victor Jr. CNC	#61169	#61189	#61175	550-800	Standard	170cc	2.32" / 1.94"	Hyd. Roller	0.700"
245cc / 105cc	Victor Jr. CNC	#61169	#61189	#61179	550-800	Standard	170cc	2.32" / 1.94"	Flat Tappet	0.600"

IMPORTANT NOTES

- Minimum head gasket bore: 4.375".

Chrysler Gen II
Top End Kit #2052



Chrysler Victor Jr. #61169



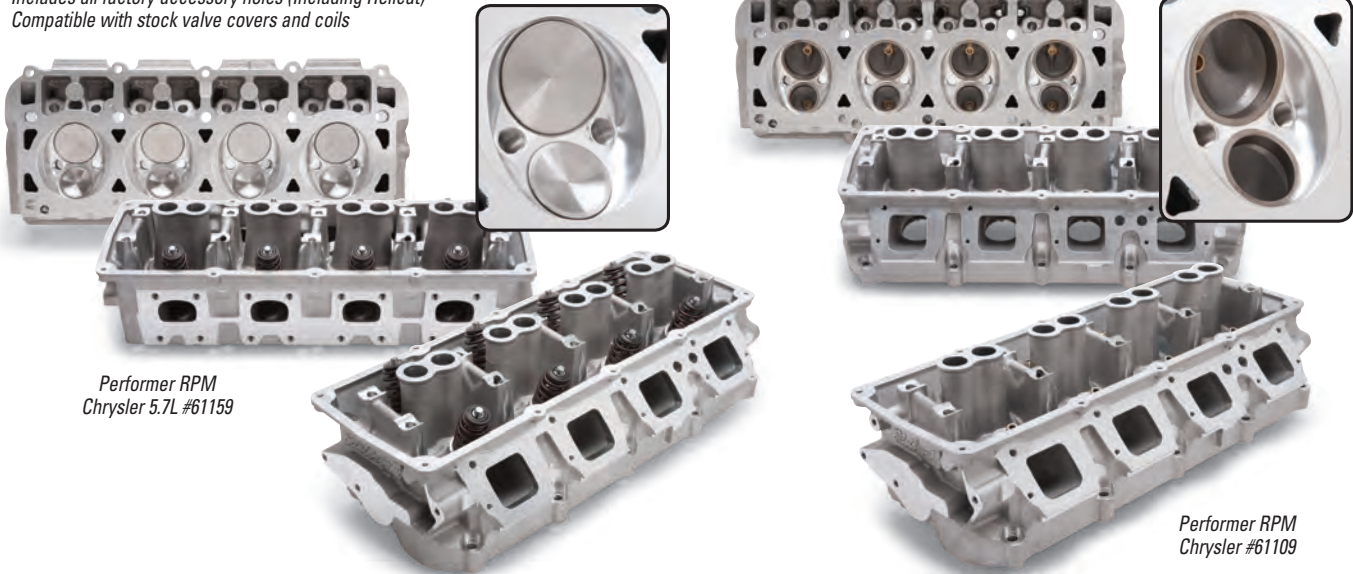
Chrysler Gen II Top End Kit
is available, see page 139
for information.

CHRYSLER 5.7L/6.1L/6.2L/6.4L (GEN III) V8

Port Volume Intake / Exhaust	Description	Bare With			HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
		Bare (Single)	Valves (Single)	Complete (Single)						
202cc / 75cc	Performer RPM for Early 5.7L	#61149	-	#61159	450-700	Eagle	67cc	2.165" / 1.650"	Hyd. Roller	0.680"
202cc / 75cc	Performer RPM for 6.1L/6.2L/6.4L	#61109	-	#61119	450-700	Eagle	73cc	2.165" / 1.650"	Hyd. Roller	0.680"
202cc / 75cc	Performer RPM for Early 5.7L	#61089	-	#61099	450-700	Eagle	83cc	2.165" / 1.650"	Hyd. Roller	0.680"

IMPORTANT NOTES

- Includes all factory accessory holes (Including Hellcat)
- Compatible with stock valve covers and coils

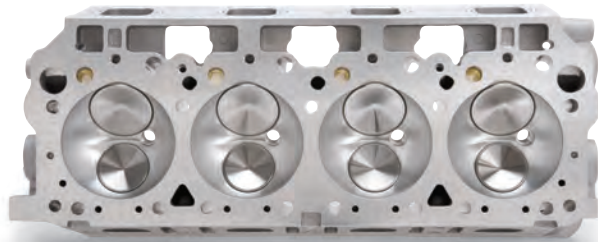


Performer RPM
Chrysler 5.7L #61159

Performer RPM
Chrysler #61109

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.54"	●	-	#8513	#7347	#7278	#7279	#7589	-	Call Tech	#5821	#9644	RC12YC
1.54"	●	-	#8513	#7347	#7278	#7279	#7589	-		#5792	#9644	RC12YC



Chrysler Victor Jr. #61175

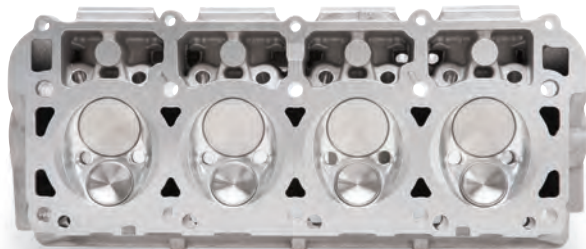


Chrysler Victor Jr. #61175



Chrysler Victor Jr. #61175

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.066" / 1.300"	●	-	-	-	-	-	-	See Instructions	Call Tech	#5768	#9707	Stock
1.066" / 1.300"	●	-	-	-	-	-	-	See Instructions	Call Tech	#5768	#9707	Stock
1.066" / 1.300"	●	-	-	-	-	-	-	See Instructions	Call Tech	#5768	#9707	Stock



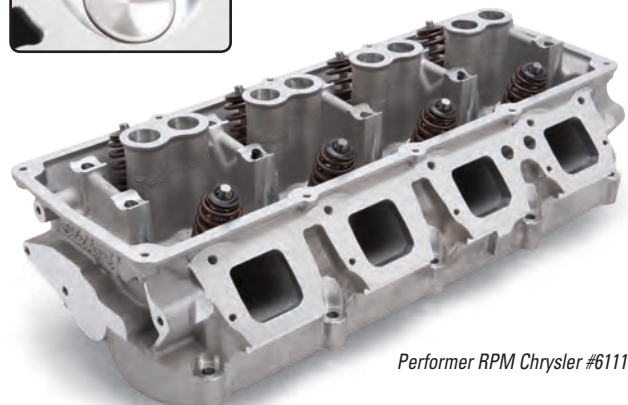
Performer RPM Chrysler #61119



Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



Performer RPM Chrysler #61119



Performer RPM Chrysler #61119

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PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

FORD FLATHEAD V8

Port Volume Intake/Exhaust	Description	Block Letter Logo (Pair)			Script Logo (Pair)			Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift
		Satin	Polished	Black	Satin	Polished	Black			
-	1938-48 Ford/Mercury, 24 stud	#1126	#11261*	#11263	#1125	#11251*	#11253	65cc	-	-
-	1938-48 Ford/Mercury, 24 stud High Lift/Large Chamber	#1128	-	#11283	#1127	-	#11273	74cc	-	-
-	1949-53 Ford/Mercury, 24 stud	-	-	-	#1115	#11151*	#11153	65cc	-	-
-	1949-53 Ford/Mercury, 24 stud High Lift/Large Chamber	-	-	-	#1116	-	#11163	74cc	-	-



IMPORTANT NOTES

- Flathead copper head gaskets for 1938-48 use Victor #3036; or Fel-Pro® #7548; or Edelbrock Head Gasket Set #7394; for 1949-53 use Fel-Pro #1055 and Fel-Pro #1056 or Edelbrock Head Gasket Set #7393.
- Head stud kit for 1938-48, use #8505; Head stud kit for 1949-53, use #8502.
- Generator stud kit for 1938-48, use #8506.
- See page 58 for matching black powder coated intake manifolds.



1949-53 Flathead #1115

FORD 289-351W V8

Port Volume Intake / Exhaust	Description	Complete (Pair)	Bare (Single)	Complete (Single)	Max HP	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
170cc / 60cc	E-Street	#5023	-	-	200-400	Standard	60cc	1.90" / 1.60"
170cc / 60cc	E-Street	#5025	-	-	200-400	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer	-	-	#60329	300-450	Standard	60cc	1.90" / 1.60"
170cc / 60cc	Performer	-	-	#60359	300-450	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer RPM	-	-	#60225	300-450	Standard	60cc	1.90" / 1.60"
190cc / 60cc	Performer RPM	-	-	#60255	325-500	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer RPM	-	-	#60229	325-500	Standard	60cc	1.90" / 1.60"
190cc / 60cc	Performer RPM	-	-	#60259	375-500	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer RPM NHRA Super Stock only	-	#60217	-		Standard	60cc	-
170cc / 60cc	SCCA RPM	-	#602479	#602579	300-500	Standard	60cc	1.94" / 1.55"
170cc / 60cc	Performer 5.0/5.8L	-	-	#60379	300-400	Standard	60cc	1.90" / 1.60"
170cc / 60cc	Performer 5.0/5.8L	-	#60389	#60399	300-400	Standard	60cc	2.02" / 1.60"
170cc / 60cc	Performer 5.0/5.8L NHRA Super Stock only	-	#60367	-		Standard	60cc	-

FORD 289-351W CONTINUED ON THE NEXT PAGE...

IMPORTANT NOTES FOR E-STREET 170

- Ideal for operating in the idle to 5500 rpm range.
- For use with hydraulic flat tappet camshafts only – not compatible with hydraulic roller camshafts.
- 1.90" heads are ideal for stock pistons; 2.02" heads require additional piston to valve clearance.

IMPORTANT NOTES FOR PERFORMER FORD

- 50-state street legal heads provide outstanding bolt-on performance for 1965-95 289, 302 & 351W.
- 1.90" intake valves are for use with stock pistons.
- High-flow 2.02" intake valves are for use with pistons notched for valve clearance.

IMPORTANT NOTES FOR PERFORMER RPM FORD

- Designed for non-emissions 289, 302 and 351W Ford engines.
- Max performance in the 1500-6500 rpm range for high performance street applications.
- 1.90" intake valves are for use with stock pistons and high-flow 2.02" intake valves work with pistons notched for valve clearance.

*Special order non-returnable product, please allow 4-6 weeks delivery.

IMPORTANT NOTES

- Head bolts #8552 are for 302 based engines, #8553 bolts are for 351W engines.
- 289-302 V8's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts.
- Will not accept rail rockers.
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

IMPORTANT NOTES FOR PERFORMER 5.0/5.8L HEADS

- Direct bolt-on heads for 1982-95 5.0L and 5.8L V8's.
- 1986 5.0L need pistons notched for clearance.
- These heads accept 1982-95 5.0L V8 pedestal mount rocker arms and valvetrain.
- 5.0L's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts.

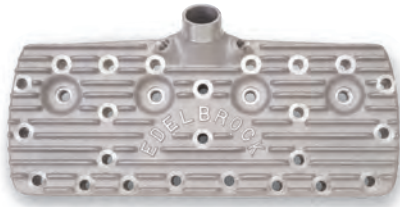
FLATHEAD AND S/B FORD **CYLINDER HEADS**

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

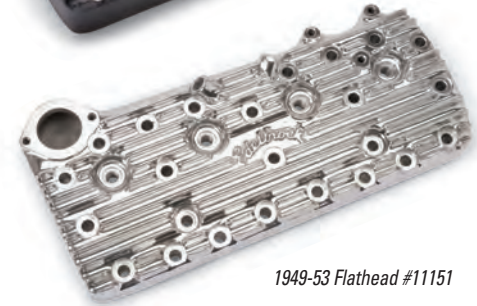
Valve Chamber Depth Machined	Emissions Code	Install Notes	Head Studs	Head Gasket	Intake Gasket	Spark Plug
0.500"	●	-	#8505	#7394	#7234	RC12YC
0.500"	●	-	#8505	#7394	#7234	RC12YC
0.500"	●	-	#8502	#7393	#7234	RC12YC
0.500"	●	-	#8502	#7393	#7234	RC12YC



1938-48 Flathead #11253



1938-48 Flathead #1127



1949-53 Flathead #11151

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Flat Tappet	0.550"	1.46"	●●	A,D,E	See Below	#7313	#7220	#7227	#7560	-	Call Tech	#5767	#9736	RC12YC
Flat Tappet	0.550"	1.46"	●●	A,D,E	See Below	#7313	#7220	#7227	#7560	-	Call Tech	#5767	#9736	RC12YC
Flat Tappet	0.575"	1.46"	●	A,D,E	See Below	#7313	#7220	#7227	#7560	See Page 122	#9769 (I) #9766 (E)	#5825	#9741	RC12YC
Flat Tappet	0.575"	1.46"	●	A,D,E	See Below	#7313	#7220	#7227	#7560	See Page 122	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
Hyd. Roller	0.575"	1.46"	●●	A,E	See Below	#7313	#7220	#7227	#7560	See Page 122	#9769 (I) #9766 (E)	#5845	#9736	RC12YC
Hyd. Roller	0.575"	1.46"	●●	A,E	See Below	#7313	#7220	#7227	#7560	See Page 122	#9765 (I) #9766 (E)	#5845	#9736	RC12YC
Flat Tappet	0.575"	1.46"	●●	A,D,E	See Below	#7313	#7220	#7227	#7560	See Page 122	#9769 (I) #9766 (E)	#5825	#9741	RC12YC
Flat Tappet	0.575"	1.46"	●●	A,D,E	See Below	#7313	#7220	#7227	#7560	See Page 122	#9765 (I) #9766 (E)	#5825	#9741	RC12YC
-	-	-	●	A,C	See Below	#7313	#7220	#7227	#7560	-	-	-	-	RC12YC
-	-	-	●	-	See Below	#7313	#7220	#7227	#7560	See Page 122	#9779 (I) #9773 (E)	-	-	RC12YC
Flat Tappet	0.575"	1.46"	●	F	See Below	#7313	#7220	#7227	#7560	See Page 122	#9768 (I) #9767 (E)	#5825	#9741	RC12YC
Flat Tappet	0.575"	1.46"	●	C,F	See Below	#7313	#7220	#7227	#7560	See Page 122	#9777 (I) #9767 (E)	#5825	#9741	RC12YC
-	-	-	●	C,F	See Below	#7313	#7220	#7227	#7560	-	-	-	-	RC12YC



Performer 5.0/5.8L #60379



Performer #60359



Performer RPM for NHRA Super Stock #60217



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

FORD 289-351W (CONTINUED)

Port Volume Intake / Exhaust	Description	Bare (Pair)	Complete (Pair)	Bare (Single)	Complete (Single)	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust
185cc / 75cc	E-CNC 185	-	-	-	#79259	350-500	Standard	59cc	2.02" / 1.57"
205cc / 62cc	E-Series E-205	-	#5027	-	-	400-525	Standard	60cc	2.08" / 1.60"
205cc / 62cc	E-Series E-205	-	#5028	-	-	400-525	Standard	60cc	2.08" / 1.60"
210cc / 75cc	Victor Jr. 20°	-	-	#77169	#77189	350-550	+125"	60cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20°	-	-	#77169	#77199	400-600	+125"	60cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20° Bare or with valves only (add your own springs)	-	-	#77169	#77179	350-600	+125"	60cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20° (Add your own springs and valves)	-	-	#77389	#77309	350-600	+125"	70cc	2.05" / 1.60"
210cc / 75cc	Victor Jr. 20° (with springs for mechanical roller cam)	-	-	#77389	#77359	350-600	+125"	70cc	2.05" / 1.60"
240cc / 80cc	Victor Semi-finished 15°	-	-	#77219	-	400-1000	+550"	47cc	2.125" / 1.625"

IMPORTANT NOTES FOR E-CNC 185

- The E-CNC 185 cylinder heads for small-block Ford are an all new design that is CNC ported to achieve optimal airflow for maximum horsepower and torque in high performance street and light duty racing applications.
- The casting and port designs are all new and engineered for great performance.
- E-CNC heads feature fully 100% CNC'd intake ports, combustion chambers and exhaust ports for improved airflow.
- These heads feature 2.02" intake and 1.57" exhaust, 8mm stem valves and are equipped with conical valve springs and steel retainers for a lightweight and durable valve train combo.
- These small-block Ford heads have an aggressive 18° valve angle for maximum performance and accept common intake manifolds such as Edelbrock Performer RPM and RPM II.

INSTALLATION NOTES

- (A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate)
- (B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate)
- (C) Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- (D) Edelbrock pushrods #9632 are recommended
- (E) Requires hardened pushrods
- (F) Pedestal mount rockers


IMPORTANT NOTES

- Head bolts #8552 are for 302-based engines, #8553 bolts are for 351W engines.
- 289-302 V8s require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts.
- Will not accept rail rockers.
- Replacement valve part numbers are for sets of 8, see page 123 for more information.



Compliment your Edelbrock cylinder heads with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.

FORD 351 CLEVELAND V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
190cc / 90cc	Performer RPM 351C	#61609	#61625	350-500	Standard	60cc	2.05" / 1.60"	Hyd. Roller	0.580"
190cc / 90cc	Performer RPM 351C	#61609	#61629	350-500	Standard	60cc	2.05" / 1.60"	Flat Tappet	0.580"
190cc / 90cc	Performer RPM 351C For NHRA Stock/Super Stock	#61607	-		Standard	60cc	-	-	-
190cc / 90cc	Performer RPM Clevor	-	#61695	400-500	Standard	60cc	2.05" / 1.60"	Hyd. Roller	0.580"
190cc / 90cc	Performer RPM Clevor	-	#61699	400-500	Standard	60cc	2.05" / 1.60"	Flat Tappet	0.580"

IMPORTANT NOTES FOR PERFORMER RPM 351C

- Designed for 351C, 351M & 400 Ford engines.
- "Compact charge" kidney shape combustion chamber design.
- Intake and exhaust ports based on 2V design.
- Optimized spark plug location provides improved header clearance.

IMPORTANT NOTES FOR PERFORMER RPM CLEVOR

- Direct bolt-on for Windsor blocks including the 289-302 and 351W, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines.
- Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration.
- Match with Edelbrock Performer RPM E-Boss manifolds for optimum performance.

IMPORTANT NOTES

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).
- Valve sizes are recommended, not maximum.
- Performer RPM Clevor cylinder heads with 7/16" bolts on 289/302 engines, use Edelbrock stepped head bolt washer kit #9680.

Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
Hyd. Roller	0.600"	1.30"	●●●	B,E	See Below	#7313	#7219	#7227	#7560	See Page 122	Call Tech	-	#9707	RC12YC
Hyd. Roller	0.650"	1.55"	●●●	A,E	See Below	#7313	#7219	#7227	#7560	See Page 122	Call Tech	#5821	#9715	RC12YC
Flat Tappet	0.575"	1.46"	●●●	A,D,E	See Below	#7313	#7219	#7227	#7560	See Page 122	Call Tech	#5825	#9741	RC12YC
Hyd. Roller	0.650"	1.55"	●	B,C,E	See Below	-	#7219	-	#7560	See Instructions	#9371 (I) #9373 (E)	#5821	#9715	RC12YC
Mech. Roller	0.670"	1.55"	●	B,C,E	See Below	-	#7219	-	#7560	See Instructions	#9371 (I) #9373 (E)	#5823	#9715	RC12YC
-	-	-	●	C	See Below	-	#7219	-	#7560	See Instructions	#9371 (I) #9373 (E)	-	-	RC12YC
Hyd. Roller	0.650"	1.55"	●	C	See Below	-	#7219	-	#7560	See Instructions	#9371 (I) #9373 (E)	#5821	#9715	RC12YC
Mech. Roller	0.670"	1.55"	●	C	See Below	-	#7219	-	#7560	See Instructions	#9371 (I) #9373 (E)	#5823	#9715	RC12YC
-	-	-	●	C	See Below	-	-	Fel-Pro	-	See Instructions	-	-	-	-



E-CNC 185 #79259



E-Series 205 #5027



Victor Jr. 20° #77179



E-CNC 185 #79259



E-Series 205 #5027



Victor Jr. 20° #77179



Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	●●	C	#8560	#7328	#7265	#7262	#7569	See Instructions	Call Tech	#5821	#9644	RC12YC
1.55"	●●	C	#8560	#7328	#7265	#7262	#7569	See Instructions	Call Tech	#5792	#9644	RC12YC
-	●	C	#8560	#7328	#7265	#7262	#7569	-	-	-	-	-
1.55"	●●	-	See page 119	#7341	#7265	#7262	#7569	See Instructions	Call Tech	#5821	#9644	RC12YC
1.55"	●●	-	See page 119	#7341	#7265	#7262	#7569	See Instructions	Call Tech	#5792	#9644	RC12YC



Performer RPM Ford 351C #61629



Performer RPM Ford 351C #61629



Performer RPM Ford 351C #61607



Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



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● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

FORD FE V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
170cc / 125cc	Performer RPM 390-428 Cobra Jet	#60059	#60065	400-550	Standard	72cc	2.09" / 1.66"	Hyd. Roller	0.600"
170cc / 125cc	Performer RPM 427 low-riser/medium-riser	#60089	#60075	450-600	Standard	76cc	2.09" / 1.66"	Hyd. Roller	0.600"
170cc / 125cc	Performer RPM 390-428 Cobra Jet	#60059	#60069	450-550	Standard	72cc	2.09" / 1.66"	Flat Tappet	0.600"
170cc / 125cc	Performer RPM 427 low-riser/medium-riser	#60089	#60079	450-550	Standard	76cc	2.09" / 1.66"	Flat Tappet	0.600"
170cc / 125cc	Performer RPM 390 for NHRA Stock & Super Stock only	#60057	-	Standard	72cc	2.03" / 1.55"	-	-	-
170cc / 125cc	Performer RPM 428 low-riser/medium-riser for NHRA Stock and Super Stock only	#60058	-	Standard	72cc	2.09" / 1.66"	-	-	-
170cc / 125cc	Performer RPM 427 low-riser/medium-riser for NHRA Super Stock only	#60087	-	Standard	76cc	2.09" / 1.66"	-	-	-
170cc / 125cc	Performer RPM 390-428 for NHRA Super Stock only	#61857	-	Standard	45cc	2.09" / 1.66"	-	-	-

IMPORTANT NOTES FOR PERFORMER RPM FE

- Direct bolt-on heads for 1961-76 390-427-428 Fords.
- 428 Cobra Jet-sized valves promote excellent flow for streetable power.
- #60089 can be machined to accept 2.19" intake and 1.73" exhaust valves.
- Rocker shaft stud kit #6009 provides better rocker shaft retention and is highly recommended for use with Edelbrock FE heads. It eliminates wearing of the threads and the possibility of bottoming the rocker shaft bolts in the head.
- Intake and exhaust CC values are projected if using Edelbrock valves, and equivalent valve job and bowl blend.

IMPORTANT NOTES FOR PERFORMER RPM FE NHRA LEGAL

- Features no port profiling or bowl blending of ports.
- #60087 is sized for 2.09"/1.66" valves for 427 low riser applications.
- For 427 medium riser applications #60087 must be prepared for 2.19"/1.73" valves.

IMPORTANT NOTES

- #6009 rocker shaft stud kit recommended.
- Edelbrock FE heads do not have the bolt pattern to accommodate the stock GT 390 exhaust manifolds.
- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Replacement valve part numbers are for sets of 8, see page 123 for more information.
- Deck thickness, 5/8".

FORD 429/460 V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Max HP Level	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
292cc / 100cc	Performer RPM 460	#60689	#60665	500-600	Standard	95cc	2.19" / 1.76"	Hyd. Roller	0.700"
292cc / 100cc	Performer RPM 460	#60699	#60675	500-600	Standard	75cc	2.19" / 1.76"	Hyd. Roller	0.700"
292cc / 100cc	Performer RPM 460	#60689	#60669	500-600	Standard	95cc	2.19" / 1.76"	Flat Tappet	0.700"
292cc / 100cc	Performer RPM 460	#60699	#60679	450-600	Standard	75cc	2.19" / 1.76"	Flat Tappet	0.700"
292cc / 100cc	Performer RPM 460 for NHRA Super Stock only	#60697	-	Standard	75cc	-	-	-	-
292cc / 100cc	Performer RPM 460 for NHRA Super Stock only	#60687	-	Standard	95cc	-	-	-	-
310cc / 100cc	Performer RPM 460 CJ	#61659	#61645	550-650	Standard	75cc	2.19" / 1.76"	Hyd. Roller	0.700"
310cc / 100cc	Performer RPM 460 CJ	#61659	#61649	550-750	Standard	75cc	2.19" / 1.76"	Flat Tappet	0.700"
310cc / 100cc	Victor Jr. 460 CJ	-	#61669	600-750	Standard	75cc	2.19" / 1.76"	Solid Roller	0.730"
310cc / 100cc	Performer RPM 460 CJ for NHRA Super Stock only	#61657	-	Standard	75cc	-	-	-	-

IMPORTANT NOTES FOR PERFORMER RPM 460

- Ideal for high-performance street and drag racing 1968-87 429/460 Fords.
- Over 500+ hp at 6500 rpm (+30 hp more than ported factory heads) and 525+ ft-lbs. of torque at 4500 rpm with the Performer RPM Total Power Package®.
- Intake ports can be opened up to match Victor manifolds #2965 and #2966.

IMPORTANT NOTES FOR PERFORMER RPM CJ & VICTOR JR. 460 CJ

- Designed for 1968-87 429/460 Fords and the SVO 514 engine.
- Machined profile Cobra Jet-style intake port entries.
- Victor Jr. heads #61669 are complete with titanium retainers and high-quality valve springs suitable for use with solid roller camshafts.

IMPORTANT NOTES

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).
- Performer RPM 460 heads accept factory exhaust, aftermarket headers and factory valvetrain components.
- Requires the use of 3/8" diameter pushrods.
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	●●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5821	#9734	RC12YC
1.55"	●●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5821	#9734	RC12YC
1.55"	●●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5792	#9734	RC12YC
1.55"	●●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	#9755 (I) #9757 (E)	#5792	#9734	RC12YC
1.55"	●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	-	-	-	-
1.55"	●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	-	-	-	-
1.55"	●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	-	-	-	-
1.55"	●	-	#8557	#7337	#7224	#7229	#7568	See Instructions	-	-	-	-

EXHAUST FLANGE BOLT PATTERNS



#60057-#60059, & #60069



#60079 & #60089



Performer RPM #60065



Performer RPM #60069



Performer RPM #60087



Rocker shaft stud kit for all Edelbrock FE heads #6009

Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.55"	●	-	#8566	#7314	#7223	#7228	#7563	See Instructions	#93662 (I) #93664 (E)	#5823	#9715	RC12YC
1.55"	●	-	#8566	#7314	#7223	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5823	#9715	RC12YC
1.55"	●	-	#8566	#7314	#7223	#7228	#7563	See Instructions	#93662 (I) #93664 (E)	#5745	#9715	RC12YC
1.55"	●	-	#8566	#7314	#7223	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5745	#9715	RC12YC
-	●	-	#8566	#7314	#7223	#7228	#7563	See Instructions	-	-	-	-
-	●	-	#8566	#7314	#7223	#7228	#7563	See Instructions	-	-	-	-
1.55"	●●	-	#8566	#7314	-	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5823	#9715	RC12YC
1.55"	●●	-	#8566	#7314	-	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	#5745	#9715	RC12YC
1.58"	●	-	#8566	#7314	-	#7228	#7563	See Instructions	#93771 (I) #93773 (E)	Call Tech	-	RC12YC
-	●	-	#8566	#7314	-	#7228	#7563	See Instructions	-	-	-	-



Performer RPM 460 #60669



Performer RPM 460 CJ #61645



Victor Jr. #61669

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

HOLDEN VN 5.0L V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
195cc / 68cc	Performer RPM	#61379	#61389	350-450	Standard	62cc	2.02" / 1.60"	Flat Tappet	0.600"	1.45"
195cc / 68cc	Performer RPM	#61379	#61385	350-450	Standard	62cc	2.02" / 1.60"	Hyd. Roller	0.600"	1.30"

IMPORTANT NOTES

- Designed for use with 1989-98 Holden VN Commodore 5.0L engines.
- Capable of 500+ horsepower on pump gas.
- Intended as a direct replacement for factory heads and is configured as an easy bolt-on part for 1989-98 VN Commodore engines and as an upgrade to all earlier Holden production engines.
- Features an extra thick 11/16" deck.
- Performer RPM head #61385 has port notched for EFI applications

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JEEP 4.0L INLINE SIX

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
144cc / 77cc	Performer Jeep 4.0L	#50159	#50169	200-300	Standard	55cc	1.91" / 1.50"	Flat Tappet	0.540"	1.26"

FEATURES & BENEFITS

- Designed as a bolt-on performance upgrade for 1987-2006 Jeeps with a 4.0L inline six engine.
- Features better flowing intake/exhaust ports along with a modern combustion chamber design and backcut and swirl polished valves for improved flow.
- Retains the stock valve angle, pushrod length and valve cover bolt pattern for use with factory components and off the shelf accessories.
- Features larger reinforced rocker bosses for improved strength at high RPM and Heli-Coil® threaded inserts in the intake manifold bolt holes for added strength.
- A 3/4" deck throughout the head also promotes stiffness and durability.
- This cylinder head is machined to accept both distributor or coil pack ignition.

IMPORTANT FITMENT GUIDE

This Performer cylinder head is designed as a bolt-on performance upgrade for 1987-2006 Jeeps with a 4.0L inline six-cylinder engine. **To optimize airflow, this cylinder head is designed with a 1991-2006 4.0L intake port location and 1991-98 4.0L exhaust port size.** As a result, this cylinder head must be used with a 1991-2006 intake manifold and a 1991-1998 exhaust manifold. **Aftermarket exhaust headers can also be used in place of 1991-1998 exhaust manifolds and MUST be used in place of 1999-2006 exhaust manifolds.** Most aftermarket exhaust headers are compatible, but please check with the exhaust header manufacture to verify. **This cylinder head is NOT compatible with 1999-2006 OEM exhaust manifolds.**

Model Year	Intake Manifold	Exhaust Manifold
1999-2006	OEM	MUST use aftermarket exhaust headers
1991-1998	MUST use 1999-2006 OEM intake	OEM or aftermarket exhaust headers
1987-1990	MUST use 1999-2006 OEM intake	MUST use aftermarket exhaust headers
1976-1990 (AMC 4.2L)	MUST use appropriate intake	MUST use appropriate exhaust headers

OLDSMOBILE V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Max HP	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter
188cc / 106cc	Performer RPM	#60529	#60515	450-550	Standard	77cc	2.072" / 1.680"	Hyd. Roller	0.600"	1.46"
188cc / 106cc	Performer RPM	#60529	#60519	450-550	Standard	77cc	2.072" / 1.680"	Flat Tappet	0.575"	1.46"
188cc / 106cc	Performer RPM for NHRA Super Stock only	#60517	-		Standard	77cc	-	-	-	-

IMPORTANT NOTES

- Designed for high-performance non-emission 1965-76 Olds 400, 425 and 455 c.i.d. V8's.
- Heart shaped chamber for a more efficient burn, outstanding horsepower and torque.
- Valvetrain has been upgraded from the factory pedestal-mount system to a 7/16" screw-in stud and 3/8" pushrod-slot guideplate for increased valvetrain stability.
- #60517 is not port matched or bowl blended and is NHRA-accepted for Super Stock (except 1968-1969 W-30) only.
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).
- Head bolt holes drilled for stock 7/16" bolts, but can be easily modified for 1/2" bolts or studs by drilling the 1/2" counter bore.
- Aftermarket 7/16"-stud rocker arms and 3/8" hardened pushrods required.
- Can be used on 350-403, Call Tech.
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

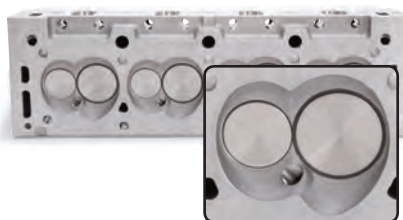
MATCHING PARTS

Description	Page No.
Roller Timing Set.....	133
Valve Springs.....	125-126
Retainers.....	125-126
Fuel Pump.....	230-236
Signature Series Valve Covers.....	214

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
● ●	-								#5825	Call Tech	RC12YC
● ●	-			Call Tech			See Instructions	Call Tech	#5768	#9707	RC12YC



Holden Performer RPM #61385



Holden Performer RPM #61385

Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
●	-	#8533	#7348	-	#7275	#7583	-	Call Tech	#5703	Call Tech	RC12YC



IMPORTANT EMISSIONS INFORMATION

- 50-state emission legal for 4.0L engines when used with factory Fuel Injection calibration and components (E.O. Number D-215-94).
- Pending 50-state emission legal for 4.2L engines when used with a Mopar Fuel Injection Conversion Kit (E.O. Number D-265-21).



Performer Jeep 4.0L



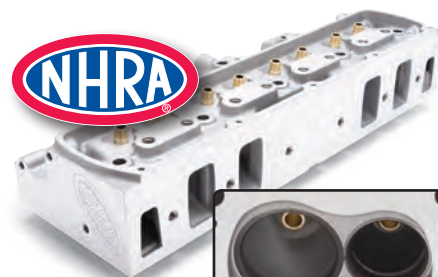
Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
● ●	-	#8558	#7340	#7284	#7238	#7598	See Instructions	#9376 (I) #9318 (E)	#5845	#9606	RC12YC
● ●	-	#8558	#7340	#7284	#7238	#7598	See Instructions	#9376 (I) #9318 (E)	#5767	#9606	RC12YC
●	-	#8558	#7340	#7284	#7238	#7598	See Instructions	#9376 (I) #9318 (E)	-	-	-



Performer RPM Olds #60519



Performer RPM Olds #60519



Performer RPM Olds NHRA Super Stock #60517



Performer RPM Olds #60519

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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CYLINDER HEADS PONTIAC

PONTIAC V8

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	Max HP	Exhaust Port Location	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift
204cc / 145cc	Performer D-Port	#61569	#61575	400-500	Standard	87cc	2.11" / 1.66"	Hyd. Roller	0.575"
204cc / 145cc	Performer D-Port	#61589	#61595	400-500	Standard	72cc	2.11" / 1.66"	Hyd. Roller	0.575"
204cc / 145cc	Performer D-Port	#61569	#61579	400-500	Standard	87cc	2.11" / 1.66"	Flat Tappet	0.575"
204cc / 145cc	Performer D-Port	#61589	#61599	400-500	Standard	72cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer	#60569	#60575	400-500	Standard	87cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer	#60569	#60579	400-500	Standard	87cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer RPM	#60589	#60595	450-550	Standard	72cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer RPM	#60589	#60599	450-550	Standard	72cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer RPM (semi-finished)	#60509	-	-	Standard	72cc	2.11" / 1.66"	-	-
215cc / 175cc	RPM Pontiac for NHRA Stock/Super Stock only	#60587	-		Standard	72cc	-	-	-
215cc / 175cc	Performer RPM CNC	#60609	#61525	450-600	Standard	87cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer RPM CNC	#60539	#61515	450-650	Standard	72cc	2.11" / 1.66"	Hyd. Roller	0.575"
215cc / 175cc	Performer RPM CNC	#60609	#61529	450-600	Standard	87cc	2.11" / 1.66"	Flat Tappet	0.575"
215cc / 175cc	Performer RPM CNC	#60539	#61519	450-600	Standard	72cc	2.11" / 1.66"	Flat Tappet	0.575"

GENERAL FOOTNOTES FOR PERFORMER AND PERFORMER RPM

- Designed for outstanding performance gains in 1962-79 389-455 c.i.d. Pontiac engines.
- Utilize the same port flange configuration as the 1969-1970 Ram-Air IV Pontiac cylinder head.
- Performer heads #60579/#60575 are 50-state emissions legal for 1965-79 vehicles.
- Performer heads feature 87cc combustion chambers for use with low-octane and a 9.5:1 compression ratio.
- Our Performer RPM heads with the 72cc combustion chamber are for higher compression engines.
- Performer RPM #60509 is semi-machined and must be finished by a professional head porter. They include valve guides and seats installed with no intake pushrod holes.
- Performer RPM #60587 is not port matched or bowl blended and is NHRA accepted for Stock and Super Stock.
- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

IMPORTANT NOTES:

PERFORMER AND PERFORMER RPM

These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

PERFORMER RPM CNC

These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

GENERAL FOOTNOTES FOR PERFORMER RPM CNC

- Performer RPM CNC feature a CNC machined combustion chamber for a consistent and precise chamber for improved flow performance and spark plug location.
- Utilize the same port flange configuration as the 1969-1970 Ram-Air IV Pontiac cylinder head.

GENERAL FOOTNOTES FOR PERFORMER PONTIAC D-PORT

- Performer Pontiac heads utilize a D-Port exhaust port configuration for use with standard D-port exhaust systems.
- They are designed for 1962-79 389, 400, 421, 428 and 455 c.i.d. V8 Pontiac engines with a 4.060" or larger bore.
- They feature optimized oil return passages for increased oil flow.
- 72cc and 87cc chambers are fully CNC'd to provide a 9.5:1 compression ratio when used with flat-top pistons.
- The spark plug has been relocated closer to the exhaust valve for improved performance.
- Cast with extra thick port walls and a compact port size, making them ideal for CNC and hand porting.
- 350 c.i.d. engines may require notching the block for valve clearance. Three head bolt bosses are raised higher than the standard D-port heights and will require head bolt kit #8561 to install these heads. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

INSTALLATION NOTES

(A) Must be used on vehicles without secondary air injection to be emissions legal, E.O. D-215-94



Performer #60579



Performer #60579



Performer #60579



Compliment your Edelbrock EFI system with Max-Fire High Performance Spark Plug Wires. See page 177 for more info.

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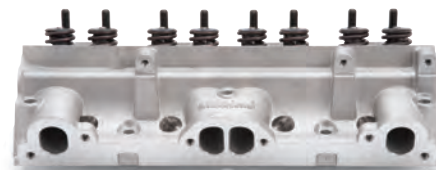
Valve Spring Diameter	Emissions Code	Install Notes	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves (I) Intake (E) Exhaust	Springs	Retainers	Spark Plug
1.46"	●	A	#8561	#7381	#7280	-	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	●	A	#8561	#7381	#7280	-	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	●	A	#8561	#7381	#7280	-	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	●	A	#8561	#7381	#7280	-	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	●	A	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	●	A	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5845	#9736	RC12YC
1.46"	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5767	#9736	RC12YC
-	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	-	-	-	-
-	●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	-	-	-	-
1.46"	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5845	#9736	RC12YC
1.46"	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5845	#9736	RC12YC
1.46"	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	#9780 (I) #9782 (E)	#5767	#9736	RC12YC
1.46"	●●	-	#8549	#7381	#7280	#7281	#7590	See Instructions	#9751 (I) #9753 (E)	#5767	#9736	RC12YC



Performer D-Port #61595



Performer D-Port #61595



Performer D-Port #61595



Performer RPM #60595



Performer RPM #60595



Performer RPM #60595



Performer RPM CNC #61515



Performer RPM CNC #61515



Performer RPM Pontiac NHRA Stock/Super Stock #60587



Performer RPM CNC #61525



Performer RPM CNC #61525



Performer RPM CNC #61525

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

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The flow box is a plastic model of one intake port, one exhaust port and one combustion chamber. This cross section is created using three-dimensional CAD design software.

The model is then created in-house using our Fortus 400 3D printer. Testing a flow box allows our engineers to make the changes needed for optimum performance before taking the next step to more costly and time consuming aluminum prototypes.



TECHNICAL SPECIFICATION: EDELBROCK STAINLESS STEEL VALVES

All Edelbrock Performer, Performer RPM, E-Series, E-CNC and Victor Series cylinder heads are supplied with the highest quality stainless steel valves on the market.

These valves are a one-piece forged design and feature 2% more nickel content than average stainless steel valves. The increased nickel content results in a stainless steel valve that is stronger at higher operating temperatures. This allows them to perform better in the elevated temperature applications found in high performance engines, especially exhaust valves. Additionally, it also provides improved corrosion resistance for increased endurance in forced induction and nitrous assisted applications.

The valve stem is treated with a porous chrome finish to provide hardness and oil retention. This process leaves microscopic holes which fill with engine oil for improved lubrication of the valve stem and guide, while reducing wear on the inner guide surface.

The end result of the above features, is a stainless steel valve that is ideal for high performance extreme duty applications.

IMPORTANT - PLEASE READ!

When using other camshafts with Edelbrock heads, please consult the camshaft manufacturer for recommended valve spring rates and specifications. Valve spring rates and camshafts must be compatible to avoid severe engine damage. All Edelbrock complete heads are supplied with valve springs that are compatible with Edelbrock camshafts for optimal operations within the specified rpm range. Camshafts that exceed the specified valve spring rate will void the warranty on these heads.

COMPARING FLOW DATA

When comparing airflow numbers between heads, there are several things to consider. These are general guidelines... not absolutes... but guidelines that should be considered when purchasing cylinder heads.

1. YOU MAY NOT BE GETTING "APPLES-TO-APPLES" COMPARISON.

Flow bench measurements are only useful and accurate when done carefully and on a calibrated bench. Proper alignment of the head with the bore is required to simulate exact geometry of the engine. Accurate lift measurements are also required. Finally, atmospheric conditions are needed to interpret the data. As a result, you may not be getting an "apples-to-apples" comparison when comparing numbers from different benches.

2. BIGGER IS NOT ALWAYS BETTER!

A large port doesn't always mean more power. This is especially true with street heads and in some cases, race heads. Velocity is just as important as flow. A smaller port volume generally equates to higher velocity for better street performance. The speed of the mixture determines how tightly the combustion chamber is packed. The more tightly packed the combustion chamber, the more pressure is developed when the mixture is ignited, pushing the piston with more force for more power. For example: A large port and a big flow number at 0.600" lift means low velocity (especially off-idle to 3500 rpm) and results in less throttle response. For the street, velocity is the key to overall performance.

3. COMPARE PEAK FLOW AND LOW LIFT FLOW.

Cylinder head buyers have a tendency to only consider peak flow numbers. It's important to look at all the flow numbers, from .100" to peak, in order to determine the performance level of a head.

4. TYPE OF VALVE INFLUENCES FLOW.

The type of valves used will influence how well a port flows. A valve with an undercut stem is less of a restriction to flow and will allow a port to flow more, filling the cylinder better and producing more power.

5. CONSIDER THIS FACT FOR STREET APPLICATIONS.

Generally, in a street application, the smaller the valve diameter, the better the velocity and flow will be with the correctly sized port. This holds true for both the intake and the exhaust ports. When you can equal the flow of a larger port and larger valve with a smaller port and smaller valve, you have a much more efficient port, which will generally make more power and use less fuel.

6. WHAT'S THE PRESSURE DIFFERENTIAL?

The pressure differential that a head is flowed at dramatically affects the results. All Edelbrock heads are flowed at 28" of water, which more closely represents what an engine will see. Beware of companies flowing heads at anything less than 28" of water, because that is not a valid comparison with Edelbrock heads.

Cylinder Heads	Installed Ht.	Rates	Coil Bind	Maximum RPM
#60179, #60519, #60579, #60599, #60779, #60859, #60879, #60979, #60989, #61779, #5023, #5025, #5073, #5089	1.800"	1.800" = 120 lbs 1.219" = 320 lbs	1.130"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#60175, #60225, #60255, #60515, #60575, #60595, #60715, #60735, #60775, #60895, #60975, #60985, #60995, #61575, #61595, #61775, #602515, #607115, #607315, #608915	1.800"	1.800" = 150 lbs 1.200" = 420 lbs	1.150"	Rollin Thunder cams: 6500 rpm
#61385, #79259	1.800"	1.800" = 138 lbs. 1.200" = 326 lbs.	1.140"	6500 rpm
#60229, #60259, #60329, #60359, #60379, #60399, #60719, #60739, #60759, #60899, #60909, #60999, #79899, #5028, #5085	1.800"	1.850" = 128 lbs. 1.270" = 338 lbs.	1.130"	Performer RPM cams: 6500 rpm
#60069, #60079, #60929, #61629, #60829	1.885"	1.885" = 134 lbs. 1.400" = 280 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#60119, #60139, #60049	1.900"	1.900" = 132 lbs. 1.400" = 312 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#5087, #5027	1.900"	1.900" = 145 lbs. 1.300" = 345 lbs.	1.130"	Rollin Thunder cams: 6500 rpm
#60065, #60075, #60815, #60925, #61625	1.885"	1.885" = 140 lbs. 1.380" = 317 lbs.	1.150"	Rollin Thunder cams: 6500 rpm
#60455, #60555, #77485, #79455, #79535, #79555, #604515, #605515	1.975"	1.975" = 175 lbs. 1.375" = 465 lbs.	1.150"	Rollin Thunder cams: 6500 rpm
#60459, #60479, #60499, #60559, #60669, #60679	1.975"	1.975" = 125 lbs. 1.475" = 310 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#77189, #77589, #77619, #77309	1.900"	1.900" = 145 lbs. 1.300" = 380 lbs.	1.130"	8000 rpm
#77199, #77599, #77629, #77359	1.900"	1.900" = 210 lbs. 1.300" = 490 lbs.	1.170"	8000 rpm
#61669	1.950"	1.950" = 235 lbs. 1.250" = 610 lbs.	1.170"	7500 rpm
#61409, #77409, #77459	2.000"	2.000" = 250 lbs. 1.150" = 800 lbs.	1.070"	8000 rpm

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Applications	.100" Int / Exh	.200" Int / Exh	.300" Int / Exh	.400" Int / Exh	.500" Int / Exh	.600" Int / Exh	.700" Int / Exh	.800" Int / Exh	.900" Int / Exh
AMC									
#60119, #60139	65 / 52	130 / 96	192 / 127	235 / 163	258 / 182	260 / 190	-	-	-
BUICK									
#60049	68 / 58	127 / 108	190 / 150	241 / 173	274 / 183	273 / 190	-	-	-
CHEVROLET									
#5073, #5089	63 / 51	125 / 99	182 / 131	225 / 153	248 / 163	249 / 168	-	-	-
#5085, #5087	68 / 50	136 / 96	191 / 132	265 / 160	272 / 172	275 / 175	-	-	-
#60719, #60739, #60759	63 / 51	124 / 94	181 / 128	227 / 146	253 / 157	253 / 163	-	-	-
#60899, #60909, #60999	63 / 51	126 / 97	180 / 129	227 / 148	250 / 158	249 / 165	-	-	-
#61209	70 / 60	140 / 115	202 / 156	251 / 198	285 / 214	311 / 220	317 / 225	-	-
#608979	61 / 51	127 / 95	185 / 118	217 / 131	229 / 137	237 / 140	-	-	-
#60859, #60879	64 / 54	122 / 96	177 / 124	217 / 147	229 / 166	232 / 175	-	-	-
#60979	64 / 54	130 / 104	186 / 140	220 / 169	232 / 183	238 / 190	-	-	-
#60989	67 / 57	122 / 110	175 / 153	223 / 182	252 / 196	259 / 204	265 / 207	-	-
#79899	66 / 53	129 / 103	185 / 156	231 / 200	255 / 202	261 / 207	260 / 210	-	-
#77589, #77599, #77619, #77629	67 / 64	119 / 112	177 / 153	226 / 188	265 / 207	281 / 217	285 / 220	-	-
#61939	65 / 54	119 / 107	173 / 145	255 / 181	267 / 187	270 / 190	-	-	-
#79949	64 / 57	134 / 107	193 / 147	239 / 180	274 / 200	285 / 210	-	-	-
#61319	68 / 48	142 / 101	217 / 150	268 / 186	304 / 206	326 / 215	298 / 220	-	-
#770468	-	137 / 85	210 / 137	285 / 189	357 / 231	410 / 268	435 / 285	445 / 298	450 / 306
#60819	67 / 60	148 / 118	221 / 157	256 / 184	266 / 204	273 / 216	277 / 221	-	-
#50459, #60459, #60479, #604519	74 / 71	143 / 128	207 / 153	250 / 178	284 / 200	309 / 218	-	-	-
#60499, #61459	73 / 71	143 / 128	208 / 153	251 / 178	284 / 200	299 / 218	-	-	-
#61259	72 / 60	143 / 113	193 / 154	242 / 201	280 / 215	304 / 220	312 / 224	312 / 227	-
#60559	76 / 70	146 / 132	212 / 156	255 / 181	294 / 207	314 / 228	-	-	-
#79539, #79559, #79535, #79555	77 / 64	155 / 129	235 / 181	292 / 214	330 / 241	354 / 252	368 / 257	-	-
#79459, #79455	74 / 69	150 / 130	227 / 172	279 / 197	317 / 210	337 / 221	344 / 230	-	-
#77485, #77479, #77475	72 / 64	140 / 122	213 / 167	273 / 199	318 / 223	342 / 240	346 / 251	-	-
#77409	80 / 62	159 / 123	234 / 164	295 / 197	343 / 223	369 / 241	380 / 255	-	-
#61409	-	149 / 122	227 / 164	301 / 196	351 / 225	385 / 248	405 / 268	409 / 284	414 / 297
#617569	63 / 60	150 / 137	223 / 190	288 / 226	353 / 254	415 / 277	468 / 302	496 / 324	491 / 328
CHRYSLER									
#61779, #61775	62 / 52	119 / 105	175 / 142	225 / 169	251 / 185	260 / 190	-	-	-
#61175, #61179	81 / 66	157 / 139	233 / 195	306 / 225	357 / 239	386 / 242	401 / 243	409 / 243	413 / 242
#60779, #60775, #60179, #60175	69 / 64	129 / 108	188 / 142	232 / 171	249 / 183	251 / 190	-	-	-
#5090, #5093	79 / 70	143 / 126	207 / 160	256 / 188	278 / 206	291 / 217	-	-	-
#60929, #60925, #60189, #60185	79 / 70	143 / 126	207 / 160	256 / 188	278 / 206	291 / 217	292 / 223	-	-
#77929, #77949	85 / 63	150 / 118	211 / 160	261 / 189	298 / 207	322 / 219	325 / 226	-	-
FORD									
#5023, #5025	65 / 42	121 / 92	174 / 130	216 / 150	242 / 162	249 / 168	-	-	-
#5027, #5028	65 / 57	128 / 96	179 / 128	223 / 155	253 / 168	267 / 175	277 / 180	-	-
#60329	61 / 55	126 / 101	179 / 133	220 / 152	238 / 163	243 / 169	-	-	-
#60359	64 / 56	124 / 103	177 / 137	221 / 158	247 / 167	248 / 172	-	-	-
#60229	72 / 57	132 / 104	183 / 142	216 / 159	245 / 170	249 / 174	-	-	-
#60259	70 / 57	128 / 104	183 / 142	219 / 163	251 / 170	255 / 174	-	-	-
#602579	62 / 50	122 / 93	175 / 125	213 / 140	228 / 146	232 / 150	-	-	-
#60379	62 / 56	126 / 101	179 / 133	220 / 152	238 / 163	243 / 169	-	-	-
#60399	64 / 56	124 / 103	177 / 137	221 / 158	247 / 167	248 / 172	-	-	-
#79259	78 / 63	146 / 119	213 / 173	257 / 197	281 / 205	292 / 209	-	-	-
#77179	64 / 54	127 / 108	186 / 140	234 / 167	268 / 189	291 / 195	285 / 199	-	-
#61629, #61625, #61699	58 / 54	120 / 105	180 / 138	227 / 151	260 / 161	265 / 165	-	-	-
#60069	88 / 64	153 / 113	195 / 148	233 / 171	265 / 183	270 / 200	-	-	-
#60669, #60679, #61649, #61669	76 / 67	140 / 118	207 / 153	260 / 180	300 / 200	319 / 207	326 / 207	-	-
JEEP									
#50169	66 / 63	123 / 103	179 / 127	221 / 144	241 / 151	237 / 155	-	-	-
OLDSMOBILE									
#60519, #60515	67 / 54	131 / 102	195 / 137	245 / 163	278 / 179	268 / 188	-	-	-
PONTIAC									
#60579	72 / 56	138 / 106	198 / 141	239 / 163	264 / 175	275 / 185	-	-	-
#60599	71 / 69	143 / 120	208 / 151	253 / 173	272 / 191	286 / 199	-	-	-
#61569	65 / 52	140 / 105	201 / 131	236 / 145	250 / 151	257 / 156	258 / 157	-	-
#61599	65 / 52	136 / 103	199 / 130	237 / 146	256 / 151	263 / 157	263 / 159	-	-

IMPORTANT NOTES: Cylinder heads for hydraulic roller cam applications have the same flow characteristics as heads for hydraulic flat tappet cams
All flow numbers are done on our Superflow 1020 flow bench, recorded data @ 28" H₂O.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

HIP PROCESS

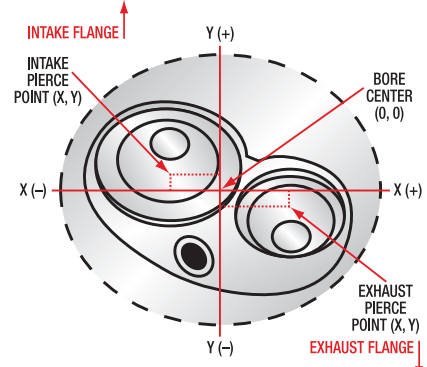
WHAT IS HIP PROCESSING?

Many Edelbrock Pro-Port cylinder heads are manufactured with a technique called Hot Isostatic Pressing (HIP). This aerospace process heats raw aluminum castings up to 900° F in a pressurized chamber (up to 30,000 psi) and compresses the casting to remove any trapped gases and internal porosity. During this process the casting is compressed to eliminate these imperfections. The result is an incredibly strong and dense sand casting that has three times the fatigue life and nearly the consistency of billet aluminum. For the engine builders and racers, HIP processed cylinder heads provide less chance of failure due to fatigue. They also provide a better, smoother machined surface finish when CNC port and chamber work is applied.


PROFESSIONAL HEAD PORTERS CASTINGS

These unported versions of race-winning Edelbrock Victor Series CNC heads are designed specifically for the professional cylinder head porter and engine builder. Like all other Edelbrock cylinder heads, Pro-Port cylinder heads are also cast in the USA at the state-of-the-art Edelbrock Foundry with extra-thick walls to allow for custom CNC porting. In most cases, seats and manganese-bronze valve guides are included, but not installed. Please note: These heads cannot be used without professional head preparation.

- Unported versions of Edelbrock race-winning Victor Series CNC heads for the professional cylinder head porter and engine builder
- Pro-Port cylinder heads are cast in the USA at the state-of-the-art Edelbrock Foundry with extra-thick walls to allow for custom CNC porting
- The only heads designed specifically to accommodate almost any CNC port shape, size or location
- Offers enough wall thickness for CNC machining to various port dimensions
- In most cases seats and manganese-bronze valve guides are included, but not installed



USE THIS DRAWING TO DETERMINE VALVE PLACEMENT

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Intake Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake Exhaust	Bore Spacing	Valve Spacing	Valve Seats	Valve Guides	Part No.
CHEVY LS SERIES											
Victor Jr LS3 ●	–	N	15°	1.00" x 2.37" / 1.38" x 1.00"	2.165" / 1.60"	(0.854", 0.017") (1.156", 0.017")	2.010"	1.969"	included	included	#77339
Victor Jr. LS3-LSX ●	–	N	15°	1.00" x 2.37" / 1.38" x 1.00"	2.165" / 1.60"	(0.854", 0.017") (1.156", 0.017")	2.010"	1.969"	included	included	#77349
Victor Jr. LS7 ●	–	N	12°	1.08" x 2.47" / 1.38" x 1.00"	2.200" / 1.60"	(0.764", 0.017") (1.205", 0.017")	1.969"	1.969"	included	included	#77369
Victor Jr. LS7-LSX ●	–	N	12°	1.08" x 2.47" / 1.38" x 1.00"	2.200" / 1.60"	(0.764", 0.017") (1.205", 0.017")	1.969"	1.969"	included	included	#77379
LS-R ●	25cc	Y	8.7° x 2°	1.32" x 1.97" / 1.55" x 1.30"	2.25" / 1.68"	(0.652", 0.448") (-1.178", -0.238")	–	–	none	included	#770469
CHEVY SB2											
Victor SB2 ● 	20cc	Y	10.5° x 3.4°	1.50" x 1.05" / 1.55" x 1.32"	2.20" / 1.60"	(0.636", 0.450") (-1.144", -0.266")	–	–	none	none	#777869
BIG-BLOCK CHEVY											
Victor 24° ●	38cc	N	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.897", 0.058") (1.10", -0.556")	4.84"	1.997"	installed	included	#61429
Victor 24° (Gen III) ●	38cc	Y	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.888", 0.058") (1.095", -0.580")	4.84"	1.997"	installed	included	#614369
DR-17 ●	92cc	Y	17°	1.40" x 1.80" / 1.50" x 1.30"	2.45" / 1.80"	(-0.773", 0.291") (1.183", -0.580")	4.84"	–	installed	included	#615469
DR-23 ●	–	Y	23°	1.40" x 1.80" / 1.50" x 1.30"	2.40" / 1.85"	(-0.827", 0.227") (1.150", -0.580")	4.84"	–	installed	included	#614469
Big Victor 12° ●	–	Y	12°	1.53" x 2.14" / 1.84" x 1.50"	2.45" / 1.85"	(-0.854", 0.455") (1.120", -0.420")	4.84"	–	–	included	#618269
Big Victor 3 ●	–	Y	11°	2.52" x 2.15" / 1.84" x 1.50"	2.52" / 1.90"	(0.690", -0.545") (-1.270", 0.350")	4.84"	–	–	included	#614669



LS-R Pro-Port Raw #770469



Victor 24° Pro-Port Raw #614369



Big Victor #618269

BIG VICTOR CYLINDER HEAD VALVE COVERS

Designed especially for the Edelbrock big-block Chevrolet Big Victor Spread-Port CNC 405 Cylinder Heads #617569, #618268, #618269, #618368, #614469, #615468 and #615469. These heavy-duty sand cast aluminum valve covers are designed to provide additional clearance to the Jesel rocker arm set-up when used on our Big Victor Spread-Port cylinder heads. No provision for breather hole has been machined to allow for custom plumbing of the crankcase ventilation system.



Big Victor Valve Covers #4259

Valve Spring Footnotes

- (A) Unfinished size
- (B) Maximum size (each valve; may not be used together)
- (C) Coordinates provided are for cylinders #1, #3, #6, #8. Invert the "X" value for cylinders #2, #4, #5, #7.
- (D) All valves are uninstalled unless noted.
- (E) Without pushrod hole clearance

PRO-PORT RAW CYLINDER HEADS

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake Exhaust	Valve Spacing	Valve Seats	Valve Guides	Part No.
SMALL-BLOCK CHRYSLER										
Victor 16° ●	—	N	16°	1.00" x 2.11" / 1.52" x 1.40"	2.15" / 1.60"	(-0.760, 0.000") (1.168", -0.000")	1.928"	included	included	#61749



Small-block Chrysler Victor 16° #61749



Victor 16° #61749 deck



Victor 16° #61749 exhaust

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake Exhaust	Valve Spacing	Valve Seats	Valve Guides	Part No.
SMALL-BLOCK FORD										
Glidden Victor II ●	24cc	Y	11.3°	1.34" x 1.77" / 1.66" x 1.43"	2.24" / 1.64"	(-0.760, 0.0") (1.170", 0.0")	1.930"	included	included	#773169 (E)
Glidden Victor SC-1 ●	20cc	Y	(I) 7.3° x 0.3° (E) 6.88° x 0.55°	1.16" x 1.76" / 1.50" x 1.36"	2.24" / 1.64"	(-0.660, 0.440") (1.110", -0.350")	—	included	included	#770769
FORD FE										
Ford FE ●	45cc	N	13°	1.49" x 0.94" / 1.55" x 1.00"	2.09" / 1.66"	(0.885, 0.220") (1.160", 0.220")	2.045"	included	included	#61859
Ford FE ●	45cc	N	13°	1.49" x 0.94" / 1.55" x 1.00"	2.09" / 1.66"	(0.885, 0.220") (1.160", 0.220")	2.045"	included	included	#61857
FORD 460										
Big Victor 3 ●	40cc	Y	(I) 11.1° x 6.0° (E) 2.0° x 2.0°	2.30" x 2.00" / 1.80" x 1.70"	2.60" / 1.90"	(0.673, 0.573") (1.250", 0.478")	—	included	included	#612668
Big Victor 3 ●	40cc	Y	(I) 11.1° x 6.0° (E) 2.0° x 2.0°	2.30" x 2.00" / 1.80" x 1.70"	2.60" / 1.90"	(0.673, 0.573") (1.250", 0.478")	—	included	included	#612669

#770769 Important Notes: These heads cannot be used without professional head preparation. With a true canted valve design (7.3° intake and 6.8° exhaust valve angles), these heads have maximum power potential. Extended intake flange and raised runners work with Yates-style manifolds.



Glidden Victor SC-1 #770769



Pro-Port Raw Ford FE #61859



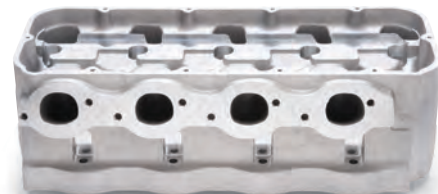
Ford Boss/Cleveland SC-1 Valve Covers #4267



Big Victor 3 Ford 460 #612669



Big Victor 3 Ford 460 #612669



Big Victor 3 Ford 460 #612669

Description	Chamber Size (A)	HIP Proc.	Valve Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake Exhaust	Valve Spacing	Valve Seats	Valve Guides	Part No.
PONTIAC										
Performer RPM ●	72cc	N	14°	1.10" x 2.02" / 1.46" x 1.40"	2.11" / 1.66"	(-0.880, 0.0") (1.150", 0.0")	2.030"	included	included	#60509



Victor #60509



Victor #60509

Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.



EMISSIONS GUIDE

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APPAREL



S/B Chevy Head Bolt Kit #8550



Chevy 409 Head Bolt Kit #8581



Chrysler 426-572 Gen II #8513 Bolt Kit



Pontiac Head Bolt Kit #8561



HEAD BOLT KITS

Edelbrock Head Bolt Kits contain a complete set of the highest quality head bolts and hardened washers available. Bolts are cold-formed to ensure molecular integrity and heat treated prior to thread rolling and machining. Reduced diameter bolt heads eliminate the need for valvetrain removal to facilitate cylinder head re-torquing. Hardened and parallel-ground washers are included. Rated at 170,000 p.s.i.

AMC Head Bolt Kit for pre-1970 engines, 7/16"	#8531
AMC Head Bolt Kit for 1970 & later engines, 1/2"	#8532
Buick Head Bolt Kit for 400, 430 & 455 engines.....	#8503
S/B Chevrolet Head Bolt Kit	#8550
Chevrolet Gen III LS1 Head Bolt Kit for Edelbrock & GM Gen III LS1 heads.....	#8596
Chevrolet Gen IV Head Bolt Kit for Edelbrock heads used on LS series engines 2004 and later	#8595
B/B Chevrolet Head Bolt Kit (not for stock heads, Mark IV only).....	#8551
B/B Chevrolet Head Bolt Kit for #77409, #77419, #77459, #77469, #77479, #61409 (not for stock heads)	#8554
Chevrolet 348/409 Head Bolt Kit	#8581
S/B Chrysler Head Bolt Kit (not for stock heads).....	#8555
Chrysler Magnum Head Bolt Kit for Edelbrock and '92 and up Magnum heads.....	#8577
B/B Chrysler 426-572 Gen II HEMI Head Bolt Kit	#8513
B/B Chrysler Head Bolt Kit	#8591
B/B Chrysler Victor Head Bolt Kit	#8592
Ford Flathead Head Stud Kit for 1938-48 Fords.....	#8505
Ford Flathead Generator Stud Kit for 1938-48 Fords.....	#8506
Ford Flathead Head Stud Kit for 1949-53 Fords.....	#8502
Ford 289-302 Head Bolt Kit (7/16" bolt diameter, use bushings #9680)	#8552
Ford 351-Windsor Head Bolt Kit (1/2" bolt dia., used on 351W with 1/2" threads)	#8553
Ford 351-Cleveland Head Bolt Kit	#8560
Ford 302-Clevo Head Bolt Kit (7/16" bolt diameter, use bushings #9680).....	#8562
Ford FE 390-428 Head Bolt Kit	#8557
Ford 429/460 Head Bolt Kit	#8566
Jeep 4.0L, Inline Six	#8533
Oldsmobile Head Bolt Kit	#8558
Pontiac Head Bolt Kit for #60509, #60579 and #60599 made before 3/15/02 (not for stock heads).....	#8556
Pontiac Head Bolt Kit for #60509, #60579, #60587 and #60599 made after 3/15/02 (not for stock heads).....	#8549
Pontiac D-Port Head Bolt Kit (not for stock heads).....	#8561



Ford 289-302 Head Bolt Kit #8552



S/B Chrysler Head Bolt Kit #8555

HEAD BOLT BUSHINGS WITH INTEGRAL WASHERS

Allows the use of stock or Edelbrock 7/16" head bolts on Edelbrock heads with 1/2" head bolt bosses. Required for 289-302 V8's and 1967-69 AMC.

For Ford 5.0L (20 per package).....	#9680
For 1969 & Earlier AMC (28 per package).....	#9693
For 1966-69 AMC (4 deck dowels per package).....	#9652



S/B Ford Head Bolt Bushings #9680



AMC Head Bolt Bushings #9693



AMC Deck Dowels #9652



Chevy 348/409 Pushrod Guideplates #9609



Chrysler Magnum Pushrod Guideplates #9662



Ford 351C Pushrod Guideplates #9672



Rocker Studs #8598



Rocker Studs #8599



Steel Pushrods #9630

PUSHROD GUIDEPLATES FOR EDELBROCK HEADS

Made from high-grade alloy steel and hardened to 60 Rockwell "C". Stepped plates support pushrods closer to the rockers stabilizing them. **Sold in sets of 8.**

Application	Diameter	Type	Part No.
AMC	5/16"	Flat	#9669
S/B Chevy	5/16"	Flat	#9660
B/B Chevy	3/8"	Stepped	#9666
Chevy 348/409 V8	3/8"	Flat	#9609
Chrysler Magnum	5/16"	Flat	#9662
S/B Ford	5/16"	Flat	#9665
351C Ford	5/16"	Flat	#9672
429/460 Ford	3/8"	Stepped	#93669
Oldsmobile	3/8"	Flat	#9668
Pontiac	5/16"	Flat	#9667

HEAD STUDS

This head stud kit is required when using Edelbrock LS-R cylinder heads #770468 and #770469 on GM LSX engine blocks. Includes 10 7/16" long studs, 10 7/16" short studs, 8 5/16" exhaust studs, 10 5/16" intake flange studs, 8 5/16" valley studs, 20 7/16" washers with nuts and 26 5/16" washers with nuts.

Edelbrock LS-R Cylinder Heads #770468 and #770469#8510

ROCKER STUDS

These high-quality rocker studs are used in Edelbrock cylinder heads requiring screw-in studs. Sold in packaged quantities of two or sixteen.

	Set of 2	Set of 16
3/8" Rocker Studs	#8598	#8599
7/16" Rocker Studs	#8590	#8593

HARDENED STEEL PUSHROD SETS

Edelbrock one-piece pushrods are manufactured from high quality 4130 Chromoly steel tubing that has been surface hardened for maximum durability. They have precise formed swedged ends for a high quality fit with the cup seats. A black oxide finish is added for corrosion resistance. **Sold in sets of 16.**

Application	O.D.	Length	Footnote	Part No.
AMC 343-401	5/16"	8.050"	For use with Edelbrock cylinder heads & cams only	#9637
Buick 400-430-455	3/8"	9.650"		#9605
S/B Chevy	5/16"	7.250"	For use with Edelbrock hydraulic roller lifters #97423	#9646
S/B Chevy	5/16"	7.800"	Stock length	#9630
S/B Chevy	5/16"	7.900"	+ .100" over stock length	#9629
S/B Chevy	5/16"	7.200"	For hydraulic roller lifters	#9653
Chevy 348/409 "W"	3/8"	8.650" / 9.000"		#9635
Chevy 348/409 "W"	3/8"	8.300" / 8.750"	For use with Edelbrock hydraulic roller lifters #97423	#9648
B/B Chevy	3/8"	7.800" / 8.800"	For use with Edelbrock hydraulic roller lifters #97433	#9647
Chrysler 318-360	5/16"	7.325"	For hydraulic flat tappet lifters	#9627
Chrysler Magnum 5.2L/5.9L	5/16"	6.950"		#9638
Chrysler 383	3/8"	7.900"	For hydraulic roller lifters	#9617
Chrysler 383	3/8"	8.250"	For hydraulic flat tappet lifters	#9619
Chrysler 440	3/8"	8.600"	For hydraulic roller lifters	#9621
Chrysler 440	3/8"	9.125"	For hydraulic flat tappet lifters	#9622
Chrysler 426-572 Gen II HEMI	3/8"	10.250" / 11.150"	For hydraulic roller lifters	#9618
Ford 289-302	5/16"	6.800"		#9632
Ford 289-302	5/16"	6.400"	For hydraulic rollers, 5.0L with stud mount. Refer to lifter kit #97453 on pg. 129.	#9655
Ford 289-302	5/16"	6.425"	For hydraulic roller lifters	#9658
Ford 351W	5/16"	7.700"	For use with Edelbrock hydraulic roller lifters #97453	#9659
Ford 351W	5/16"	8.150"		#9636
Ford 351W	5/16"	7.625"	For hydraulic roller lifters	#9656
Ford 351M/400	5/16"	9.500"		#9633
Ford FE	3/8"	Call Tech	For hydraulic roller lifters	#9608
Ford FE	3/8"	9.335"	For hydraulic flat tappet lifters	#9613

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CYLINDER HEADS ACCESSORIES



Intake Valve #9760 and Exhaust Valve #9761



CYLINDER HEAD TECH TIPS

- To gain more spark plug clearance on Edelbrock heads, we advise using a Champion RC series plug, such as an RC12YC. They are 0.230" shorter than conventional plugs and have a 5/8" hex for easier access.
- When installing spark plugs into all Edelbrock aluminum cylinder heads, be sure to use anti-seize thread lubricant at all times. All bolts being attached to aluminum heads, such as alternator and power steering brackets, should be lubricated with a light oil to prevent thread galling.
- All cylinder head bolts should use washers underneath the bolt heads to eliminate false torque readings due to collapsing bolt bosses. Bolt heads and washers should be lubed with the same lubricant or oil used on bolt threads. Edelbrock head bolt kits include hardened washers.



Valve Guides #9702 & #9703



Valve Seals #9758

REPLACEMENT VALVES

1-piece, swirl-polished, hardened tip stainless steel valves with undercut stems for increased flow. Hard-chromed valve stems are 11/32" except where noted.

Size	Application(s)	Overall Length	Single	Set of 8
INTAKE				
1.90"	#60229, #60329	4.910"	#9764	#9769
1.90"	#60379	5.090"	#9763	#9768
1.94"	#60979	4.910"	#9774	#9779
2.02"	#60399	5.090"	#9778	#9777
2.02"	#60779, #60179	4.980"	#9365	#9366
2.02"	#60989, AMC, S/B Chevy & Ford (except #60399)	4.910"	#9760	#9765
2.05"	#77169, #77179, #77189, #77199, #77359	5.060"	#9370	#9371
2.072"	#60519	4.756"	#9375	#9376
2.08"	#77619, #77629, #77639, #77649 (.100" longer than stock)	5.010"	#9784	#9785
2.09"	#60069, #60079 (3/8" stem)	5.450"	#9754	#9755
2.11"	#60579, #61579, #61599	5.093"	#9781	#9780
2.11"	#60599 (Ram Air IV length .120" longer than stock)	5.213"	#9750	#9751
2.14"	#60929, #60189	4.908"	#9640	#9641
2.19"	#60459, #60479, #60499, #60559	5.314"	#9770	#9775
2.19"	#60669, #60689	5.175"	#93661	#93662
2.19"	#60679, #60699, #61669, #61649	5.265"	#93770	#93771
2.19"	#60809, #60819	5.100"	#93780	#93781
2.20"	#77919, #77929, #77939, #77949	5.350"	#93774	#93775
2.25"	#61459, #61559, #61555	5.350"	#97040	#97041
2.30"	#61409, #77409 (.400" longer than stock)	5.625"	#9360	#9361
EXHAUST				
1.55"	#60979	4.930"	#9772	#9773
1.60"	#60229, #60259, #60329, #60359, #60989, AMC, S/B Chevy	4.930"	#9761	#9766
1.60"	#60379, #60399	5.110"	#9762	#9767
1.60"	#60779, #60179	5.000"	#9367	#9368
1.60"	#77619, #77629, #77639, #77649 (.100" longer than stock)	5.020"	#9786	#9787
1.60"	#77169, #77179, #77189, #77199, #77359	5.060"	#9372	#9373
1.66"	#60069, #60079 (3/8" stem)	5.450"	#9756	#9757
1.66"	#60579, #61579, #61599	5.110"	#9783	#9782
1.66"	#60599 (Ram Air IV length .120" longer than stock)	5.230"	#9752	#9753
1.68"	#60519	4.780"	#9317	#9318
1.72"	#60809, #60819	5.100"	#93782	#93783
1.76"	#60669, #60689	4.960"	#93663	#93664
1.76"	#60679, #60699, #61669, #61649	5.050"	#93772	#93773
1.81"	#60929, #60189	4.928"	#9642	#9643
1.81"	#77919, #77929, #77939, #77949	5.375"	#93776	#93777
1.88"	#60459, #60479, #60499, #60559, #60439	5.450"	#9771	#9776
1.89"	#61459, #61559, #61555 (Inconel)	5.450"	#9789	#9788
1.90"	#61409, #77409 (+.100")	5.488"	#9362	#9363

REPLACEMENT GUIDES AND SEALS

Manganese-bronze valve guide (one each) for Performer & Performer RPM heads, except as noted.

Valve Guides	Intake	Exhaust
S/B Chevy, S/B & B/B Chrysler, S/B Ford, Olds, Pontiac (Ram Air IV).....	#9701	#9701
B/B Chevy.....	#9702	#9703
Ford FE (for all Edelbrock FE heads).....	#9704	#9704
S/B Ford (for Victor heads #77219).....	#9702	#9706
Valve Seals (2-ring positive oil control seals, sold in sets of 16)		
11/32" (for all Edelbrock Performer & Performer RPM heads, except Ford FE).....	#9725	
11/32" (S/B Chevy, S/B Ford Victor Jr. & B/B Chrysler Victor heads, .530").....	#9758	
3/8" (Ford FE, earlier design with .530" guide o.d.).....	#9726	
3/8" (Ford FE, current production with .562" guide o.d.).....	#9759	



Replacement Valve Seats #9711



Valve Spring Locators #5770



Spring Seat Locator/Seal Kit #5766



Roller Rocker Arm #7770



Roller Rocker Arm #7781

REPLACEMENT VALVE SEATS

Valve Seats	Part #	Valve Seats	Part #
S/B Chevy, 2.02" (intake).....	#9709	Pontiac, 1.66" (exhaust).....	#9714
S/B Chevy, 1.60" (exhaust).....	#9710	B/B Chevy, 2.19" (intake).....	#9716
S/B Ford, 1.90" (intake) Set of 8.....	#9711	B/B Chevy, 1.88" (exhaust).....	#9717
LT1/E-Tec, 1.94" (intake).....	#9712	Ford FE, 2.09" (intake).....	#9718
Pontiac, 2.11" (intake).....	#9713	Ford FE, 1.66" (exhaust).....	#9719

VALVE STEM LOCKS

Heat-treated machined (HTM) 7° valve stem locks for use with Edelbrock retainers. Black oxide, top-quality steel for maximum strength.

Diameter	Application	Taper	Material	Part No.
11/32"	Single groove (set of 32)	7°	Heat treated stamped steel	#9611
3/8"	Single groove (set of 32)	7°	Heat treated stamped steel	#9612
11/32"	Single groove (set of 24)	7°	Heat treated stamped steel	#9614
11/32"	Single groove, .050" low (set of 32)	7°	4140 machined hardened steel	#9615
11/32"	Single groove, std. height (set of 32)	7°	4140 machined hardened steel	#9616

REPLACEMENT VALVE SPRING LOCATORS AND SEAT CUP KITS

Valve Spring Locators and Seat Cups provide a hardened barrier between the springs and the aluminum heads, positively locating the base of the spring to prevent unwanted spring movement. **Sold in sets of 16.**

Spring Seat Cup Kit (.060" thick, requires 1.65" diameter counterbore) for Edelbrock S/B Chevy, 289-351W Ford, 318-360 Chrysler and Pontiac heads using springs #5767/#5825/#5845.....#5769

Spring Seat Cup Kit (.060" thick, requires 1.73" diameter counterbore) for Edelbrock 390-428 Ford FE and 383-440 Chrysler heads using valve springs #5792.....#5771

Valve Spring Locators (.805" i.d., 1.540" o.d.) for Edelbrock B/B Chevy and 460 Ford heads using valve springs #5745.....#5770

Spring Seat Locator/Seal Kit (8mm valves and conical springs) for use on Edelbrock LS & E-CNC heads w/8mm stem valves combined with 1.30" conical (beehive style) springs.....#5766

Spring Seat Locator (.060" thick) for use on Edelbrock Big-Block Chevy Performer RPM heads and Ford 460 Performer RPM heads using valve springs #5823 (Valve Seal Kit #9758 recommended).....#5799

RED ROLLER ROCKER ARMS

Edelbrock Red Roller Rockers are manufactured in the USA from lightweight 7129 grade aluminum. The body is CNC machined then micro polished and anodized for durability. The trunnion race, roller pin and roller tip are centerless ground for superior quality. A high quality Torrington needle bearing fulcrum combined with a roller tip ensure smooth operation and performance. The full body design will accommodate up to 1.65" diameter springs. Thick-walled adjusting nuts and 4140 steel poly locks are included.

	Single	Set of 16
Small-Block Chevy, 3/8", 1.5:1 ratio.....	#77771	#77770
Small-Block Chevy, 3/8", 1.5:1 ratio, wide body.....	N/A	#77760
Small-Block Ford, 3/8", 1.6:1 ratio.....	#77781	#77780
Big-Block Chevy, 7/16", "W" 348/409, 1.7:1 ratio.....	#77791	#77790



Roller Rocker Arms #7770



Roller Rocker Arms #7780

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CYLINDER HEADS VALVE SPRINGS & RETAINERS



THESE VALVETRAIN COMPONENTS ARE A REQUIRED UPGRADE WHEN USING AN EDELBROCK PERFORMER, RPM OR TORKER CAM & STOCK HEADS.

SURE SEAT VALVE SPRINGS

Made of highest quality spring wire and precision wound to close tolerances, our Sure Seat Valve Spring sets are for use on original equipment heads when installing Edelbrock Performer-Plus, Performer RPM and Torker-Plus camshafts. These are the same high-performance springs used on Edelbrock Performer and RPM cylinder heads. The #5900 Series valve springs are designed for use with OEM valve rotators. Valve Spring Kits are complete kits that contain non-rotator valve springs, valve spring retainers and matching valve stem locks. For camshaft warranty compliance, use only the springs recommended by Edelbrock for each camshaft application.

VALVE SPRING RETAINERS

Made of superior quality steel, machined and heat-treated for strength, these retainers have a black-oxide finish for rust and corrosion protection. Chevrolet LS1 retainers are available in steel or lightweight Titanium. Sold in sets of 16.

Valve Springs	Application	Type	Seat Pressure	Installed Height	Open Pressure	O.D.	I.D.	Coil Bind	Retainers	Locks	Recommended Edelbrock Cam
AMC 290-304-360-390-401 V8 '70 & LATER											
-	Cast-Iron O.E. Head	Non-Rotator	89 lbs.	1.812"	200 lbs. @ 0.425"	1.364"	1.000"	1.300"	#9720	See Lock Chart	#2132 Performer Cam
#5792	Edelbrock #60119 / #60139	Non-Rotator	132 lbs.	1.900"	312 lbs. @ 0.500"	1.550"	1.120"	1.160"	#9644	#9616	#2132 Performer / #7132 RPM Cams
BUICK 400-430-455 V8											
#5792	Edelbrock #60049	Non-Rotator	132 lbs.	1.900"	312 lbs. @ 0.500"	1.550"	1.120"	1.160"	#9644	#9616	N/A
CHEVROLET 200-229-262 90° V6											
-	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ 0.475"	1.222"	0.875"	1.150"	#9720	See Lock Chart	#2112 / #3790 Performer Cams
CHEVROLET 4.3L 90° V6 '87-95											
#5814	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ 0.490"	1.250"	0.750"	1.160"	#9729	See Lock Chart	#3714 Performer Cam
CHEVROLET 262-400 V8 '57-95											
#5802 (B)	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ 0.475"	1.222"	0.875"	1.150"	#9721	See Lock Chart	#2102 / #2103 / #3702 Performer Cams
#5894 (E)	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ 0.475"	1.222"	0.875"	1.150"	#9721	See Lock Chart	#2102, #2103, #3702 Performer Cams
#5703	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ 0.490"	1.265"	0.880"	1.160"	#9730	See Lock Chart	#7102, #5002 Cams
#5794 (E)	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ 0.490"	1.265"	0.880"	1.160"	#9730	See Lock Chart	#7102, #5002 Cams
#5767 (F)	E-Street Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer Cams
#5825 (N)	Performer / RPM Heads	Non-Rotator	128 lbs.	1.800"	338 lbs. @ 0.580"	1.460"	1.038"	1.150"	#9741	#9611	All Flat Tappet Cams
#5845	Performer, Performer RPM, E-Tec Heads and E-CNC Head #79895	Non-Rotator	150 lbs.	1.800"	420 lbs. @ 0.580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
#5767 (F)	Centerbolt & E-Tec Edelbrock Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer, RPM & Torker Cams
#5821	E-210 / Victor Jr. Heads	Non-Rotator	145 lbs.	1.900"	345 lbs. @ 0.600"	1.540"	0.760"	1.130"	#9715	#9615	N/A
#5823	Victor Jr. Head	Non-Rotator	210 lbs.	1.900"	510 lbs. @ 0.600"	1.540"	0.731"	1.170"	#9715	#9615	N/A
#5767	Edelbrock LT1 #61905	Non-Rotator	120 lbs.	1.800"	310 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	#9616	#2108
CHEVROLET LS1 V8											
#5768	O.E. Head	Non-Rotator	138 lbs.	1.800"	326 lbs. @ 0.600"	(L)	(M)	1.140"	#9707	See Lock Chart	#2215 / #2216 / #2217, #2218 / #2219 Cams
#5768	Edelbrock Heads	Non-Rotator	138 lbs.	1.800"	326 lbs. @ 0.600"	(L)	(M)	1.140"	#9707 or #9708	-	#2215 / #2216 / #2217, #2218 / #2219 Cams
CHEVROLET 348/409 W-SERIES V8											
#5792	Edelbrock #60819	Non-Rotator	130 lbs.	1.900"	355 lbs. @ 0.600"	1.550"	1.120"	1.160"	#9715	#9616	N/A
CHEVROLET 396-402-427-454 V8											
#5862	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.880"	220 lbs. @ 0.420"	1.500"	1.082"	1.340"	#9720	See Lock Chart	#2162 Performer Cams
#5895 (E)	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.880"	220 lbs. @ 0.420"	1.500"	1.082"	1.340"	#9720	See Lock Chart	#2162 Performer Cams
#5762 (C)	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.880"	300 lbs. @ 0.580"	1.440"	0.800"	1.150"	#9731	#9612	All Performer, RPM & Torker Cams
#5795 (C,E)	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.880"	300 lbs. @ 0.580"	1.440"	0.800"	1.340"	#9731	#9612	All Performer, RPM & Torker Cams
#5745 (G)	E-Street Heads	Non-Rotator	135 lbs.	1.975"	320 lbs. @ 0.500"	1.500"	0.805"	1.150"	#9602	#9616	All Performer Cams
#5745 (G)	RPM/Victor Jr. Hydraulic	Non-Rotator	135 lbs.	1.975"	320 lbs. @ 0.500"	1.500"	0.805"	1.150"	#9602	#9616	All Performer, RPM & Torker Cams
CALL	Edelbrock Victor Heads	Non-Rotator	250 lbs.	2.000"	800 lbs. @ 0.850"	1.640"	0.860"	1.070"			

Valve Springs	Application	Type	Seat Pressure	Installed Height	Open Pressure	O.D.	I.D.	Coil Bind	Retainers	Locks	Recommended Edelbrock Cam
CHRYSLER 318-340-360 V8 1957-89											
#5877	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.650"	178 lbs. @ 0.375"	1.394"	1.010"	1.203"	#9720	See Lock Chart	#2177 Performer Cam
#5777	Cast-Iron O.E. Head	Non-Rotator	96 lbs.	1.650"	238 lbs. @ 0.430"	1.494"	1.080"	1.100"	-	See Lock Chart	#7177 RPM Cam
#5767 (H)	Edelbrock Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer & RPM Cams
#5845	Performer / RPM Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ 0.580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
CHRYSLER 383-400-413-440 V8 '69-79											
#5892	Cast-Iron O.E. Head	Non-Rotator	125 lbs.	1.860"	200 lbs. @ 0.430"	1.380"	1.010"	1.350"	#9720	See Lock Chart	#2192 Performer Cam
#5792	Cast-Iron O.E. Head	Non-Rotator	115 lbs.	1.900"	280 lbs. @ 0.500"	1.550"	1.120"	1.160"	#9734	See Lock Chart	#7194 RPM Cam
#5792	Edelbrock #5093 #60189 / #60929	Non-Rotator	138 lbs.	1.880"	311 lbs. @ 0.500"	1.550"	1.120"	1.160"	#9644	#9616	#2192 Performer and #7194 RPM Cams
FORD 289-302 & 351W V8											
#5822	289-302 Cast-Iron O.E.	Non-Rotator	90 lbs.	1.700"	210 lbs. @ 0.400"	1.354"	1.010"	1.200"	#9724	See Lock Chart	All Performer Cams
#5922	289-302 Cast-Iron O.E.	Rotator	85 lbs.	1.700"	225 lbs. @ 0.400"	1.360"	0.976"	1.115"	-	See Lock Chart	All Performer Cams
#5882	351W Cast-Iron O.E.	Non-Rotator	65 lbs.	1.780"	200 lbs. @ 0.440"	1.384"	1.020"	1.255"	#9724	See Lock Chart	All Performer Cams
#5896 (E)	289-302 Cast-Iron O.E.	Non-Rotator	90 lbs.	1.700"	169 lbs. @ 0.310"	1.354"	1.010"	1.200"	#9724	See Lock Chart	All Performer Cams
#5722	289 / 302 / 351W Cast-Iron O.E.	Non-Rotator	89 lbs.	1.770"	233 lbs. @ 0.390"	1.438"	1.024"	1.260"	#9733 (A)	See Lock Chart	All Flat Tappet Cams
#5796 (E)	351W Cast-Iron O.E.	Non-Rotator	89 lbs.	1.770"	233 lbs. @ 0.390"	1.438"	1.024"	1.260"	#9733 (A)	See Lock Chart	All Flat Tappet Cams
#5767 (F)	E-Street Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer Cams
#5825 (I)	Edelbrock Heads	Non-Rotator	128 lbs.	1.800"	338 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9741	#9611	All Performer, RPM & Torker Cams
#5845	Performer RPM Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ 0.580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
#5768	Edelbrock #79259	Non-Rotator	145 lbs.	1.800"	345 lbs. @ 0.600"	(L) (M)	1.140"		#9707	-	Rollin Thunder Cams
#5821	E-205 / Victor Jr. Heads	Non-Rotator	145 lbs.	1.900"	380 lbs. @ 0.600"	1.540"	0.760"	1.130"	#9715	#9616	-
#5823	Victor Jr. Head	Non-Rotator	210 lbs.	1.900"	490 lbs. @ 0.600"	1.540"	0.731"	1.170"	#9715	#9616	-
FORD 351M/400 V8 1971-1982											
#5872	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.820"	226 lbs. @ 0.430"	1.400"	1.000"	1.260"	#9724	See Lock Chart	#2172 Performer Cam
#5972	Cast-Iron O.E. Head	Rotator	80 lbs.	1.680"	226 lbs. @ 0.430"	1.400"	1.000"	1.120"	-	See Lock Chart	#2172 Performer Cam
FORD 351C V8											
#5792	Edelbrock #61629, #61699	Non-Rotator	132 lbs.	1.900"	312 lbs. @ 0.500"	1.550"	1.120"	1.160"	#9644	#9616	All Flat Tappet Cleveland
FORD 390-428 FE V8 1961-1976											
#5806	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.820"	220 lbs. @ 0.440"	1.458"	1.062"	1.320"	#9720	See Lock Chart	#2106 Performer Cam
#5792	Edelbrock #60069, #60079	Non-Rotator	140 lbs.	1.885"	355 lbs. @ 0.580"	1.550"	1.060"	1.130"	#9734	#9612	All Performer & RPM Cams
FORD 429/460 V8 1969-1987											
#5867	Cast-Iron O.E. Head	Non-Rotator	75 lbs.	1.820"	229 lbs. @ 0.490"	1.390"	0.990"	1.280"	#9724	See Lock Chart	#2167 Performer Cam
#5767	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.830"	290 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	See Lock Chart	All Performer & RPM Cams
#5745	Edelbrock #60669, #60679, #61649	Non-Rotator	135 lbs.	1.975"	320 lbs. @ 0.500"	1.500"	0.805"	1.160"	#9715	#9616	All Performer & RPM Cams
Call	Edelbrock #61669	N/A	235 lbs.	1.950"	610 lbs. @ 0.700"	1.575"	0.830"	1.150"			
OLDSMOBILE 330-403 V8 1967-1984 & 1965-1976 400-455											
#5812	330-350-403 Cast-Iron O.E.	Non-Rotator	80 lbs.	1.670"	187 lbs. @ 0.400"	1.425"	1.041"	1.110"	#9724	See Lock Chart	#3712 Performer Cam
#5767	Performer RPM Head #60519	Non-Rotator	120 lbs.	1.800"	305 lbs. @ 0.580"	1.460"	1.060"	1.130"	-	#9611	All Performer & RPM Cams
#5845	Performer RPM Head #60515	Non-Rotator	150 lbs.	1.800"	420 lbs. @ 0.580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
PONTIAC 389-455 V8 1965-LATER											
#5857	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.590"	242 lbs. @ 0.470"	1.390"	0.768"	0.990"	#9724	See Lock Chart	#2157 Performer Cam
#5767	#60599, #60579, #61579 #61259, #61519, #61599 Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ 0.580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer & RPM Cams
#5845	#60575, #60595, #61595 #61255, #61515, #61575 Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ 0.580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams

VALVE SPRING FOOTNOTES

"O.E." stands for Original Equipment

(A) Use #9724 to add .100" installed height if needed

(B) In 305-350 Chevys, some '77 & later vehicles have heads #14014416 (scalloped-out appearance at bottom), use non rotator springs #5802 with stock rotators

(C) Inner spring will not clear stock valve seal; head must be machined for PC type seals

(D) Use #99953 from Crane Cams

(E) Complete spring, retainer & lock kit

(F) Fits #60859, #60879, #60979, #60989, #5023, #5025, #5089, #5073

(G) Fits #50459, #79459, #79539, #79559, #60439, #60459, #60479, #60499, #60559, & #77479

(H) Fits #60179, #60779 & #61779

(I) Fits #5028, #60229, #60259, #60329, #60359, #60379 & #60399

(J) Fits #61409, #77409 & #77459

(K) Titanium

(L) O.D. of top 1.066", O.D. of bottom 1.300"

(M) I.D. of 0.650", I.D. of bottom 0.885"

(N) Fits #5085, #60759, #60909, #60719, #60739, #60999, #60899 & #79899

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



EDELBRÖCK CAMSHAFT KITS
PART OF THE TOTAL POWER PACKAGE

Edelbrock camshafts are matched to Edelbrock Total Power Package components for proven performance, taking the guesswork out of camshaft selection. Roller Cams are compatible with OEM or Edelbrock hydraulic roller tappets which reduce friction, virtually eliminate break-in problems, and permit higher valve velocities for increased performance. **Performer-Plus** flat tappet camshafts provide improved performance and maintain great vacuum for power accessories. **Performer RPM** hydraulic flat tappet camshafts are designed for high-performance street applications while still providing great low-end torque and increased horsepower up to 6,500 rpm. Finally, our line of **Rollin' Thunder™** hydraulic roller camshafts are modern designs that provide improved horsepower and torque over flat tappet cams, plus they also offer great idle and sufficient vacuum to support power accessories.

Important Notes: Our cam warranty will be honored only if the recommended Edelbrock Sure Seat Valve Springs are used. If a warranty problem does arise, the end flap or label from the Edelbrock Sure Seat valve spring box along with store receipt must be sent with the warranty claim. When changing your cam, it's essential to change your timing chain. We recommend Performer-Link True-Roller Timing Sets or Accu-Drive® Cam Gear Drives (see pages 132-133).

PERFORMER-PLUS CAMSHAFT KITS

Designed for optimum torque from the low-end to the mid-range, Performer-Plus camshafts match with Performer manifolds for vehicles operating from off-idle to 5500 rpm. They are smooth idling cams for daily drivers, trucks, vans, RVs and 4x4s. You can expect a major improvement in throttle response and torque. In the manifold section you'll find torque graphs showing the power gains from Performer manifolds and Performer-Plus cams. All camshafts include flat tappet lifters (except for cams designed for use with stock roller lifters), assembly lube and instructions. **Select Performer-Plus camshafts for small-block Chevys are 50-state street legal.**



Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Valve Lobe Seeps.	Intake Valve Line	Idle Vacuum @ 1000 RPM	Optional Valve Springs	Cam Features	Part No.
AMC								
2.8L 60° V6 ●	204°/214°	.420"/.442"	112°	107°	16"	—	For non computer-controlled vehicles with stock heads.	#3790
290-401 V8 ●	204°/214°	.448"/.472"	110°	105°	15"	#5832/#5932	Produces 275 ft.-lbs. when matched with #2131 intake and stock heads.	#2132
BUICK								
231-252 V6 Even Fire ●	204°/214°	.448"/.472"	112°	107°	15"	—	For non computer-controlled vehicles.	#5487
CHEVROLET								
2.8L 60° V6 ●	204°/214°	.420"/.442"	112°	107°	16"	—	For non computer-controlled vehicles.	#3790
200-229 90° V6 ●	204°/214°	.420"/.443"	112°	107°	16"	#5813/#5913	For non computer-controlled vehicles and non-roller applications.	#2112
265-400 V8 (1957-86) ●	204°/214°	.420"/.442"	112°	107°	14"	#5802/#5902	50-state legal E.O. #D-215-19 for 1957-86 small-block Chevrolet. Produces 320 HP and 382 ft.-lbs. when matched with #2701 intake and #60909 heads.	#2102
305-350 V8 T.B.I. & LG-4 ●	194°/214°	.398"/.442"	112°	107°	16"	#5802/#5902	50-state legal E.O. #D-215-19 for 1976-95 small-block Chevrolet. Produces 245 ft.-lbs. when matched with #3701 intake and stock heads. Non-roller applications.	#3702
400 V8 ●	214°/214°	.442"/.442"	112°	107°	15"	#5802/#5902	50-state legal E.O. #D-215-19 for 1957-86 small-block Chevrolet. Produces 395 ft.-lbs. when matched with #2101 intake and stock heads.	#2103
283-400 V8 (1957-86) ●	218°/224°	.464"/.470"	114°	110°	15"	#5703	Produces 338 hp and 389 ft.-lbs. of torque when matched with a Performer EPS intake manifold #2701, E-Street cylinder heads #5089 and E-Street EFI system #3664.	#2117
396-427-454 V8 ●	218°/228°	.500"/.500"	114°	109°	15"	#5862	Produces 470 ft.-lbs. when matched with #2161 intake and stock heads. Not for 1965-66 big-block Chevrolets requiring a grooved rear cam journal.	#2162
CHRYSLER								
318-340-360 V8 ●	204°/204°	.420"/.420"	110°	106°	16"	#5877/#5977	Produces 305 ft.-lbs. when matched with #2176 intake and stock heads. Not for 1985 and later engines with roller lifters.	#2177
383-400-440 V8 ●	204°/214°	.420"/.442"	112°	107°	14"	#5892/#5992	Produces 427 ft.-lbs. when matched with #2191 intake and stock heads. For 1968 and later. Camshaft utilizes one bolt configuration.	#2192
FORD								
289-302 V8 ●	204°/214°	.448"/.472"	112°	107°	16"	#5822/#5922	Produces 310 HP & 260 ft.-lbs. when matched with #2121 intake and #60329 heads. Not for 1985 and later engines with roller lifters.	#2122
351W V8 ●	204°/214°	.448"/.472"	112°	107°	15"	#5822/#5922	Produces 325 ft.-lbs. when matched with #2181 intake & stock heads.	#2182
351M-400 V8 ●	204°/214°	.484"/.510"	112°	107°	14"	#5872/#5972	Produces 390 ft.-lbs. when matched with #2171 intake & stock heads.	#2172
352-428 V8 ●	194°/204°	.460"/.480"	110°	105°	16"	#5806/#5906	Produces 410 ft.-lbs. when matched with #2105 intake & stock heads. Will not work in 427 side-oilers.	#2106
429/460 V8 ●	194°/204°	.460"/.480"	110°	105°	15"	#5867	Produces 455 ft.-lbs. when matched with #2166 intake and stock heads.	#2167
OLDSMOBILE								
350-403 V8 ●	204°/214°	.449"/.473"	114°	106°	16"	#5812	Produces 330 ft.-lbs. when matched with #3711 intake and stock heads. May require longer than stock pushrods. Will not fit 1966 & earlier.	#3712
400-425-455 V8 ●	214°/224°	.472"/.496"	112°	107°	15"	—	Produces 445 ft.-lbs. when matched with #2151 intake and stock heads. Will not fit Toronados or 1966 and earlier. Fits 1967-84 400-425-455, 39° bank angle engine.	#2152
PONTIAC								
350-455 V8 ●	204°/214°	.420"/.442"	112°	108°	15"	#5857	Produces 387 HP & 439 ft.-lbs. when matched with #2156 intake & #60599 heads.	#2157

PERFORMER RPM CAMSHAFTS

Designed for street high-performance applications, Performer RPM cams provide power from 1500 to 6500 rpm. These hydraulic lifter camshafts are dyno-matched to Performer RPM manifolds for high-rpm horsepower while still maintaining acceptable low-end torque. With 10 to 12 inches of manifold vacuum at idle, Performer RPM cams have more lift and duration than most street camshafts. In the manifold section you'll find horsepower graphs showing the power levels obtainable when the Performer RPM package is used with the right combination of Edelbrock components. **Hydraulic flat tappet lifters are included with each Performer RPM camshaft.**

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Sep.	Center Line	Idle Vacuum @ 1000 RPM	Optional Valve Springs	Cam Features	Part No.
AMC								
343-401 V8 ●	234°/244°	.520"/.544"	112°	107°	11"	—	433 HP & 489 ft.-lbs. with #7531 intake & #60119 heads. For non computer controlled vehicles.	#7132
CHEVROLET								
283-400 V8 (1957-1986) ●●	234°/244°	.488"/.510"	112°	107°	11"	#5703	410 HP & 408 ft.-lbs. with #7501 intake & #60899 heads. Use only stock ratio rocker arms.	#7102
396-427-454 V8 ●●	240°/246°	.560"/.573"	112°	110°	10"	#5762	540 HP & 530 ft.-lbs. with #7163 intake & #60559 heads. Not for 1965-66 big-block Chevys requiring a grooved rear cam journal.	#7162
CHRYSLER								
318-340-360 V8 ●●	234°/244°	.488"/.510"	112°	107°	10"	#5777	417 HP & 397 ft.-lbs. with #7176 intake & #60779 heads. Not for 1985-later engines with roller lifters. Adjustable pushrods or rocker arms required.	#7177
383-400-440 V8 ●●	238°/246°	.480"/.495"	110°	105°	10"	#5792	469 HP & 515 ft.-lbs. with #7193 intake & #60929 heads. Adjustable pushrods or rocker arms required. For 1968-later. Camshaft utilizes one bolt configuration.	#7194
FORD								
289-302 V8 ●●	224°/234°	.496"/.520"	112°	107°	11"	#5722	367 HP & 340 ft.-lbs. with #7121 intake & #60259 heads. Not for 1985-later engines with roller lifters. Screw-in studs, guide plates and adjustable rocker arms required.	#7122
351W V8 ●	224°/234°	.496"/.520"	110°	106°	11"	#5722	400 HP & 412 ft.-lbs. with #7181 intake & #60259 heads. Use only stock ratio rocker arms.	#7182
351C V8 ●	234°/244°	.562"/.588"	112°	107°	—	—	465 HP & 445 ft.-lbs. with #7564 intake & #61629 heads. Adjustable rocker arms required.	#7168
390-428 V8 ●●	236°/236°	.572"/.572"	108°	103°	11"	#5767	418 HP & 434 ft.-lbs. with #7105 intake & #60069 heads. Will not work in 427 side-oilers.	#7106
429/460 V8 ●	234°/244°	.556"/.581"	108°	103°	12"	#5767	506 HP & 536 ft.-lbs. with #7166 intake & #60669 heads. Adjustable pushrods or rocker arms required.	#7167
OLDSMOBILE								
350-403 V8 ●●	224°/234°	.496"/.520"	112°	107°	12"	#5712	397 HP & 400 ft.-lbs. with #7111 intake & stock iron heads. Adjustable pushrods or rocker arms required.	#7112
PONTIAC								
350-455 V8 ●●	231°/240°	.470"/.470"	113.5°	112°	10"	#5757	422 HP & 441 ft.-lbs. with #7156 intake & #60599 heads. Adjustable pushrods or rocker arms required.	#7157

TORKER-PLUS CAMSHAFTS

Designed to work with Torker II manifolds for performance from 2500 to 6500 rpm, these camshafts are ideal for high-performance street, drag or marine applications. Torker-Plus cams have a slightly rough idle and are not suitable for trucks or towing applications. **Hydraulic flat tappet lifters are included with each camshaft.**

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Sep.	Center Line	Optional Valve Springs	Cam Features	Part No.
CHEVROLET							
283-400 V8 (1957-1986) ●●	232°/234°	.488"/.488"	108°	106°	#5703	Use only stock ratio rocker arms.	#5002
396-427-454 V8 ●●	224°/232°	.527"/.553"	114°	109°	#5762	Not for 1965-66 big-block Chevys requiring a grooved rear cam journal.	#5062
FORD							
289-302 V8 ●●	214°/224°	.472"/.496"	112°	107°	#5722	Adjustable pushrods or rocker arms and screw-in studs required. Not for 1985-later engines with roller lifters.	#5022
PONTIAC							
350-455 V8 ●●	224°/234°	.465"/.488"	114°	109°	#5757	Adjustable pushrods or rocker arms required.	#5057

HYDRAULIC FLAT TAPPET LIFTER KITS

Edelbrock's Performer-Plus lifter sets are designed for use with Edelbrock Performer-Plus or equivalent camshafts. Performer RPM lifter sets are designed for use with Edelbrock Performer RPM or equivalent camshafts. Sold in complete sets. **Note: Lifters are included with Edelbrock Performer-Plus and Performer RPM camshafts.**

- Performer-Plus Hydraulic Flat Tappet Lifter Kit for 4.3L Chevy (6 cylinder, set of 16).....#9738
- Performer-Plus Hydraulic Flat Tappet Lifter Kit for S/B & B/B Chevy (265-350, 400, 396-454 V8).....#9738
- Performer RPM Hydraulic Flat Tappet Lifter Kit for B/B Ford FE (352-428 8 cylinder, set of 16).....#9705

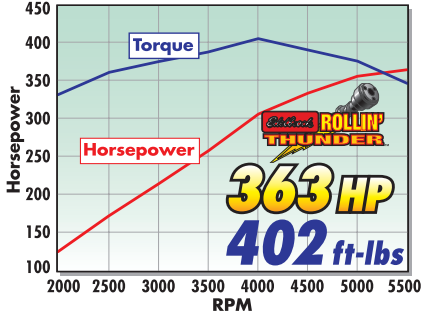
IMPORTANT APPLICATION INFORMATION

Performer RPM and Torker-Plus cams are for street high-performance and racing applications only — not for heavy vehicles. Use with Edelbrock Performer RPM heads (or other aftermarket heads), adjustable valvetrain components, screw-in studs, high-performance adjustable rocker arms and at least 9.5:1 compression ratio. Headers, high-energy ignitions, lower-than-stock rear gearing and a high-performance torque converter (in auto. transmission equipped vehicles) are necessary.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

**GET 37 HORSEPOWER
7 FT-LBS OF TORQUE
WITH A ROLLIN' THUNDER
#2208 CAM SWAP OVER OUR
#2102 FLAT TAPPET CAM**



Testing on a 350 c.i.d. small-block Chevy with Edelbrock Power Package components, including E-Tec 170 cylinder heads #60975, Performer EPS Vortec intake manifold, #2716 and Performer 750cfm carburetor #1407 and Rollin' Thunder camshaft #2208 with roller lifters #97423 produced 363 HP @ 5,500 rpm and 402 ft.-lbs. of torque @ 4,000 rpm; that's an increase of 36.5 HP and 6.6 ft.-lbs. of torque over a Performer-Plus hydraulic flat-tappet cam kit #2102 - with only a camshaft and lifter change!

**ROLLIN' THUNDER™
HYDRAULIC ROLLER CAMSHAFTS**

Edelbrock Rollin' Thunder camshafts are designed to improve horsepower and torque, produce a great sounding performance idle and provide sufficient vacuum at idle to support power accessories. Rollin' Thunder camshafts feature more aggressive lift profiles than possible with conventional flat-tappet hydraulic cams, without excessive valve overlap that can compromise low-rpm drivability. Reduced friction provided by roller tappets makes this combination of accelerated valve lift and reduced duration possible. Edelbrock Rollin' Thunder camshafts are performance matched to Edelbrock Total Power Package components for proven performance.



EDELBROCK ROLLIN' THUNDER CAMSHAFT FEATURES

- **Performance** – Roller camshafts produce higher lift velocity and faster valve action produces increased horsepower and torque gains
- **Drivability** – Produces great sounding idle while providing sufficient vacuum at idle to support power accessories
- **Durability** – The smaller surface contact area of a roller tappet and reduced friction combined with stronger camshaft material (hardened steel or iron) ensures longer camshaft life
- **Environmental** – Can use ILSAC GF-4 oil, which lowers your engine's emissions and does not require zinc or phosphate oil additives
- **Economy** – Reduced contact friction between the lifter and camshaft increases an engine's fuel economy for better mileage potential

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Sep.	Intake Center Line	Optional Valve Vacuum	Valve Springs	Cam Features	Part No.
CHEVROLET								
4.3L 90° V6 ●	210°/214°	.479"/.488"	112°	107°	17"	#5814	For use with OEM hydraulic roller lifters (use original lifters). Not for 1992-later 4.3L balance shaft engines. (A)	#3714
265-350 V8 (1957-86) ●●	212°/222°	.462"/.479"	112°	107°	16"	–	This camshaft works great when matched w/ Performer EPS intake manifold #2716, Performer carb #1407, and Performer E-Tec cylinder heads #60975; this combo produces 363 HP / 402 ft.-lbs of torque. Matching Edelbrock roller tappet lifter set #97423. (C)	#2208
265-350 V8 (1987-Later) ●	212°/222°	.462"/.479"	112°	107°	16"	–	This camshaft works great when matched with Pro-Flo XT EFI system, and Performer RPM E-Tec cylinder heads #60975; this combo produces 408 HP / 450 ft.-lbs of torque. (Test on a 383 c.i.d.) Uses stock hydraulic roller lifters and pushrods.	#2209
283-400 V8 (1957-1986) ●●	234°/238°	.539"/.548"	112°	107°	12"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60975; this combo produces 435 HP / 435 ft.-lbs. of torque. (C,D,E)	#2201
283-400 V8 (1987-Later) Non-LT1 / Non-Gen III ●	234°/238°	.539"/.548"	112°	107°	12"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60975; this combo produces 435 HP / 435 ft.-lbs of torque. (D,E)	#2204
283-400 V8 (1987-Later) ●	234°/238°	.539"/.548"	114°	110°	13"	–	This wide lobe center camshaft works great when matched with Pro-Flo XT EFI system, and Performer E-Tec cylinder heads #60975; this combo produces 440 HP / 425 ft.-lbs of torque. (D,E)	#2205
283-400 V8 (1957-86) Performance rating based on 383 c.i.d. S/B Chevy ●●	242°/240°	.594"/.594"	112°	107°	11"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60985; this combo produces 460 HP / 460 ft.-lbs of torque. (C,D,E)	#2231
283-400 V8 (1987 & Later) Performance rating based on 383 c.i.d. S/B Chevy ●	242°/240°	.594"/.594"	112°	107°	11"	–	This camshaft works great when matched with Performer RPM Air-Gap intake manifold #7516, Thunder Series AVS carb #1813, and Performer RPM E-Tec cylinder heads #60985; this combo produces 460 HP / 460 ft.-lbs of torque. (D,E)	#2207
Small-Block (1957-86) ●●	234°/238°	.539"/.548"	114°	110°	13"	–	This wide lobe center camshaft works great when matched with Pro-Flo XT EFI system and Performer RPM E-Tec cylinder heads #60975; this combo produces 440 HP / 425 ft.-lbs of torque. (C,D,E)	#2210

CONTINUED ON THE NEXT PAGE...

Application	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Center Seps.	Intake Line	Optional Valve Vacuum Springs	Cam Features	Part No.
CHEVROLET							
LS1/LS6 (1997-04 Gen III) ●	220°/220°	.510"/.510"	111°	108°	12"	- This camshaft works great when matched w/ Performer RPM manifold #71187, Thunder Series AVS carb #1813 and E-CNC 215 cylinder heads #79949; this combo produces 430 HP / 420 ft.-lbs. of torque. (D)	#2215
LS1/LS6 (1997-04 Gen III) ●	230°/237°	.540"/.540"	110°	106°	10"	- This camshaft works great when matched with Performer RPM manifold #71187, Thunder Series AVS carb #1813 and E-CNC 215 cylinder heads #79949; this combo produces 460 HP / 424 ft.-lbs. of torque. (D)	#2216
LS1/LS6 (1997-04 Gen III) ●	207°/220°	.573"/.580"	118°	119.5°	16"	- This camshaft works great when matched with E-CNC 215 cylinder heads #79949; this combo produces 494 HP / 439 ft.-lbs. of torque. (D,F)	#2218
LS1/LS6 (1997-04 Gen III) ●●	230°/243°	.631"/.631"	114°	113°	14"	- This camshaft works great when matched with E-CNC 215 cylinder heads #79949; this combo produces 536 HP / 457 ft.-lbs. of torque. (D,F)	#2219
LT1 (1992-97) ●	218°/218°	.525"/.525"	112°	112°	15"	- This camshaft works great when matched w/ RPM Air-Gap intake manifold #7109 and RPM LT4 cylinder heads #61939; this combo produces 430 HP / 420 ft.-lbs. of torque. Can also be used with standard or automatic transmission. (D) Reflash of your ECU is required.	#2108
348/409 "W-series" (1958-65) ●	230°/234°	.616"/.628"	112°	107°	10"	- This camshaft works great when matched with Performer RPM intake manifold #7159, Performer carb #1412, and Performer RPM cylinder heads #60815; this combo produces 451 HP / 470 ft.-lbs. of torque. Matching Edelbrock roller tappet lifter set #97423. (D)	#2268
396-502 V8 (1967-95 Mark IV & Gen V) ●●	236°/245°	.625"/.639"	112°	109°	10"	- This camshaft works great when matched with Victor Jr. intake manifold #2902 and Victor Jr. 24° cylinder heads #77485; this combo produces 611 HP / 573 ft.-lbs. of torque (Tested on a GM ZZ-502 shortblock). Not for 1965-66 B/B Chevys requiring a grooved rear cam journal. (D,E)	#2261
454-502 V8 (1996-Later Gen VI) ●	236°/245°	.625"/.639"	112°	109°	10"	- This camshaft works great when matched with Victor Jr. intake manifold #2902 and Victor Jr. 24° cylinder heads #77485; this combo produces 611 HP / 573 ft.-lbs. of torque (Tested on a GM ZZ-502 shortblock). Not for 1965-66 B/B Chevys requiring a grooved rear cam journal. (D,E)	#2262
500+ (1967-95 Mark IV & Gen V) ●●	248°/256°	.632"/.648"	112°	109.5°	11"	- This camshaft works great when matched with Victor Jr. intake manifold #2902 and E-CNC cylinder heads #79555; this combo produces 676 HP / 649 ft.-lbs. of torque. Not for 1965-66 B/B Chevys requiring a grooved rear cam journal. (D)	#2263
500+ (1996-Later Gen VI) ●●	248°/256°	.632"/.648"	112°	-	10"	- This camshaft works great when matched with Pro-Flo XT EFI system #3558 and E-CNC cylinder heads #79555; this combo produces 723 HP / 652 ft.-lbs. of torque. (D)	#2264
CHRYSLER							
383-400-440 V8 ●●	240°/248°	.540"/.545"	112°	107°	10"	- This camshaft works great when matched with Pro-Flo XT EFI system #3544 and Performer RPM cylinder heads #60925; this combo produces 517 HP / 523 ft.-lbs. of torque. Matching Edelbrock roller tappet lifter set #97483. Must use included bronze distributor gear, failure to use included gear could result in engine failure. Camshaft utilizes three bolt configuration. (D)	#2206
426-572 HEMI V8 ●●	262°/266°	.628"/.608"	114°	109°	-	- This camshaft works great when matched with our Dual-Quad intake manifold #7524 and Victor Jr. cylinder heads #61175; this combo produces 705 HP / 623 ft.-lbs. of torque on a 528 c.i.d. engine. Camshaft utilizes three bolt configuration. (D)	#2212
FORD							
289-302 V8 ●●	227°/234°	.520"/.520"	112°	107°	12"	- This camshaft works great when matched with any aftermarket EFI system and Performer RPM cylinder heads #60255; this combo produces 384 HP / 347 ft.-lbs. of torque. (D,E)	#2221
351W V8 ●	235°/238°	.573"/.582"	112°	107°	10"	- This camshaft works great when matched with RPM Air-Gap Dual Quad #75354 and Performer RPM cylinder heads #60255; this combo produces 449 HP / 413 ft.-lbs. of torque (D,F).	#2281
5.0L V8 ●	220°/220°	.498"/.498"	110°	110°	13"	- This camshaft works great when matched with Performer intake manifold #3821 and Performer cylinder heads #60379; this combo produces 300 HP / 325 ft.-lbs. of torque. May use original hydraulic roller lifters. For mass-air engines only. (D)	#3722



Important Footnotes

- (A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713.
- (B) Complete Valve Spring Kits available from Edelbrock (see pages 125-126).
- (C) Must be used with a Thrust Button.
- (D) Use with high stall torque converter only.
- (E) Use only stock ratio rocker arms.
- (F) Will not work with stock valve springs.

Important Application Information

Rollin' Thunder Hydraulic Roller cams are for street high-performance and racing applications only — not for heavy vehicles. Use with Edelbrock Performer RPM heads (or other aftermarket heads), adjustable valvetrain components, high-performance adjustable rocker arms, screw-in studs and at least 9.5:1 compression ratio. Headers, high-energy ignitions, lower-than-stock rear gearing and a high-performance torque converter (in auto. transmission equipped vehicles) are necessary.

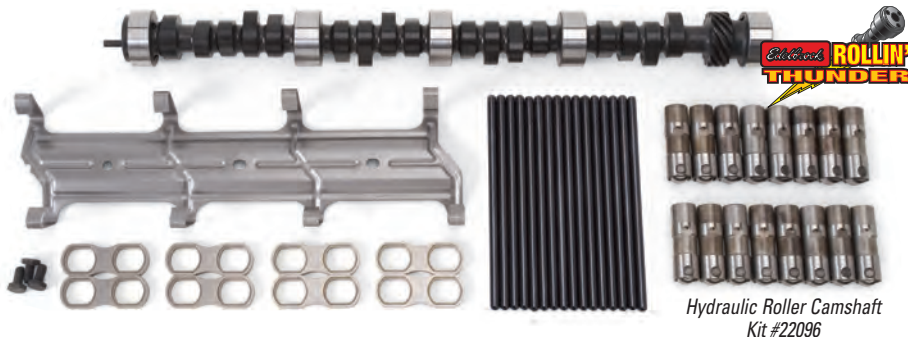
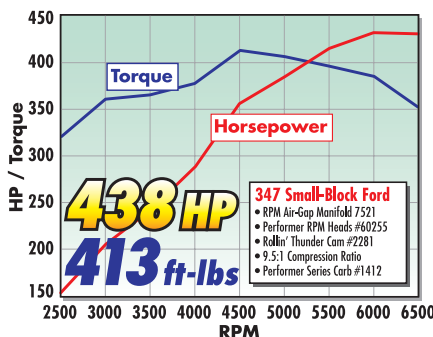
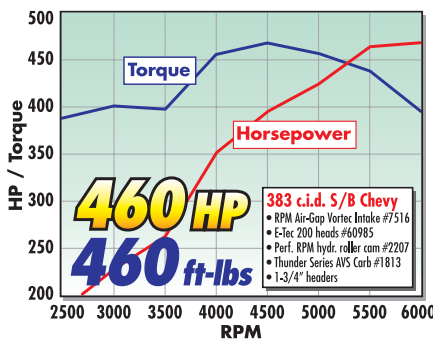
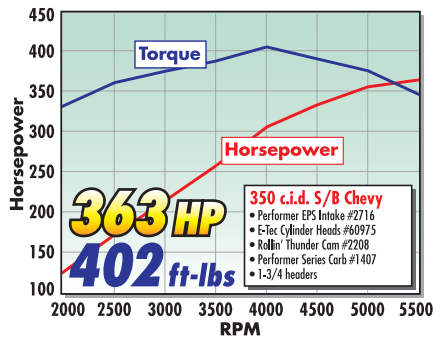
EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



LIFTER KITS



HYDRAULIC ROLLER CAMSHAFT KITS

These complete cam kits include an Edelbrock Rollin' Thunder™ hydraulic roller camshaft, Edelbrock improved hydraulic roller lifters and pushrods that are dyno-matched for a trouble-free installation. Each kit includes an Edelbrock Rollin' Thunder Hydraulic Camshaft, hydraulic roller lifters, lifter guides, hold-down spider (only on 1987-later applications) and pushrods. These kits can produce great performance gains when matched with the rest of the Edelbrock Total Power Package. See pages 129-130 for detailed camshaft specifications.

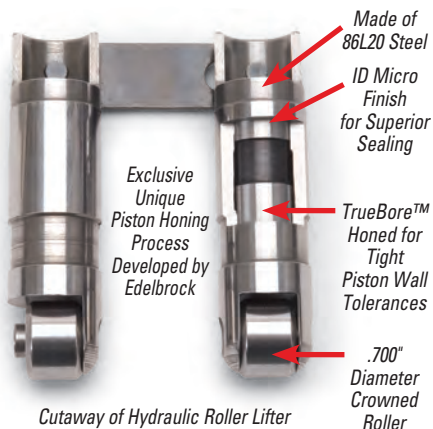
- Complete kit gives you everything you need to upgrade your camshaft
- Rollin' Thunder hydraulic roller cams feature more aggressive profiles than conventional cams without excessive valve overlap
- Virtually eliminate break-in problems – no special break-in required over flat tappet cams
- Higher lift velocity and faster valve action produces superior horsepower and torque
- Get more horsepower and torque without sacrificing idle quality and manifold vacuum
- Reduced friction improves fuel economy

- For S/B Chevy (1957-86) includes Rollin' Thunder Hydraulic Roller cam #2208 ●.....#22085
- For S/B Chevy (1987 & later) includes Rollin' Thunder Hydraulic Roller cam #2209 ●.....#22096
- For S/B Chevy (1957-86) includes Rollin' Thunder Hydraulic Roller cam #2201 ●.....#22015
- For S/B Chevy (1987 & later) includes Rollin' Thunder Hydraulic Roller cam #2204 ●.....#22046
- For S/B Chevy 383 (1987 & later) includes Rollin' Thunder Hydraulic Roller cam #2207 ●.....#22076
- For S/B Ford 351W (1969-93) includes Rollin' Thunder Hydraulic Roller cam #2281 ●.....#22815

HYDRAULIC ROLLER LIFTER KITS

Edelbrock's high performance hydraulic roller lifters for small-block Chevy, "W-series" Chevy, big-block Chevy, small-block Chrysler, big-block Chrysler, small-block Ford and FE Ford are the perfect match for street and high-performance applications. With unsurpassed tolerance capable of high-rpm power, these precision self-aligning retro-fit hydraulic roller lifters are designed for use in early model non-roller engine blocks originally equipped with conventional lifters. Sold in complete sets of 16.

- Allows the use of a modern roller camshaft in non-roller cam blocks
- Lifters are made from 86L20 steel and the case is heat-treated to 50-52c hardness to a depth of .010" - .015"
- Each lifter is tested and assembled to high-quality standards
- Lifters are tied together for precision alignment
- Tight ID tolerances allow for better control at higher RPM
- Outside finish has an R.E.M. micro finish at 2 RMA
- Lifters are designed for easy drop-in replacement without block modifications
- Highest quality lifters at a competitive price



Edelbrock core products are manufactured in the USA for unsurpassed quality.

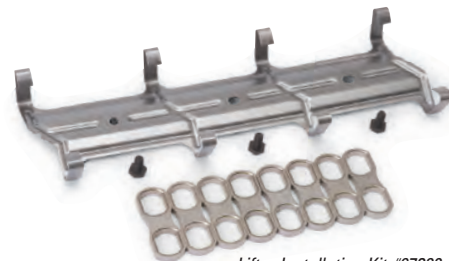


- S/B Chevy (1986 & earlier) and 348/409 "W-series" Chevys.....#97423
- B/B Chevy (1995 & earlier Mark IV).....#97433
- S/B Chrysler (318-340-360).....#97413
- B/B Chrysler (383-400-440) and Gen II HEMI 426.....#97483
- S/B Ford (289/302 1962-87, 351W 1969-93).....#97453
- B/B Ford FE (390-428).....#97393

Important Note: Hydraulic Roller Lifter kits #97423 and #97433 will require shorter than stock pushrods. See page 122 for a complete listing of Edelbrock hardened steel pushrod sets.



Original Equipment Style Hydraulic Roller Lifters #97384



Lifter Installation Kit #97386



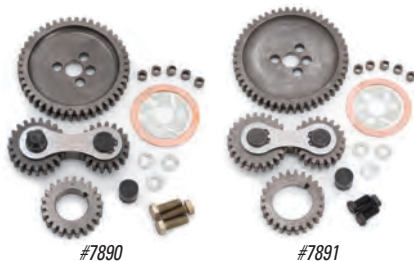
Premium Break-In Oil #1070



Zinc Additive #1074



Engine Assembly Lube #1075



#7890

#7891



#7892

#7895

HYDRAULIC ROLLER LIFTERS FOR 1987-LATER SMALL-BLOCK CHEVY

Edelbrock's high-performance hydraulic roller lifters for 1987 and later small-block Chevys are the perfect match for Edelbrock Rollin' Thunder hydraulic roller cams. They are a drop-in replacement for 1987 and later blocks that accept factory roller camshafts. These precision hydraulic roller lifters feature tight ID tolerances for better control at higher RPM, and a micro finish OD for reduced friction.

For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft (Qty. 16).....#97384
For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft (Qty. 1)#97385

LIFTER INSTALLATION KIT

This kit provides the necessary components to install replacement hydraulic roller lifters in 1987 and later S/B Chevrolet and 1996 and later B/B Chevrolet. Includes original-spec lifter guides and hold down spider.

For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft.....#97386
For B/B Chevy (1996 & Later Gen VI) – Originally Equipped with Hydraulic Roller Camshaft.....#97387

HIGH PERFORMANCE BREAK-IN OIL

A unique blend of hydro-processed petroleum base stocks and additives is ideal for preparing metal surfaces in new and rebuilt engines. The high zinc content ensures proper separation of all critical mating surfaces, giving camshafts and valvetrain components a protective layer of hydrodynamic film during the crucial break-in process. The first startup of any engine is critical to its performance and this formula provides the correct amount of cleaning agents vital to newly machined parts.

Premium SAE 30 Break-In Oil (Single 1 qt.).....#1070
Premium SAE 30 Break-In Oil (Case 12 qts.).....#1080

HIGH-PERFORMANCE ZINC ADDITIVE

Edelbrock's High Performance Zinc Additive is designed for hot rods, sports cars, muscle cars and exotics. With a special formula of zinc, phosphorous and moly, it's the ideal chemistry to add wear protection to any motor oil. Because it won't rub, scrape or wear off, it is perfect for cold starts and infrequently driven vehicles. One bottle treats up to 6 quarts/liters of oil.

High Performance Zinc Additive (Single 1 qt.).....#1074
High Performance Zinc Additive (Case 12 qts.).....#1084

ENGINE ASSEMBLY LUBE

Torco Engine Assembly Lube is favored by professional mechanics for assembling pistons, camshafts and valvetrain components. Engine Assembly Lube is a high-viscosity oil-soluble lubricant which contains a concentrate of anti-wear and anti-friction chemistries featuring the highest degree of protection.

Torco Engine Assembly Lube (Single 1 oz. Tube)#1075

ACCU-DRIVE® CAMSHAFT GEAR DRIVES

The Accu-Drive camshaft gear drive kit replaces a stock timing chain with a precision gear drive system utilizing a compound gear drive train. The gear drive can be easily installed. Just replace the stock crank and camshaft sprockets with Accu-Drive gears and slip in the idler assembly. Most Accu-Drives require no modifications to the engine block, although some fitting of the idler pins and front cover may be required.

The Accu-Drive gear drive system transmits power from the crankshaft gear to a full floating main idler which drives the camshaft gear. A unique feature of the Edelbrock Accu-Drive system is the ability of the main idler gear to float to an optimum position between the crankshaft and camshaft gears, assuring absolutely equal load sharing between the crankshaft and the camshaft gears. The gears are made from SAE 1144 billet steel with induction hardened teeth. Gear teeth are shaved for precision operation. The set features hardened and ground idler pins made from billet steel and are compatible with all standard camshafts.

- Accurate timing control... No chain to stretch
- Provides multiple cam timing adjustments for optimum performance
- Smooth cam rotation for precise valve timing

Chevy 262-400 V8 (1957-95) ●●●.....#7890
Chevy 396-454 V8 (1965-90) ●●●.....#7891
Ford 289-302 V8 (1962-85), 351-Windsor (1969-96)
Ford 5.0L (1985-95 hydraulic roller lifter cams) ●●●.....#7892
Pontiac 326-455 V8 (1955-82) ●●●.....#7895

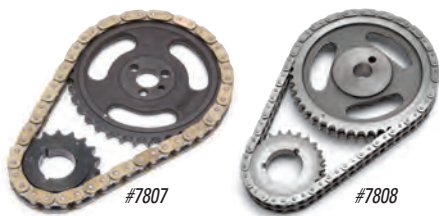
Important Note: Accu-Drive Gear Drives are not recommended for use above 7,000 rpm or on computer-controlled vehicles with knock sensors. #7890 - On some late-model engine blocks, it will be necessary to check clearance behind cam gear at the engine block at the 12 o'clock position. Make sure gear clears oil galley bosses on block when in the most rearward position. Grind or machine block for clearance. Clean block before assembling. Not applicable to stock Chevy hydraulic roller-lifter cam-equipped engines. #7892 - On 1962-64 vehicles, discard original spacer & thrust plate. Use Ford thrust plate #C90Z-6269-A. On 1965-72-1/2 vehicles, discard original 2-piece eccentric. Use 1-piece eccentric Ford #C3AZ-6287-B.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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TIMING CHAINS



PERFORMER-LINK TIMING CHAIN SETS TRUE-ROLLER TIMING CHAIN SETS

Performer-Link timing chain sets are for use with Edelbrock or stock cams. They have a solid-bushing chain for a true bearing surface that rolls with the sprockets, eliminating chain stretch. Cam sprockets are made from 35,000 psi tensile strength cast iron. Crank sprockets are made from SAE 1144 billet steel and induction heat treated. All sets have three keyway setting points to ensure accurate timing selection for early- or late-model vehicles, except for #7802, #7809 & #7814 which have single keyway sprockets and are not adjustable. Performer-Link timing sets are not for use above 6500 rpm.

Application	Year	Emission Code	Footnotes	Part No.	Application	Year	Emission Code	Footnotes	Part No.
AMC					CHRYSLER				
V8 290, 304, 343, 360, 390, 401	1967-91	●	—	#7818	V6 238 (3.9L)	1987-90	●	—	#7803
BUICK, OLDS, PONTIAC V6 & 215 V8					V8 270, 273, 315, 318, 325, 326, 331, 340, 354, 360, 392	1956-90	●	A	#7803
V8 215	1961-63	●	D	#7828	V8 361, 383, 400, 426, 440 (1 bolt)	1955-80	●	—	#7804
V6 198, 225, 231 w/o integral distributor drive	1962-77	●	D	#7828	V8 361, 383, 400, 426, 440 (3 bolt)	1955-80	●	D	#7805
V6 183, 196, 231, Turbo, 252 w/ integral distributor drive	1977-88	●	—	#7829	FORD				
BUICK					V8 221, 260, 289, 302, 351W (from 3-21-84)	1984-95	●	—	#7811
V8 400-430-455	Late 1967-76	●	D	#7840	V8 221, 260, 289, 302, 351W (from 3-21-84)	1984-95	●	C	#7814
CHEVROLET					V8 255, 289, 302, 302 Boss, 351W (to 3-21-84)	1962-84	●	—	#7820
V6 (90°) 200, 229 (3.8L), 262 (4.3L)	1978-86	●	A	#7800	V8 332, 352, 360, 390, 406, 410, 427, 428	1963-76	●	—	#7808
V6 (90°) 200, 229 (3.8L), 262 (4.3L)	1978-86	●	A,C	#7802	V8 351C, 351M/400	1969-82	●	—	#7821
V6 (90°) 262 (4.3L)	1987-95	●	B	#7801	V8 429/460	1968-87	●	—	#7830
V8 262, 265, 267, 283, 302, 305, 307, 327, 350, 400	1955-95	●	A	#7800	OLDSMOBILE				
V8 305, 350	1987-95	●	B	#7801	V8 260, 307, 330, 350R, 400, 403, 425, 455	1965-90	●	D	#7813
V8 262-400	1955-95	●	A,C	#7802	PONTIAC				
V8 348/409 "W-Series"	1958-65	●	—	#7807	V8 287, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455	1955-82	●	—	#7812
V8 366, 396, 402, 427, 454	1965-95	●	C	#7809					
V8 366, 396, 402, 427, 454	1965-95	●	—	#7810					
Gen VI 454, 502	1996-Later	●	D	#7816					

Installation Notes: #7811: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection. #7814: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection. #7820: For 221, 255, 260, 289 standard, Boss 302, High Output 351W, and standard High Output engines originally equipped with one-piece fuel pump eccentric.



RPM-Link Timing Chain Set #7338

RPM-LINK TIMING CHAIN SETS ADJUSTABLE TRUE-ROLLER TIMING CHAIN SETS

Now, you can dial-in your camshaft with ease with our RPM-Link Roller Timing Chain Set. These sets bolt onto your engine just like any other timing chain set, so there's no machining required and no need for special offset bushings for installation. Made from induction hardened billet steel, it allows for a quick cam timing adjustment to plus or minus six degrees without removal from the engine.

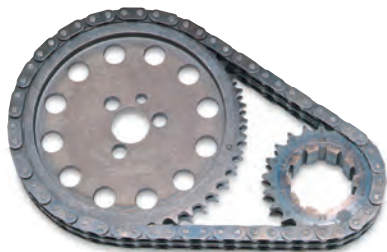
Application	Emissions Code	Footnotes	Part No.
Chevy 262-400 V8 (1955-95)	●●●	A	#7331
Chevy LS1, LS2 & LS6 (1997-06)	●●	D	#7343
Chevy LS3 (2005-Later)	●●	D	#7338

VICTOR-LINK TIMING CHAIN SET FOR HIGH-PERFORMANCE & COMPETITION

This timing chain and gear set is designed for high-performance street and competition small-block Chevys operating in the 6500-8500 rpm range. #7880 withstands a higher operating range than other timing chains due to the machined link holes and high-strength steel. In addition, the chain links and pins are cold-hardened for greater strength and durability. Nine keyway setting points ensure precise timing selection. Gears are machined from SAE 1144 billet steel, have a larger tooth contact area and are induction hardened.

Victor-Link Timing Chain for S/B Chevys (1955-86) ●..... #7880

- (A) Not applicable to OEM Chevrolet and Chrysler hydraulic roller-lifter camshaft equipped engines.
- (B) For OEM hydraulic roller lifter cams only.
- (C) Street legal timing chain sets include a heavy duty double roller chain, not a True Roller chain.
- (D) Cam sprockets made from SAE 1144 billet steel and induction heat treated.



Victor-Link Timing Chain Set #7880



Two-Piece Timing Cover for LS1 & Early Model Trucks #4254

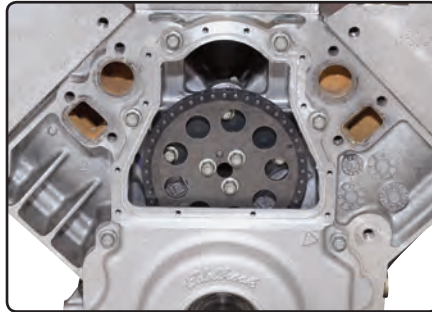
TWO-PIECE ALUMINUM TIMING COVERS FOR GM GEN III & IV LS SERIES ENGINES

These two-piece aluminum front covers allow quick camshaft removal and installation without the need to remove the damper pulley or steering components. The cam can be installed and removed through a window in the front of the cover which is sealed with a plate and O-ring for superior leak prevention. **Not for use with a double-roller timing chain.**

- With Rear-Mounted Cam Sensor (LS1 and early model trucks)#4254
- With Front-Mounted Cam Sensor w/hole (LS2 and later model trucks)#4255



Chrome Timing Cover #4860 for Small-Block Chevy



Two-Piece Timing Cover #4254 Installed with Cover Removed



The Inside of #4860 Features a Reinforcement Plate for use with a Cam Thrust Button



Two-Piece Timing Cover #4242 for Small-Block Chevy

CHROME TIMING COVER FOR S/B CHEVY WITH WELDED REINFORCEMENT PLATE

This stamped steel timing cover for small-block Chevrolet has a reinforcement plate welded to the inside of the cover for added strength. This timing cover is ideal for preventing camshaft walk when used with a thrust button. Includes front crankshaft seal and features a bright chrome finish.

- S/B Chevy Chrome Timing Cover (with Welded Reinforcement Plate).....#4860



Aluminum Timing Cover #4240 for Small-Block Chevy

ALUMINUM FRONT COVERS TWO-PIECE FOR SMALL-BLOCK CHEVY

This die-stamped two-piece front cover for small-block Chevys is made from .090" aluminum for light weight and excellent strength. This attractive and unique design allows quick camshaft removal without dropping oil pan or breaking oil pan seal. Includes all necessary gaskets, bolts and seals. Will not fit 1987 and later engines. Note: If cam button is desired, a nylon cam button must be used.

- Small-Block Chevrolet (may require modification to cover axle pin on gear drive)#4242
- Replacement Gasket Kit.....#4243

Important Note: #4242 will fit with Edelbrock short water pump.



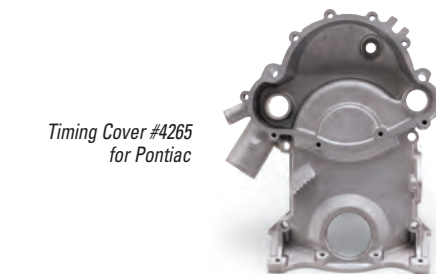
Timing Cover #4250 for Small-Block Ford

ALUMINUM TIMING COVERS FOR SMALL- AND BIG-BLOCK CHEVY

Our die-cast polished timing covers for Chevrolet come with pan seal, allen head bolts, gaskets, washers, and timing marker. #4240 won't fit 1987 & later; #4241 won't fit 1991 and later big-block Gen V & VI engines.

- Small-Block Chevrolet#4240
- Big-Block Chevrolet#4241

Important Note: #4240 will fit with Edelbrock short water pumps. Compatible with short thrust buttons (.640") and timing marker included. Not for use with #7890.



Timing Cover #4265 for Pontiac

FOR SMALL-BLOCK FORD

These die-cast aluminum timing covers for Ford are stock replacement parts for early and late model EFI 5.0L and 351W engines. Includes gaskets and crankshaft seal. Both are compatible with stock or Edelbrock Victor Series aluminum water pumps.

- 1965-78 289 (non K-code) & 302, 1969-87 351W#4250
- 1986-93 5.0L and 1988 & later 351W with reverse rotation water pump.....#4251

FOR PONTIAC

This die-cast aluminum timing cover for Pontiac comes with pan seal, gaskets and timing marker. Designed to fit 1969-79 350-455 c.i.d. Pontiac engines. Compatible with stock or Edelbrock Victor Series aluminum water pump #8856.

- Pontiac Timing Cover#4265

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Performer RPM E-Tec Power Package

435 HP 435 ft/lbs

Performer RPM E-Tec Package dyno test results on a 350 Chevy. For more info see our Performer RPM Crate Engine on page 192.



Check our Crate Engine Section (pages 187-202) and Power Package Kits Section (pages 137-140) for the whole package in one box!

THE EDELBROCK TOTAL POWER PACKAGE® SYSTEM
DELIVERING SEAT-OF-THE-PANTS PROVEN PERFORMANCE WITH NO GUESSWORK

To get great performance out of any engine, the components must work together. Since the early 1980s, the Edelbrock Total Power Package System has solved the parts-matching puzzle for many street performance enthusiasts. **Intake manifolds, camshaft kits, cylinder heads and carburetors are the core of the Power Package and can be purchased one piece at a time or in a single box with our popular Top End Kits on pages 137-140.**

E-STREET® PACKAGES

AFFORDABLE PERFORMANCE FROM IDLE TO 5500 RPM

E-Street Power Packages are designed to deliver entry-level street performance and great driveability from idle to 5500 rpm. These packages use Performer intake manifolds and camshafts, but feature our E-Street cylinder heads. E-Street heads are designed for high-performance street applications with hydraulic flat tappet camshafts and feature larger than stock intake and exhaust ports to improve engine efficiency.

PERFORMER® PACKAGES

POWER FROM IDLE TO 5500 RPM

An Edelbrock Performer Power Package is designed to greatly increase performance and driveability in the low- to mid-rpm range. Your stock engine will be more efficient, with the potential for increased mileage. For late-model fuel-injected vehicles, Performer intake manifolds offer performance improvements with stock/OEM equipment compatibility.

PERFORMER RPM® PACKAGES

POWER FROM 1500 TO 6500 RPM

The Performer RPM Power Package has a broad operating range for streetable performance and high-end horsepower. The dual-plane, 180° design of the Performer RPM intake works with an Edelbrock carburetor for great throttle response and power up to 6500 rpm. Our RPM Air-Gap manifolds have a unique Air-Gap design for a cooler, denser intake charge and more power. The Performer RPM cam has more lift and duration than most street cams with acceptable low-end torque while maintaining 10"-12" Hg @ idle. Performer RPM Power Packages also help make your engine more efficient, with the potential for increased mileage. Performer RPM heads are matched to the intake and available assembled with top-quality valvetrain parts for maximum bolt-on power. **All Performer RPM heads are now available with spring packages for hydraulic flat tappet and hydraulic roller applications.** Ideal for high-performance street and weekend events, Performer RPM packages are for non-emission engines only. Because of the high rpm (above 5500) capabilities of this package, a high-volume oil pump, adjustable rocker arms and high-performance pistons with 9.5:1 compression are recommended.

PERFORMER & E-STREET POWER PACKAGES (IDLE-5500 RPM)

Application	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs For Edelbrock Heads	Valve Springs For OE Heads	Valve Spring Kits For OE Heads
AMC									
343-401 V8 1970-91	#2131, #3731	500-650 cfm	#60139	#2132	#7818	-	#5792	#5832, #5932	(F)
BUICK									
400-455 V8 1967-76	#2146	650-800 cfm	#60049	-	#7840	-	#5792	-	-
CHEVROLET									
262-400 V8 1957-86	#2101, #2601, #2701	600-650 cfm (D)	#60759, #60909	#2102, #2103	#7331, #7800, #7802	#7890	#5825	#5802, #5902	#5894
262-400 V8 1957-86 non-EGR (E-Street)	#2701	600-650 cfm (D)	#5073, #5089	#2102, #2103	#7331, #7800, #7802	#7890	#5767	#5802, #5902	#5894
283-400 V8 w/Vortec or E-Tec 1957-99	#2116, #2716	600-650 cfm (D)	#60979	#2102, #2103	#7331, #7800, #7802	#7890	#5767	-	-
305-400 V8 1987-95 non-EGR (A)	#2104, #2604	600-650 cfm (A,D)	#60859	#2102, #2103	#7331, #7800, #7802	#7890	#5767	#5802, #5902	#5894
262-400 V8 1973-86 EGR (not H.O. or T.P.I.)	#3701	600-650 cfm (D)	#60759	#2102, #2103	#7331, #7800, #7802	#7890	#5825	#5802, #5902	#5894
305 V8 EGR LG4/L69 1978-86	#3701	-	#60759	#3702	#7331, #7800, #7802	#7890	#5825	#5802, #5902	#5894
262-400 V8 EGR 1987-95	#3706	-	#60859	#2102, #2103 (D)	#7331, #7800, #7802	#7890	#5767	#5802, #5902	#5894
305, 350 V8 T.B.I. 1987-95	#3704	-	#60859	#3702 (A)	#7331, #7800, #7802	-	#5767	#5802, #5902	#5894
396-427-454 V8 1965-90	#2161, #3761	600-800 cfm (D)	#60479	#2162 (A)	#7334, #7809, #7810	#7891	#5745	#5862	#5895
396-502 V8 1965-90 non-EGR (E-Street)	#2161	600-800 cfm (D)	#50459	#2162 (A)	#7334, #7809, #7810	#7891	#5745	#5862	#5895
454 V8 T.B.I. 1987-90 (Mk IV) (Gen V)	#3764	-	#60499	-	#7334, #7809, #7810	-	#5745	#5862	#5895
CHRYSLER									
318-360 V8 1964-91	#2176, #3776	600-650 cfm (D)	-	#2177 (A)	#7803	-	-	#5877, #5977	(F)
361-383-400 V8 1959-79	#2186	600-800 cfm	-	#2192 (A)	#7804	-	-	#5892, #5992	(F)
413-440 V8 1959-79 (E-Street)	#2191	750-800 cfm	#5093	#2192 (A)	#7804	-	#5792	#5892, #5992	(F)
413-440 V8 1959-79	#2191	750-800 cfm	-	#2192 (A)	#7804	-	-	#5892, #5992	(F)

CONTINUED ON THE NEXT PAGE...

PERFORMER & E-STREET POWER PACKAGES (IDLE-5500 RPM) (CONTINUED)

Application	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs for Edelbrock Heads	Valve Springs For OE Heads	Valve Spring Kits For OE Heads
FORD									
289-302 V8 Early Models 1965-95	#2121	500-650 cfm (D)	#60329, #60359	#2122 (A)	#7811, #7814, #7820	#7892	#5825	#5822, #5922	#5896
289-302 V8 non-EGR (E-Street)	#2121	500-650 cfm (D)	#5023, #5025	#2122 (A)	#7811, #7814, #7820	#7892	#5767	#5822, #5922	#5896
289-302 V8 EGR except EFI 1973-85	#3721	-	#60329, #60359	#2122 (A)	#7811, #7814, #7820	#7892	#5825	#5822, #5922	#5896
5.0L V8 EFI 1986-95 Mustang GT/LX	#3821	70mm (B)	#60379, #60399	#3722	#7811, #7814	#7892	#5825	#5822	(F)
5.0L V8 EFI 1987-95 trucks	#3841	-	#60379, #60399	-	#7811, #7814	#7892	#5825	#5822	(F)
5.8L V8 EFI 1988-95 trucks	#3881	-	#60379, #60399	-	#7811, #7814	#7892	#5825	#5822	(F)
351W V8 1969-95	#2181	600-650 cfm (D)	#60329, #60359	#2182	#7811, #7814, #7820	#7892	#5825	#5882, #5982	(F)
351W V8 non-EGR (E-Street)	#2181	600-650 cfm (D)	#5023, #5025	#2182 (A)	#7811, #7814, #7820	#7892	#5767	#5822, #5922	#5896
351W V8 EGR except EFI 1973-95	#3781, #3783	-	#60329, #60359	#2182 (A)	#7811, #7814	#7892	#5825	#5882, #5982	(F)
351M-400 V8 1971-82	#2171, #3771	600-650 cfm	-	#2172	#7821	-	-	#5872, #5972	(F)
352-360-390-427-428 V8 1958-76	#2105	600-800 cfm	-	#2106 (A)	#7808	-	-	#5806, #5906	(F)
429/460 V8 1968-87 except EFI	#2166, #3766	650-800 cfm	-	#2167 (A)	#7830	#7894	-	#5867	(F)
OLDSMOBILE									
330-350-403 V8, 1964-85	#2711, #3711	500-650 cfm (D)	-	#3712 (A)	#7813	-	-	#5812	(F)
400-425-455 V8, 1967-76	#2151	750-800 cfm (D)	-	#2152	#7813	-	-	-	(F)
PONTIAC									
350-455 V8 1965-79	#2156	600-800 cfm	#60579, #61579, #61599	#2157 (A)	#7812	#7895	#5767	#5857	(F)

PERFORMER RPM POWER PACKAGES (1500-6500 RPM)

Application	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs for Edelbrock Heads	Valve Springs For OE Heads	Valve Spring Kits For OE Heads
AMC									
343-401 V8 1968-91	#7530, #7531	650-800 cfm	#60119	#7132	#7818	-	#5792	-	-
CHEVROLET									
283-400 V8 (A) 1957-86	#7101, #7501	650-800 cfm	#60719, #60739, #60899	#7102, #2201 (G)	#7800, #7331	#7890	#5825	#5703	#5794
283-400 V8 w/Vortec or E-Tec '57-99	#7116, #7516	650-800 cfm	#60979, #60989	#7102, #2201 (G), #2204 (G)	#7800, #7801, #7331	#7890	#5767	-	-
350 LT1	#7107	-	#61905	#2108, #97384	-	-	#5767	#5767 (H)	-
LM/LS Series 4.8, 5.3, 5.7, 6.0L 1998-02	#7118	650-800 cfm	#79949	#2215 (G), #2216 (G)	-	-	-	-	-
396-454 V8 (oval-port) 1965-90	#7161, #7561	650-800 cfm	#60439, #60459, #79459	#7162, #2261 (G)	#7810, #7334	#7891	#5745	#5762	#5795
396-454 V8 (rect-port) 1965-90	#7163, #7562	650-800 cfm	#60559, #79559	#7162, #2261 (G)	#7810, #7334	#7891	#5745	#5762	#5795
ZZ-502 V8 Gen V & Gen VI	#2902	800 cfm	#77485	#2262 (G)	#7816	-	#5823	#5745	-
CHRYSLER									
340-360 V8 1964-91	#7176, #7576	650-800 cfm	#60779	#7177	#7803	-	#5767	#5777	(F)
383-400 V8 1959-79	#7186	750-800 cfm	#60929	#7194	#7804	-	#5792	#5792	(F)
413-426-440 V8 1959-79	#7193	750-800 cfm	#60929	#7194	#7804	-	#5792	#5792	(F)
FORD									
289-302 V8 1965-95	#7121, #7521	600-800 cfm	#79259, #60229, #60259	#7122, #2221 (G)	#7811, #7820	#7892	#5825	#5722	#5796
302 E-Boss	#7129	600-800 cfm	#61695	#2281 (G)	#7820	#7892	#5821	-	-
5.0L 1986-95	#7123	70mm (B)	#60399	-	#7811	#7892	#5825	#5722	(F)
351W V8 1969-95	#7181, #7581	650-800 cfm	#79259, #60229, #60259	#7182, #2281 (G)	#7811, #7820	#7892	#5825	#5722	(F)
351 Clever (Cleveland heads on 351W block)	#7183	650-800 cfm	#61695	#2281 (G), #97453	#7820	#7892	#5821	-	-
351C	#7564	650-800 cfm	#61629	#7168	#7821	-	#5792	-	-
390-428 FE 1958-76	#7105	650-800 cfm	#60069	#7106	#7808	-	#5792	#5767	(F)
429/460 V8 1968-87	#7166, #7566	750-800 cfm	#60669, #60679	#7167	#7830	-	#5745	#5767	(F)
OLDSMOBILE									
350-403 V8 1964-85	#7111	600-800 cfm	#60519 (A)	#7112	#7813	-	#5767	#5712	(F)
PONTIAC									
350-455 V8 1965-79	#7156	600-800 cfm	#60579, #60599	#7157	#7812	#7895	#5767	#5757	(F)

Important Footnotes

(A) Certain exclusions apply; read the listing for this part or call our Tech Line
 (B) Throttle body must be used with matching EGR plate
 (C) Manifolds, heads and water pumps also available with polished finish
 (D) Not for computer controlled engines

(F) Retainers and keepers available separately
 (G) Hydraulic roller cam (must be used with compatible valve springs)
 (H) Replacement valve springs for Edelbrock heads only - will not fit stock heads

EMISSIONS GUIDE

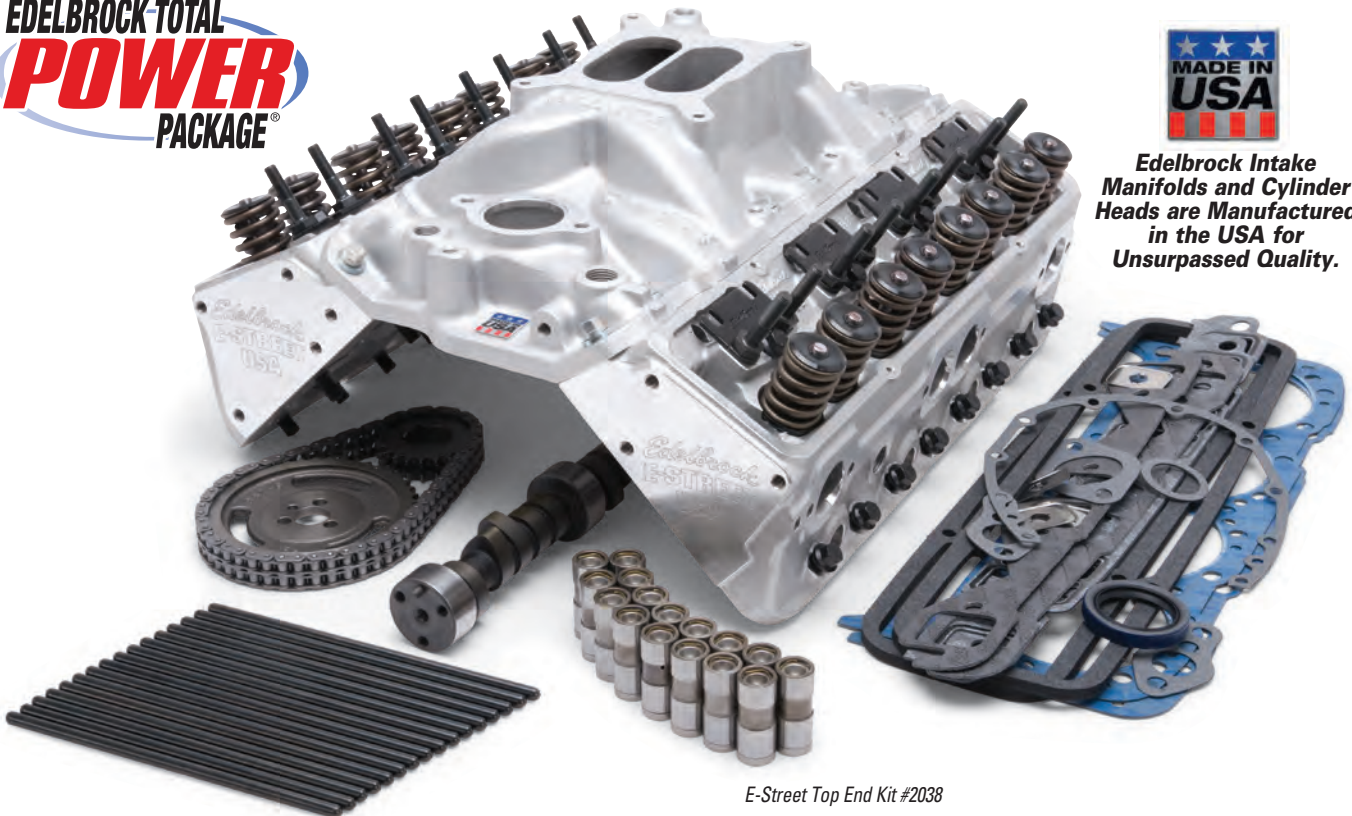
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



POWER PACKAGE TOP END KITS



Edelbrock Intake Manifolds and Cylinder Heads are Manufactured in the USA for Unsurpassed Quality.



E-Street Top End Kit #2038

ALL-IN-ONE-BOX PERFORMANCE

The Edelbrock concept of selling dyno-matched components has been popular since 1987. However, with the introduction of our Power Package Top End Kits, now you can get the best Edelbrock performance in one box, under one part number with **no guesswork involved**. These kits give you just about everything you need to top off your engine and are available in four levels of performance ranging from entry-level E-Street packages to street/strip Victor packages.

WHAT IS THE TOTAL POWER PACKAGE SYSTEM?

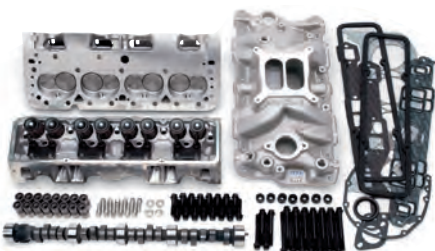
To get great performance out of any engine, all of the components must work together. For over 30 years, the Edelbrock Total Power Package system has solved the parts-matching puzzle for many street performance enthusiasts. Before this, enthusiasts would have to ask their friends or search through various manufacturer catalogs to try and piece together the best combination for their engine. The Edelbrock Total Power Package system is the ultimate resource for finding the best combination of Edelbrock parts for your engine. Many of these dyno-tested combinations are the same recipes we use for our own line of crate engines.

E-STREET TOP END KITS deliver entry-level affordable street performance and great driveability from idle to 5,500 rpm. They include a Performer EPS intake manifold, E-Street cylinder heads, Performer hydraulic flat tappet camshaft, pushrods, timing chain, complete bolt kit and an Edelbrock gasket set.

PERFORMER TOP END KITS improve the performance and drivability in the low to mid rpm range. These kits include Performer EPS intake manifolds, E-Tec 170 cylinder heads, pushrods and Performer-Plus or Rollin' Thunder Hydraulic Roller camshafts. They are intended to make your engine more efficient, with the potential for increased mileage.

PERFORMER RPM TOP END KITS deliver improved performance in street applications in the 1,500 to 6,500 rpm range. They include Performer RPM or RPM Air-Gap intake manifold, Performer RPM cylinder heads, pushrods, hydraulic cam and lifters, timing chain (in most cases), complete bolt kits and an Edelbrock gasket set. Select RPM Top End Kits are available with EnduraShine finish.

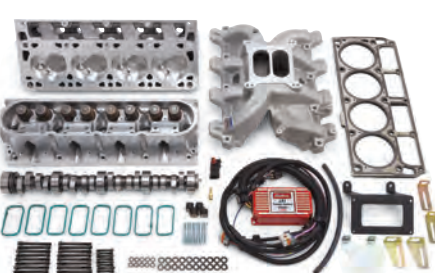
VICTOR TOP END KITS deliver the ultimate in high performance for street/strip applications. Featuring Victor intake manifolds, E-CNC cylinder heads (in some cases) and Rollin' Thunder Hydraulic Roller camshafts with aggressive profiles for maximum power while retaining great drivability. Top off your Top End Kit with the right Edelbrock carburetor for your application (pages 9-12). All of the performance results are real results from engine dynamometer tests on factory short blocks.



E-Street Top End Kit #2022



Performer RPM Top End Kit #2098

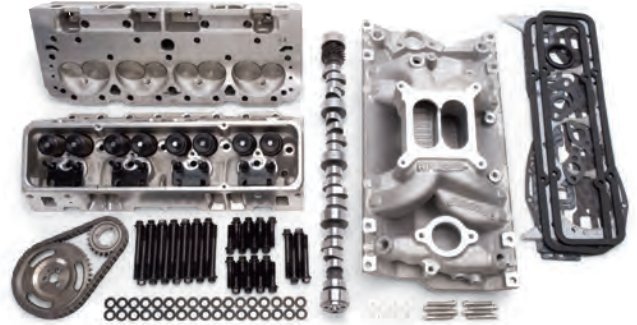


Performer RPM Top End Kit #2080

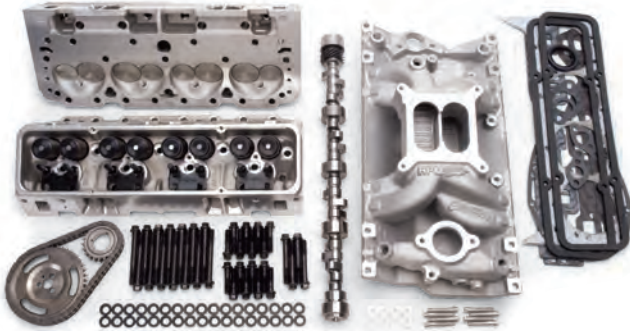
POWER PACKAGE TOP END KITS



E-Street Top End Kit #2024



Performer RPM Top End Kit #2097



Performer RPM Top End Kit #2096



Performer RPM Top End Kit #2039

Kit Part No.	Description	HP	TQ	Emissions Code	Intake Manifold	Cylinder Heads	Cam	Lifters	Pushrod	Timing Chain	Bolt Kits Head	Bolt Kits Intake	Gasket Set
CHEVROLET E-STREET POWER PACKAGE KITS													
#2022	S/B Chevy • 1957-86 Results on a 350 c.i.d. S/B w/9.0:1 compression.	315	381	●●	#2701	#5089	#2102	Included	#9630	#7800	#8550	#8504	#7361 #6997
#2038	EFI Top End Kit for S/B Chevy • 1957-86 Results obtained on a 350 c.i.d. S/B w/9.0:1 compression.	338	389	●●	#2701	#5089	#2117	Included	#9630	#7800	#8550	#8504	#7361 #6997
#2024	396-454 B/B Chevy • 1965-95 Results on a 454 c.i.d. B/B w/9.6:1 compression.	354	470	●●	#7161	#50459	#2162	Included	-	#7810	#8551	#8564	#7363 #6998
CHEVROLET PERFORMER POWER PACKAGE KITS													
#2088	S/B Chevy • 1957-86 Results on a 350 c.i.d. S/B w/9.0:1 compression and retro-fit hydraulic roller cam.	363	405	●●	#2716	#60975	#2208	#97423	#9646	#7800	#8550	#8516	#7367 #6997
#2089*	S/B Chevy • 1987 & later Results on a 350 c.i.d. S/B w/9.0:1 compression and late model hydraulic roller cam.	363	405	●	#2716	#60975	#2209	#97384	#9653	#7801	#8550	#8516	#7367 #6997
CHEVROLET RPM POWER PACKAGE KITS													
#2098 #20984	327-350 S/B Chevy • 1957-86 Results on a 350 c.i.d. ZZ4 S/B w/9.5:1 compression and flat tappet cam.	410	408	●●	#7501	#60899	#7102	Included	#9630	#7800	#8550	#8504	#7361 #6997
#2099	327-350 S/B Chevy • 1957-86 Results on a 350 c.i.d. S/B w/9.5:1 compression and retro-fit hydraulic roller cam.	435	435	●	#7516	#60975	#2201	#97423	#9646	#7800	#8550	#8516	#7367 #6997
#2097*	350 S/B Chevy • 1987 & later Results on a 350 c.i.d. ZZ4 S/B w/9.5:1 compression and late model hydraulic roller cam.	435	435	●	#7516	#60975	#2204	#97384	#9653	#7801	#8550	#8516	#7367 #6997
#2093	383-427 S/B Chevy • 1957-86 Results on a 383 c.i.d. and retro-fit hydraulic roller cam.	460	460	●	#7516	#60985	#2231	#97423	#9646	#7800	#8550	#8516	#7367 #6997
#2096*	383 S/B Chevy • 1987 & later Results on a 383 c.i.d. ZZ383 S/B w/9.5:1 compression and late model hydraulic roller cam.	460	460	●●	#7516	#60985	#2207	#97384	#9653	#7801	#8550	#8516	#7367 #6997
#2039	409 W-Series V8 • 1961-65 For use with 409 c.i.d. engines only.	451	474	●	#7159	#60815	#2268	#97423	#9648	#7807	#8581	#8509	#7378

CONTINUED ON NEXT TWO PAGES...

*Kits include Lifter Installation Kit #97386

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

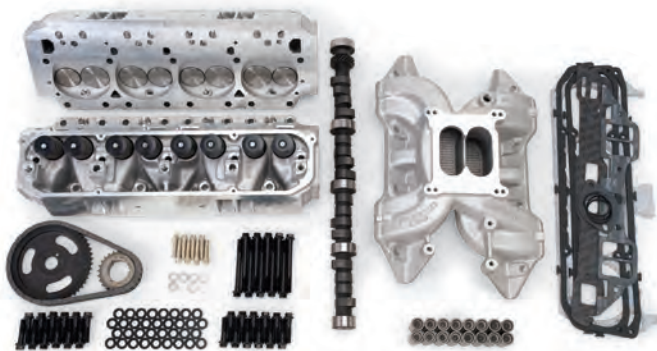
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
ENGINE ENGINES
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



POWER PACKAGE TOP END KITS



Performer RPM Top End Kit #2086



Performer RPM Top End Kit #2052



Edelbrock Intake Manifolds and Cylinder Heads are Manufactured in the USA for Unsurpassed Quality.



Compliment your Edelbrock top end kit with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.

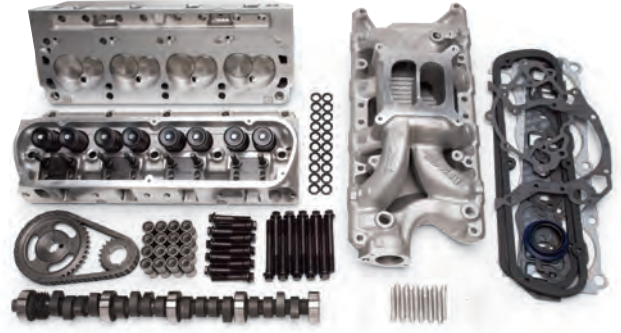


Kit Part No.	Description	HP	TQ	Emissions Code	Intake Manifold	Cylinder Heads	Cam	Lifters	Pushrod	Timing Chain	Bolt Kits Head	Bolt Kits Intake	Gasket Set
CHEVROLET RPM POWER PACKAGE KITS (cont.)													
#2095	396-454 B/B Chevy • 1965-95 Results on a 454 c.i.d. B/B w/9.6:1 compression and flat tappet cam.	540	539	●●	#7561	#60459	#7162	included	—	#7810	#8551	#8564	#7363 #6998
#2079	396-454 B/B Chevy • 1965-95 Mark IV & Gen V Results on a 454 c.i.d. B/B w/9.6:1 compression.	540	539	●	#7561	#60455	#2261	#97433	#9647	#7810	#8551	#8564	#7363 #6998
#2094	502 B/B Chevy • 1996 & Later Gen V & VI Results on a 502 Gen V B/B w/9.6:1 compression and late model hydraulic roller cam.	611	573	●	#2902	#77485	#2262	—	—	#7816	#8554	#8564	#7356
#2080	LS1 engines • 1997-04 w/Timing Control Module Offers a choice of several built-in timing curves.	CHECK OUR WEBSITE FOR DYNO RESULTS		●	#7118	#79949	#2218	—	—	—	#8596	#8515	#7386
#2082	LS2 engines • 1997-04 w/o Timing Control Module Requires Timing Control Module for LS2 58x ignitions.	CHECK OUR WEBSITE FOR DYNO RESULTS		●	#71187	#79949	#2218	—	—	—	#8595	#8515	#7386
#2071	LS3 engines • 2008 & Present Kit includes MSD Ignition Control Module #6012	CHECK OUR WEBSITE FOR DYNO RESULTS		●●	#71196	#61319	#2218	—	—	—	#8595	#8515	#7395
CHEVROLET VICTOR POWER PACKAGE KITS													
#2078	496-555 B/B Chevy • 1965-95 Mark IV & Gen V Results on a 555 c.i.d. w/retro-fit hydraulic roller cam.	676	649	●	#2902	#79555	#2263	#97433	#9647	#7810	#8551	#8564	—
#2073	496-555 B/B Chevy • 1996 & Later Gen VI w/Rectangle Port Cylinder Heads	676	649	●	#2902	#77425	#2264	—	—	#7816	#8554	#8564	#7389
#2072	496-555 B/B Chevy • 1996 & Later Gen VI w/Rectangle Port Cylinder Heads	703	649	●●	#2907	#77425	#2264	—	—	#7816	#8554	#8564	#7389
#2074	496-555 B/B Chevy • 1965-95 Mark IV & V w/Rectangle Port Cylinder Heads	703	649	●	#2907	#77425	#2263	#97433	#9647	#7810	#8554	#8564	—
#2081	LS1 engines • 1997-04 w/Timing Control Module Offers a choice of several built-in timing curves.	CHECK OUR WEBSITE FOR DYNO RESULTS		●	#2908	#79949	#2219	—	—	—	#8596	#8515	#7386
#2083	LS2 engines • 1997-04 w/o Timing Control Module Requires timing control module for LS2 58x ignitions.	CHECK OUR WEBSITE FOR DYNO RESULTS		●	#29087	#79949	#2219	—	—	—	#8595	#8515	#7386
#2070	LS3 engines • 2008 & Present Kit includes MSD Ignition Control Module #6012	573	485	●	#28457	#61339	#2219	—	—	—	#8595	#8515	#7395
CHRYSLER RPM POWER PACKAGE KITS													
#2049	340-418 S/B Chrysler • 1967-91 w/Flat tappet cam O.E. 340 engines must use Edelbrock cylinder head #60179	417	397	●	#7576	#60779	#7177	Included	—	#7803	#8555	#8579	#7370
#2086	383 B/B Chrysler • 1968-79 w/Flat tappet cam Results on a 383 c.i.d. short-block.	421	417	●	#7186	#60929	#7194	Included	—	#7804	#8591	#8594	#7366
#2087	440 B/B Chrysler • 1968-79 w/Flat tappet cam Results on a 440 c.i.d. w/9.27:1 compression.	482	528	●	#7193	#60929	#7194	Included	—	#7804	#8591	#8594	#7366
#2052	426-572 Chrysler HEMI (Gen II) Results on a 528 c.i.d. w/10:1 compression.	705	620	●●	#7524	#61175	#2212	#97483	—	#7805	#8513	—	#7349

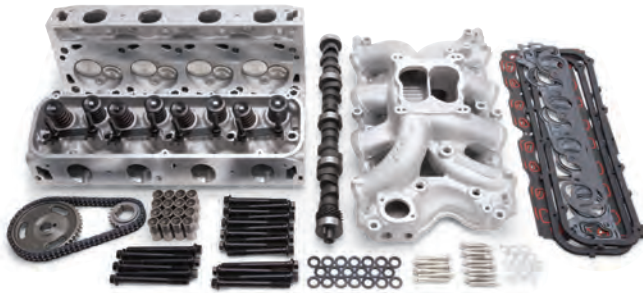
POWER PACKAGE TOP END KITS



E-Street Top End Kit #2027



Performer RPM Top End Kit #2091



Performer RPM Top End Kit #2045



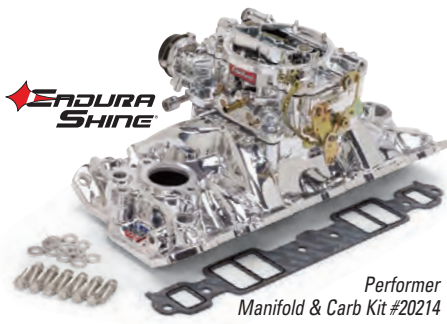
Performer RPM Top End Kit #2058

Kit Part No.	Description	HP	TQ	Emissions Code	Intake Manifold	Cylinder Heads	Cam	Lifters	Pushrod	Timing Chain	Bolt Kits Head	Bolt Kits Intake	Gasket Set
FORD E-STREET POWER PACKAGE KITS													
#2027	289-302 S/B Ford • 1981 & earlier Results on a 302 Ford S/B w/9.1:1 compression.	321	337	●●	#2121	#5023	#2122	Included	#9632	#7820	#8552	#8524	#7364 #6991
FORD RPM POWER PACKAGE KITS													
#2091 #20914	289-302 S/B Ford • 1981 & earlier w/Flat tappet cam Results on a 302 Ford S/B w/9.5:1 compression.	367	340	●●	#7521	#60229	#7122	Included	#9632	#7820	#8552	#8524	#7364 #6991
#2043	331-363 S/B Ford • 1981 & earlier Results on a 347 Ford S/B w/9.5:1 compression.	438	413	●	#7521	#60255	#2281	#97453	#9658	#7820	#8552	#8524	#7364 #6991
#2092 #20924	351W S/B Ford • 1969-95 w/Flat tappet cam. Results on a 351W Ford S/B w/9.5:1 compression.	400	412	●	#7581	#60259	#7182	Included	#9636	#7820	#8553	#8584	#7364 #6991
#2090	351W S/B Ford • 1969-95 w/Hydraulic roller cam Results on a 351W Ford S/B w/9.5:1 compression.	451	433	●	#7581	#79259	#2281	#97453	#9659	#7820	#8553	#8584	#7364 #6991
#2059	302 block - 8.2" deck with Cleveland heads w/Hydraulic roller cam (will not fit 351M/400) Results on a 347 Ford S/B w/9.5:1 compression.	438	413	●●	#7129	#61695	#2221	#97453	-	#7820	#8562	#8529	#7377
#2060	351W block - 9.5" deck with Cleveland heads w/hydraulic roller cam (will not fit 351M/400) Results on a 351W Ford S/B w/9.37:1 compression.	440	416	●●	#7183	#61695	#2281	#97453	-	#7820	#8560	#8529	#7377
#2044	390-428 B/B Ford FE • 1961-76	418	434	●●	#7105	#60069	#7106	Included	-	#7808	#8557	#8507	#7368
#2045	460-522 B/B Ford • 1968-87	506	536	●●	#7566	#60669	#7167	Included	-	#7830	#8566	#8569	#7365
OLDSMOBILE RPM POWER PACKAGE KITS													
#2058	400-500 B/B Oldsmobile Results on a 455 c.i.d. w/9.5:1 compression.	450	541	●●	#7551	#60519	#7112	Included	-	#7813	#8558	#8514	#7373
PONTIAC RPM POWER PACKAGE KITS													
#2053	389-468 Pontiac with 72cc Cylinder Heads	471	530	●●	#7156	#61519	#7157	Included	-	#7812	#8549	#8559	#7382
#2057	389-468 Pontiac with 87cc Cylinder Heads	471	530	●●	#7156	#61529	#7157	Included	-	#7812	#8549	#8559	#7382
#2054	389-468 Pontiac with 87cc D-Port Cylinder Heads Results on a 468 c.i.d. w/9.5:1 compression.	460	538	●●	#7156	#61579	#7157	Included	-	#7812	#8561	#8559	#7382
#2055	389-468 Pontiac with 72cc D-Port Cylinder Heads Results on a 468 c.i.d. w/9.5:1 compression.	460	538	●●	#7156	#61599	#7157	Included	-	#7812	#8561	#8559	#7382

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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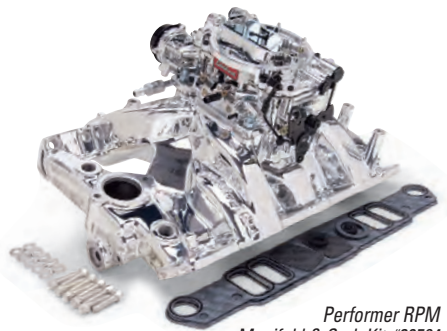
CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



Performer
Manifold & Carb Kit #20214



RPM Air-Gap
Manifold & Carb Kit #2033



Performer RPM
Manifold & Carb Kit #20564

SINGLE-QUAD MANIFOLD AND CARB KITS
AVAILABLE IN SATIN OR ENDURASHINE® FINISH

With a Manifold and Carb Kit, it's easy to upgrade your induction system with the best combination of Edelbrock proven performance and looks in a single box. These kits include: an Edelbrock manifold, Performer or AVS2 Series carb, chrome fuel inlet, intake gasket set, intake bolt set and carb stud kit. The manifold and carbs are available with a standard satin finish or with our bright EnduraShine chrome-like finish for long lasting show quality looks.

CHEVY SINGLE-QUAD KITS

FOR 1957-86 SMALL-BLOCK CHEVY

	Satin	EnduraShine
Performer EPS Manifold & Performer Series 600 cfm Carb ●●	#2021	#20214
Performer Air-Gap Manifold & Performer Series 600 cfm Carb ●●	#2020	#20224
Performer RPM Manifold & AVS2 Series 800 cfm Carb ●●	#2023	#20234
RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb ●●	#2004	#20244

FOR SMALL-BLOCK CHEVY WITH VORTEC OR EDELBROCK E-TEC CYLINDER HEADS

Performer Manifold & AVS2 Series 650 cfm Carb ●	#2007	#20274
Performer RPM Manifold & AVS2 Series 800 cfm Carb ●	#2028	#20284
RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb ●	#2029	#20294

FOR BIG-BLOCK CHEVY

Performer Manifold & AVS2 Series 800 cfm Carb (oval port) ●●	#2061	#20614
Performer RPM Manifold & AVS2 Series 800 cfm Carb (oval port) ●●	#2062	#20624
RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb (oval port) ●●	#2063	#20634
RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb (rect. port) ●●	#2064	#20644

CHRYSLER SINGLE-QUAD KIT

RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb for 340/360 Chrysler ●●	#2075	#20754
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FORD SINGLE-QUAD KITS

FOR SMALL-BLOCK FORD

Performer Manifold & Performer Series 600 cfm Carb ●●	#2031	#20314
Performer RPM Manifold & AVS2 Series 800 cfm Carb ●●	#2032	#20324
RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb ●●	#2033	#20334
RPM Air-Gap Manifold & AVS2 Series 800 cfm Carb for 351W Ford ●●	#2034	#20344

FOR BIG-BLOCK FORD

Performer RPM Manifold & AVS2 Series 800 cfm Carb for Ford FE ●●	#2037	#20374
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PONTIAC SINGLE-QUAD KIT

Performer RPM Manifold & AVS2 Series 800 cfm Carb for 1965-79, 389-455 ●●	#2056	#20564
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SATIN FINISH

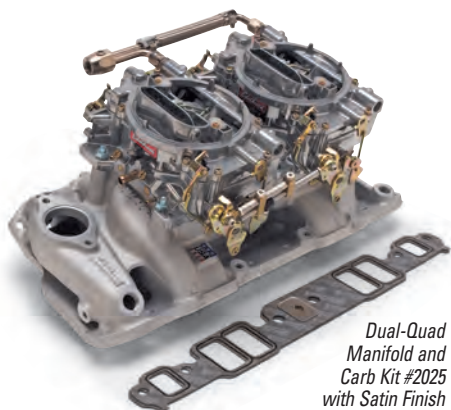
SINGLE-QUAD MANIFOLD & CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Carb	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#2021	#2701	#1406	#8126	#7201	#8504	#8008
#2020	#2601	#1406	#8126	#7201	#8504	#8008
#2023	#7101	#1913	#8126	#7201	#8504	#8008
#2004	#7501	#1913	#8126	#7201	#8504	#8008
#2007	#2116	#1906	#8126	#7235	#8516	#8008
#2028	#7116	#1913	#8126	#7235	#8516	#8008
#2029	#7516	#1913	#8126	#7235	#8516	#8008
#2061	#2161	#1913	#8126	#7203	#8564	#8008
#2062	#7161	#1913	#8126	#7203	#8564	#8008
#2063	#7561	#1913	#8126	#7203	#8564	#8008
#2064	#7562	#1913	#8126	#7202	#8564	#8008
#2075	#7576	#1913	#8126	#7276	#8579	#8008
#2031	#2121	#1406	#8126	#7220	#8524	#8008
#2032	#7121	#1913	#8126	#7220	#8524	#8008
#2033	#7521	#1913	#8126	#7220	#8524	#8008
#2034	#7581	#1913	#8126	#7220	#8584	#8008
#2037	#7105	#1913	#8126	#7224	#8507	#8008
#2056	#7156	#1913	#8126	#7280	#8559	#8008

ENDURASHINE® FINISH

SINGLE-QUAD MANIFOLD & CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Carb	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#20214	#27014	#14064	#8126	#7201	#8504	#8008
#20224	#26014	#14064	#8126	#7201	#8504	#8008
#20234	#71014	#19134	#8126	#7201	#8504	#8008
#20244	#75014	#19134	#8126	#7201	#8504	#8008
#20274	#21164	#19064	#8126	#7235	#8516	#8008
#20284	#71164	#19134	#8126	#7235	#8516	#8008
#20294	#75164	#19134	#8126	#7235	#8516	#8008
#20614	#21614	#19134	#8126	#7203	#8564	#8008
#20624	#71614	#19134	#8126	#7203	#8564	#8008
#20634	#75614	#19134	#8126	#7203	#8564	#8008
#20644	#75624	#19134	#8126	#7202	#8564	#8008
#20754	#75764	#19134	#8126	#7276	#8579	#8008
#20314	#21214	#14064	#8126	#7220	#8524	#8008
#20324	#71214	#19134	#8126	#7220	#8524	#8008
#20334	#75214	#19134	#8126	#7220	#8524	#8008
#20344	#75814	#19134	#8126	#7220	#8584	#8008
#20374	#71054	#19134	#8126	#7224	#8507	#8008
#20564	#71564	#19134	#8126	#7280	#8559	#8008



Dual-Quad Manifold and Carb Kit #2025 with Satin Finish

RPM DUAL-QUAD MANIFOLD AND CARB KITS AVAILABLE IN SATIN OR ENDURASHINE® FINISH

A huge hit among street rodders, these Dual-Quad Kits offer the ultimate set-up for anyone who wants the look and the performance of dual-quad carbs. They include an Edelbrock RPM or RPM Air-Gap Dual-Quad intake manifold and two 500 cfm AVS2 Series carburetors calibrated specifically for dual-quad applications (one manual choke, one electric choke). To make the installation simple, these kits also include our high-tech progressive throttle linkage, Russell fuel inlet, high-quality Edelbrock intake gaskets, intake bolt set and carburetor stud kit. The manifold and carburetors are available with a standard satin finish or with our bright EnduraShine chrome-like finish for long lasting show quality looks.

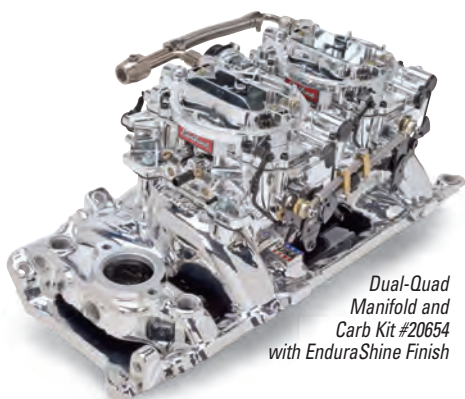
CHEVY DUAL-QUAD KITS

	Satin	EnduraShine
For 1957-86 Small-Block Chevy ●●	#2025	#20254
For 348/409 "W-Series" Chevy, Large Port (for use with Edelbrock heads) (B) ●●●	#2069	N/A
For Big-Block Chevy with Oval Ports ●●●	#2065	#20654

FORD DUAL-QUAD KITS

For 289-302 Ford ●●	#2035	#20354
For 351W Ford ●	#2085	#20854
For 390-428 Big-Block Ford FE ●●●	#2036	#20364

Note: See listings in the manifold section for manifold specs.
(B) Includes Oil Filler Tube with matching breather cap #4803



Dual-Quad Manifold and Carb Kit #20654 with EnduraShine Finish

SATIN FINISH

RPM AIR-GAP DUAL-QUAD MANIFOLD & CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Carburetors		Throttle Linkage	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
		Electric	Manual					
#2025	#7525	#1903	#1904	#7094	#8091	#7201	#8504	#8008
#2035	#7535	#1903	#1904	#7094	#8091	#7220	#8524	#8008
#2036	#7505	#1903	#1904	#7094	#8091	#7224	#8536	#8008
#2065	#7520	#1903	#1904	#7094	#8091	#7203	#8564	#8008
#2069	#5409	#1903	#1904	#7094	#8091	#7240	#8509	#8008
#2085	#7585	#1903	#1904	#7094	#8091	#7220	#8584	#8008

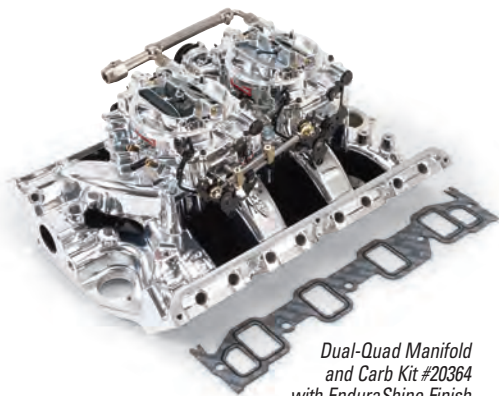


Dual-Quad Manifold and Carb Kit #20354 with EnduraShine Finish

ENDURASHINE® FINISH

RPM AIR-GAP DUAL-QUAD MANIFOLD & CARB KITS INCLUDE

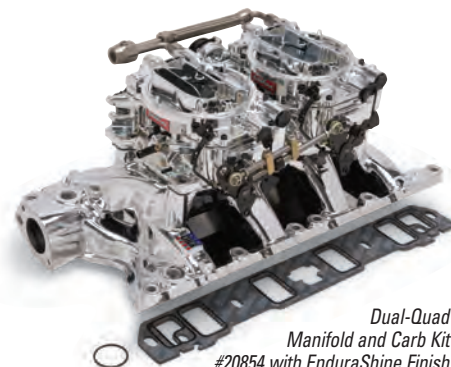
Kit Part No.	Intake Manifold	Carburetors		Throttle Linkage	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
		Electric	Manual					
#20254	#75254	#19034	#19044	#7094	#8091	#7201	#8504	#8008
#20354	#75354	#19034	#19044	#7094	#8091	#7220	#8524	#8008
#20364	#75054	#19034	#19044	#7094	#8091	#7224	#8536	#8008
#20654	#75204	#19034	#19044	#7094	#8091	#7203	#8564	#8008
#20854	#75854	#19034	#19044	#7094	#8091	#7220	#8584	#8008



Dual-Quad Manifold and Carb Kit #20364 with EnduraShine Finish



Edelbrock carburetors and intake manifolds are manufactured in the USA for unsurpassed quality.



Dual-Quad Manifold and Carb Kit #20854 with EnduraShine Finish

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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SUPERCHARGERS INTRODUCTION



AVAILABLE FOR POPULAR CHEVY, CHRYSLER, FORD, GM, JEEP, MAZDA, SCION & SUBARU APPLICATIONS

Edelbrock E-Force Supercharger systems deliver excellent horsepower and torque in a complete bolt-on kit. A unique design with minimal components makes it possible to fit an E-Force Supercharger under the stock hood. The core of each system is the Eaton Gen VI TVS® rotating assembly with a four lobe design for maximum flow, minimum temperature rise, quiet operation and excellent drivability. We also designed our superchargers with an integrated bypass valve to help eliminate parasitic loss under light throttle, improving mileage potential. Our unique and efficient inlet configuration results in a shorter, less restrictive intake path for improved air flow, without the need for a jack-shaft. **Keeping the air cool is a high-capacity air-to-water intercooler and low temp heat exchanger.** Edelbrock supercharger systems are available in three performance levels for most applications.



STAGE 1 - STREET SYSTEMS

These systems are emissions legal and provide the best combination for your daily driver. They will also include a tune for both 91 and 93 octane on select applications. The supplied tune is intended for completely stock vehicles with the exception of a cat-back exhaust.



STAGE 2 - TRACK SYSTEMS

These systems include the components from the Stage 1 system with the addition of a cold air intake (if required), smaller pulley, fuel injectors (if required), fuel pump (if required) and a custom tune, giving you great performance for the track. These systems are for competition racing only (except for some of our Corvette and Mustang systems, which are emissions legal) and are available as a complete kit or as an upgrade. The supplied tune is intended for stock vehicles with the exception of a cat-back exhaust.

STAGE 3 - PROFESSIONAL TUNER SYSTEMS

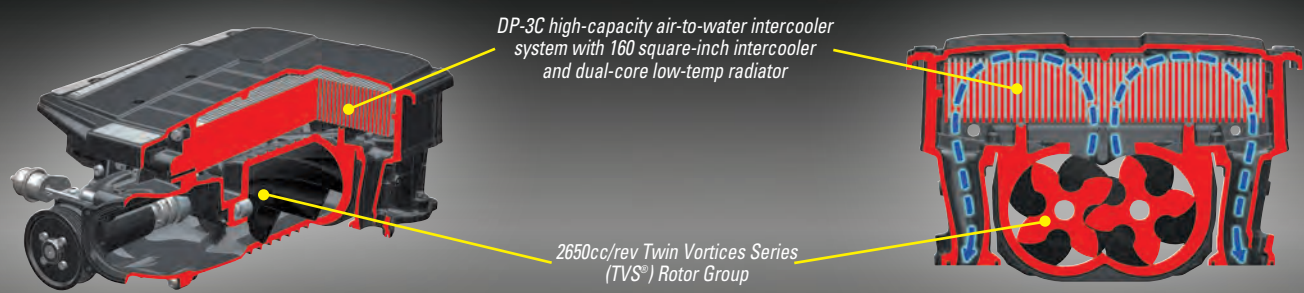
Our Professional Tuner systems include all of the essential components that a racer would need to build a custom supercharged racing setup. They offer flexibility in pulley selection, cold air intake and more. These systems are for competition racing use only and will not include a tune. Finally... the Edelbrock E-Force Supercharger system is not just a performance upgrade, it also has great looks! The supercharger assembly and aluminum coil covers (on most applications) are powder coated for durability and provide a unique appearance that will give any engine compartment a custom look.



E-FORCE FEATURES & BENEFITS

- Everything fits right out of the box with no welding, minimal cutting and grinding
- Eaton® TVS Rotor assembly
- Self contained oil system (no drilling or plumbing required)
- Electronic PCM programming module, with Stage 1 or Stage 2 application specific tuning
- Minimal decrease in fuel economy
- Limited powertrain warranty
- Unique design allows maximum low-end torque and instant throttle response
- 50-state EPA emissions legal (Stage 1 and select Stage 2 systems)

SELECT E-FORCE SYSTEMS FEATURE THE DP-3C INTERCOOLER AND EATON R2650 ROTOR ASSEMBLY

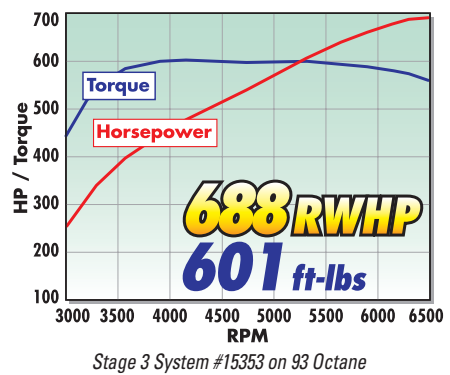
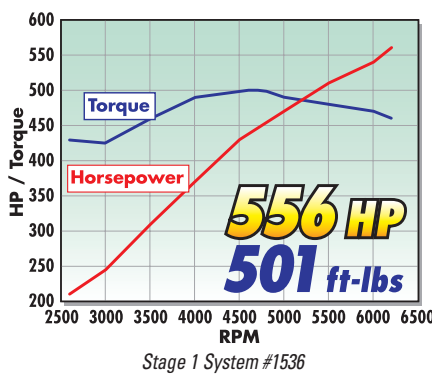
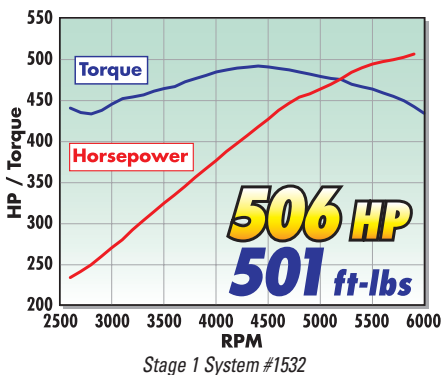


Several of our new Supercharger systems now feature the DP-3C intercooler. DP-3C references the "Dual-Pass Three-Core" design. With the DP-3C design, the intake air charge passes through the intercooler twice; first pass is from the rotors up through the center core and the second pass is when the air charge goes down into the runners. The DP-3C intercooler also features 45% more surface area over our previous design, allowing this system to achieve lower intake air temps for improved power output. **Some of these same systems are also available with the Eaton TVS R2650 rotating assembly.** The R2650 is 15% larger than the R2300 rotating assembly, giving it more volume, allowing it to deliver more air flow and boost at high rpm when combined with additional upgrades like a cold air intake system, headers, pulley and a tune. **Combined, these two technologies give you plenty of power potential!**



DOES YOUR HEMI® NEED MORE POWER?

Then get an Edelbrock E-Force Supercharger system – the most efficient supercharger on the market for the Chrysler 300, Challenger, Charger, Magnum and Ram equipped with a 5.7L, 6.1L or 6.4L HEMI engine. These complete supercharger systems provide maximum flow, minimum temperature rise, quiet operation and reliability that only the Edelbrock name can guarantee. They feature minimum restriction in and out of the supercharger for optimal air flow. They also include individual intake runners that allow for maximum low-end torque and great drivability.



E-Force superchargers are manufactured in the USA for unsurpassed quality and performance



HEMI is a registered trademarks of Chrysler Group LLC.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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NITROUS
FUEL PUMPS
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SUPERCHARGERS CHRYSLER/DODGE HEMI®

E-Force superchargers are manufactured in the USA for unsurpassed quality and performance



E.O. Number D-215-96
E.O. Number D-215-89



Stage 1 System #1517

Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2005-08	Chrysler 300C					●	#1530	#15300
2006-08	Dodge Charger & Magnum	5.7L	2300	466	456	●	#1530	#15300
2009-10	Chrysler 300C, Dodge Charger & Challenger	5.7L	2300	506	501	●	#1532	#15320
2008-10	Chrysler 300C SRT8					●	#1536	#15360
2008-10	Dodge Challenger SRT8	6.1L	2300	556	501	●	#1536	#15360
2006-10	Dodge Charger SRT8					●	#1536	#15360
2011-14	Chrysler 300, Dodge Charger & Challenger	5.7L	2300	471RW	475RW	●	#1534	#15340
2011-14	Dodge Charger & Challenger	6.4L	2300	551RW	526RW	●	#1535	#15350
2015-18	Chrysler 300, Dodge Charger & Challenger	5.7L	2650	483RW	450RW	●	#1517	#15170
2015-18	Dodge Charger & Challenger	6.4L	2650	572RW	531RW	●	#15172	#151720
2012-14	Jeep Cherokee SRT8	6.4L	2650	471RW	502RW	●	#15354	#153560
2015	Jeep Cherokee SRT8	6.4L	2650	471RW	502RW	●	#15356	#153560
Stage 3 - Pro-Tuner Systems								
2005-08	Chrysler 300C					●	-	#1531
2006-08	Dodge Charger & Magnum	5.7L	2300	-	-	●	-	#1531
2009-10	Chrysler 300, Dodge Charger & Challenger	5.7L	2300	-	-	●	-	#1533
2008-10	Chrysler 300C SRT8					●	-	#1537
2008-10	Dodge Challenger SRT8	6.1L	2300	-	-	●	-	#1537
2006-10	Dodge Charger SRT8					●	-	#1537
2011-14	Chrysler 300, Dodge Charger & Challenger	5.7L	2300	-	-	●	-	#15343
2011-14	Dodge Charger & Challenger	6.4L	2300	-	-	●	-	#15353
2015-17	Chrysler 300, Dodge Charger & Challenger	5.7L	2650	-	-	●	-	#15171
2015-17	Dodge Charger & Challenger	6.4L	2650	-	-	●	-	#15174

CALL FOR AVAILABILITY ON 2018-2019 MODELS.

Important Installation Note: ALL 2015-Later Chrysler/Dodge Supercharger Systems WILL REQUIRE the ECM to be sent in for modification... NO HANDHELD PROGRAMMER INCLUDED. This is an 8-10 day process/waiting period from the time they are received! Every step of the process is handled with next day shipping. Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program, which can be downloaded. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty.

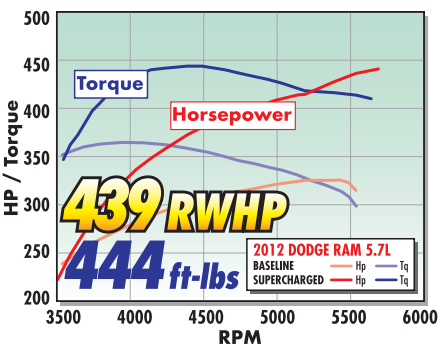
50^{state} legal
 E.O. Number D-215-89
 E.O. Number D-215-96



Stage 1 System #1538

MORE POWER FOR YOUR DODGE RAM TRUCK

E-Force Supercharger systems are the most efficient designs on the market and will deliver an impressive **439 rear-wheel horsepower and 444 ft-lbs of torque for the popular Dodge Ram 5.7L HEMI engine.** This complete supercharger system provides maximum flow, minimum temperature rise, quiet operation and reliability that only the Edelbrock name can guarantee. It features minimum air restriction in and out of the supercharger for optimal flow and performance. The individual 7" long intake runners allow for maximum low end torque for towing and off-road applications while maintaining great daily driving manners.



Stage 1 System #1538

Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2009-14	Dodge Ram Truck	5.7L	2300	439RW	444RW	●	#1538	#15380
2015-18	Ram Truck	5.7L	2300	439RW	444RW	●	#15175	#15380

Important Installation Note: Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program, which can be downloaded. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain Warranty.



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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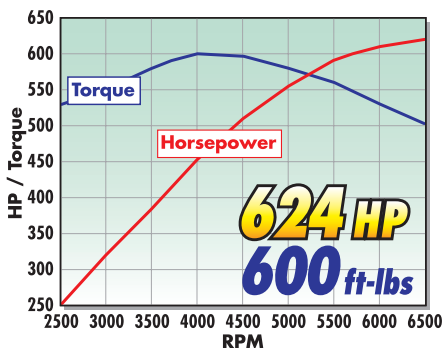
SUPERCHARGERS CORVETTE



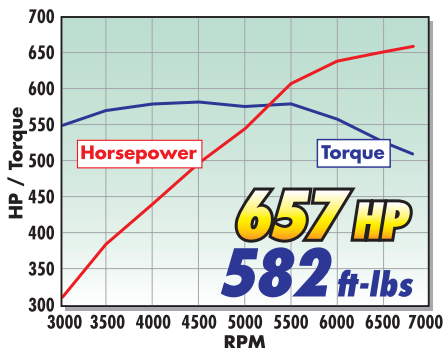
DESIGNED TO BOOST YOUR CORVETTE TO NEW PERFORMANCE LEVELS

Our E-Force Supercharger systems will take your Corvette to the next performance level. Each system utilizes a unique intake manifold housing design that is tailored towards each platform. Plus, this kit fits under the stock hood with no modifications without sacrificing runner length or intercooler area. Our C6 Z06 systems are specially designed for a seamless integration with the dry sump system.

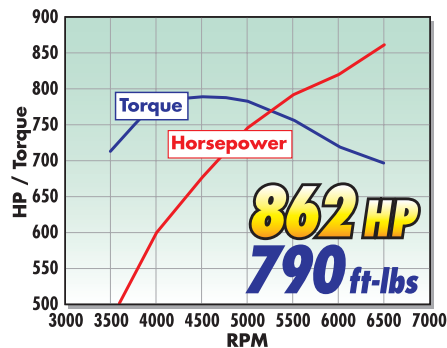
Our new E-Force for the C7 Z06 is designed exclusively for the LT4 engine. The system includes a new intake manifold with the Eaton 2300 TVS rotor assembly, making it an easy direct plug-and-play installation. The Stage 1 system utilizes the OEM belt offset and includes the intake manifold and tune for an easy swap. The Stage 2 system includes an intake manifold with 10-rib pulley, overdrive damper and belt for the next step up for your Z06.



Stage 1 System #1570



Stage 1 System #1572



Stage 3 Systems #15702 & #15712

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Overdrive Crank Pulley #15815

OVERDRIVE CRANK PULLEY FOR 2014-17 CORVETTE

This 15% overdrive crank pulley is for use with a 2014-17 Corvette Stingray with an E-Force Supercharger system installed. It features an 8.7" diameter 10-rib secondary and stock diameter primary drive that delivers maximum traction and stability in supercharged applications. It's an ideal solution when a smaller pulley is not an option. Included with #157320. This crank pulley is for use with Edelbrock C7 Corvette E-Force Supercharger systems only.

Overdrive Crank Pulley for C7 Corvette E-Force Supercharger Systems (8.7") ●#15815

E-Force 2005-13 Corvette Stage 2 Upgrade Kit #15902



E-FORCE 2005-13 CORVETTE STAGE 2 UPGRADE KIT

This kit contains everything needed to upgrade Corvette supercharger systems #1574, #1590 and #1593 from 554 HP to 599 HP. Includes fuel pump module and 3.5" pulley. (No tuning necessary) **NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley.**

E-Force Corvette Supercharger 599 HP Upgrade Kit (LS2/LS3) ●#15902



Stage 1 System #1570

Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2005-07	Corvette	LS2	2300	554	515	●	#1593	#15930
2008-13	Corvette	LS3	2300	554	515	●	#1590	#15900
2010-13	Grand Sport with Dry Sump	LS3	2300	554	515	●	#1574	#15740
2006-13	Corvette Z06	LS7	2300	657	582	●	#1572	#15720
2015-17	Corvette Z06	LT4	2300	626RW	589RW	●	#15731	#157310
2014-17	Stingray	LT1	2300	624	600	●	#1571	#15710
2014-17	Stingray Z51 or Grand Sport with Dry Sump	LT1	2300	624	600	●	#1570	#15700
Stage 2 - Track Systems								
2005-07	Corvette	LS2	2300	599	547	●	#1594	#15940
2008-13	Corvette	LS3	2300	599	547	●	#1591	#15910
2010-13	Grand Sport with Dry Sump	LS3	2300	599	547	●	#1575	#15750
2014-17	Stingray Z51 or Grand Sport with Dry Sump	LT1	2300	537RW	527RW	●	#15701	-
2014-17	Stingray	LT1	2300	537RW	527RW	●	#15711	-
Stage 3 - Pro-Tuner Systems								
2005-07	Corvette	LS2	2300	-	-	●	-	#1595
2008-13	Corvette	LS3	2300	-	-	●	-	#1592
2010-13	Grand Sport with Dry Sump	LS3	2300	-	-	●	-	#1576
2006-13	Corvette Z06	LS7	2300	-	-	●	-	#1573
2014-17	Stingray	LT1	2300	-	-	●	-	#15712
2014-17	Stingray Z51 or Grand Sport	LT1	2300	-	-	●	-	#15702
2015-17	Corvette Z06	LT4	2300	-	-	●	-	#157320

***CALL FOR AVAILABILITY ON 2018-2019 MODELS.**

Important Installation Notes: System #1590 and #1591 can be installed on dry sump equipped Grand Sport models. This installation will require the use of Edelbrock Dry Sump Accessory Kit #15905 (sold separately). System #1574, #1575 and #1576 are for use on 2010-13 Corvette Grand Sport models equipped with a dry sump oil system. System #1591 can not be installed on Z06 or ZR1 models. Supercharger systems without tuners are not eligible for our Limited Powertrain Warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program, which can be downloaded. **For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty.

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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

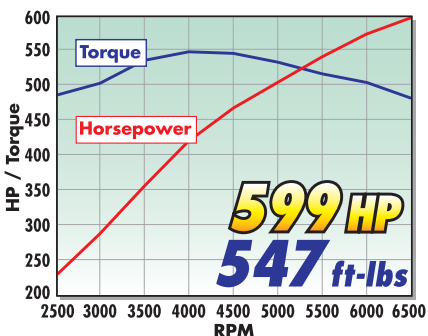


SUPERCHARGERS CAMARO



TAKE YOUR CAMARO TO THE NEXT LEVEL

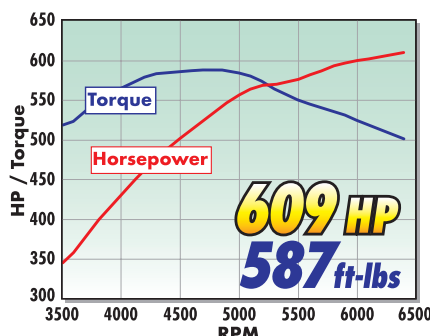
Are you ready to take your V6 or V8 Camaro to the next level of performance? Whether you drive the latest 2016-18 with an LT1 V8, a 2010-15 SS, or even the 3.6L V6-powered Camaro (2016-17), we have supercharger systems designed to fit under the stock Camaro hood that not only delivers a substantial boost in horsepower and torque, but does so with a complete bolt-on kit that is emissions-legal in all 50 states.



Stage 1 System #1598



Stage 1 System #1597



Stage 1 System #15595



Camaro Manifold Top and Coil Cover #41144

CAMARO TOP AND COIL COVER DESIGN

These covers are made of cast aluminum and feature a vented coil cover design along with a two-tone black and red powder coated finish with inset "Supercharged" badges. This design retains the same bolt pattern and is compatible with all of the previous E-Force Camaro based systems. For use with 2010-13 Camaro models only, will not fit 2014-15 models, due to interference with the hood vent. Installation requires removal of supercharger.

E-Force Camaro Manifold Top and Coil Covers#41144

E-Force Camaro Coil Covers Only#41142

AUTOMATIC CONVERSION KIT

Ideal for shops and jobbers that don't want to stock both automatic and manual Camaro supercharger systems, this kit includes the valley plate and larger supercharger pulley needed to convert manual system #1598 to automatic kit #1597. **NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley.**

Automatic Conversion Kit (For use with E-Force system #1598)#15908

VALLEY PLATE

This kit contains the valley plate needed to install an LS3 supercharger kit on an engine equipped with Active Fuel Management lifters.

LS3 Supercharger Valley Plate#15911

CONVERTIBLE BRACE

This Convertible Brace is required when installing an E-Force supercharger system into a 2011-14 Camaro SS Convertible. Kit includes brace and all hardware necessary for installation.

Convertible Brace#15956



LS3 Valley Plate #15911



Convertible Brace #15956

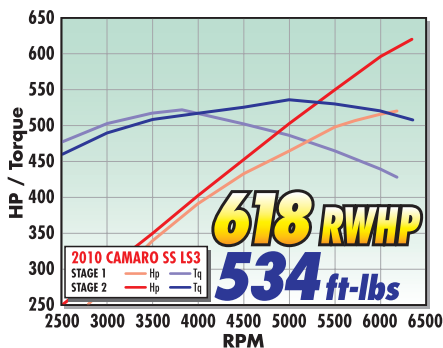


Stage 1 System #15595

Year	Model	Engine	Trans Type	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems									
2010-13	Camaro SS	L99	Auto	2300	421RW	439RW	●	#1597	#15970
2010-13	Camaro SS	LS3	Manual	2300	599	547	●	#1598	#15980
2010-15	Camaro SS w/Low Profile Top	L99	Auto	2300	421RW	439RW	●	#1562	#15620
2010-15	Camaro SS w/Low Profile Top	LS3	Manual	2300	599	547	●	#1563	#15630
2016-18	Camaro SS	LT1	Both	2650	609	587	●	#15595	#155950
Stage 3 - Pro-Tuner Systems									
2010-13	Camaro SS	L99	Auto	2300	-	-	●	-	#15960
2010-13	Camaro SS	LS3	Manual	2300	-	-	●	-	#15990
2010-15	Camaro SS w/Low Profile Top	L99	Auto	2300	-	-	●	-	#1596
2010-15	Camaro SS w/Low Profile Top	LS3	Manual	2300	-	-	●	-	#1599
2017-19	Camaro SS ZL1 (will require hood modifications)	LT4	Both	2650	-	-	●	-	#155920

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock-supplied program will retain the factory vehicle speed limiter setting. 2010-15 convertible installations will require the use of Edelbrock Convertible Brace #15956 (sold separately). E-Force systems #1562, #1563, #1596, #1597, #1598, #1599, #15620, #15630, #15960, #15970, #15980 and #15990 feature a low profile top for use with 2014-15 models to accommodate the vent on the factory hood.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain Warranty.



E-Force Tuner Recipe vs. Stage 1 Camaro Supercharger Dyno Results

TUNER PERFORMANCE RECIPE

The Edelbrock R & D team continues to test the LS-based supercharger system #1598 in our 2010 Camaro. We added some Edelbrock components and ran our chassis dyno test at 6 psi of boost on 91 octane with the 3-1/2" supercharger pulley. Testing results for the 2010-2014 Camaro produced 618 hp and 534 ft-lbs to the rear wheels! Net increase of 103 hp over our Stage 1 system. For competition racing use only.

SPECIFICATIONS	
Horsepower: 618 hp (rear wheel)	PSI: 6
Torque: 534 ft.-lbs. (rear wheel)	Header Type: Long Tube
Block: Stock GM LS3	Camshaft: Edelbrock Rollin' Thunder Hydraulic Roller #2219
Cylinder Heads: Stock GM LS3	CAMSHAFT SPECIFICATIONS
Valve Springs: Edelbrock #5768	Intake Duration: 230°
Air Intake: Edelbrock #15988	Exhaust Duration: 243°
Pulley: Edelbrock 3.5"	Intake Valve Lift: .631"
Fuel Injectors: Edelbrock #15903	Exhaust Valve Lift: .631"
Fuel Pump: ZL1	Lobe Separation: 114°

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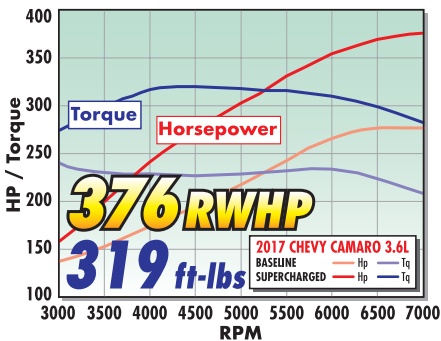
SUPERCHARGERS V6 CAMARO



E-FORCE SUPERCHARGER FOR THE 2016-2018 CHEVY CAMARO 3.6L V6

Transform your mild-mannered V6 Camaro into a true street sleeper with an Edelbrock E-Force Supercharger under the hood! If you love the light, evenly balanced weight of your V6 Camaro but are underwhelmed by the smaller six-cylinder engine's power, the Edelbrock E-Force Supercharger Kit #15995 will deliver the best of both worlds with 376 horsepower and 319 ft-lbs of torque to the wheels.

The E-Force Supercharger Kit for the Gen 2 HFV6-powered Camaro is designed to fit under the stock hood with no cutting or modifications, and this kit is backed by our 3-year/36,000-mile powertrain warranty when applicable. The increase in horsepower and torque comes with minimal decrease in fuel economy thanks to an integrated bypass valve. Features include an Eaton R1740 rotor assembly, with an integrated air-to-water intercooler core and front-mount heat exchanger for low inlet air temperature and increased power potential. Comes finished with a durable black powder-coating that blends nicely into the Camaro engine compartment.



Stage 1 System #15995 on 93 Octane

SPECIAL FEATURES OF THE CAMARO V6 SUPERCHARGER KIT

- Integrated bypass valve for minimal decrease in fuel economy
- True bolt-on installation with no modification to stock hood or body
- Self-contained oiling system with a 100,000-mile service interval
- Step-by-step instructions in full color
- 3-year/36,000-mile powertrain warranty coverage when applicable



Year	Model	Engine	Rotor	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2016-19	Chevrolet Camaro	3.6L	R1740	376RW	319RW	●	#15995	#159950

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting. **Available Warranty:** All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty.



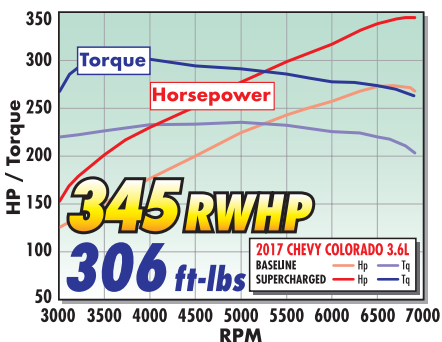
E-Force Superchargers are manufactured in the USA for unsurpassed quality.



E-FORCE SUPERCHARGER FOR THE 2017-2019 COLORADO/CANYON V6

Exciting news for owners of the updated 2017-2019 Chevy Colorado and GMC Canyon pickup with the new Gen 2 LGZ 3.6L V6 engine: Edelbrock has just released an E-Force Supercharger Kit (#1518) for the popular midsize truck equipped with the second-generation HFV6 engine. If you opted for the "best in class" horsepower of the V6 but wish you had more towing capability and torque, this new E-Force Supercharger lets you have the best of both worlds with 340 horsepower and 303 ft-lbs of torque.

The E-Force supercharger boosts the V6 engine's power output by 24% and is designed to fit under the stock Colorado/Canyon hood with no modifications. Features include an Eaton R1740 rotor assembly, with an integrated air-to-water intercooler core and front-mount heat exchanger for low inlet air temperature and increased power. Comes finished with a durable black powder-coating that blends nicely into the engine compartment.



Stage 1 System #1518 on 93 Octane

SPECIAL FEATURES OF THE COLORADO/CANYON SUPERCHARGER KIT

- Integrated bypass valve for minimal decrease in fuel economy
- True bolt-on installation with no modification to stock hood or body
- Self-contained oiling system with a 100,000-mile service interval
- 3-year/36,000-mile powertrain warranty coverage when applicable
- Full color step-by-step instructions



Year	Model	Engine	Rotor	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2017-19	Chevrolet Colorado GMC Canyon	3.6L	R1740	345RW	306RW	●	#1518	#15180

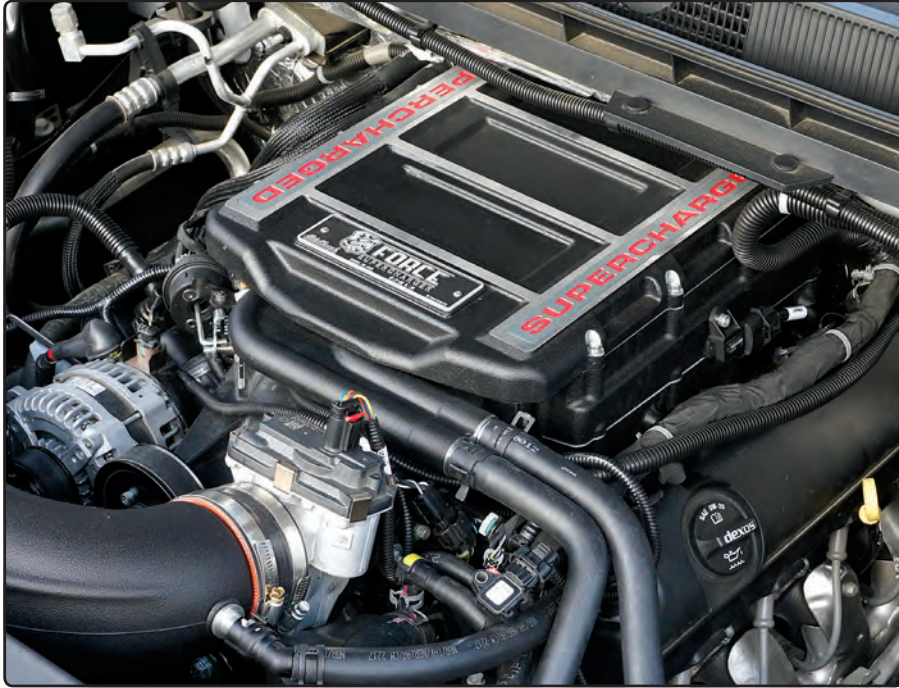
Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.
Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty.



E-Force Superchargers are manufactured in the USA for unsurpassed quality.

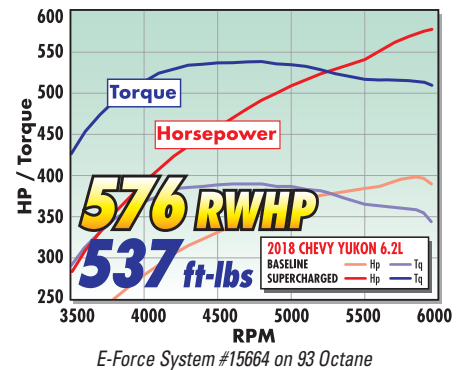
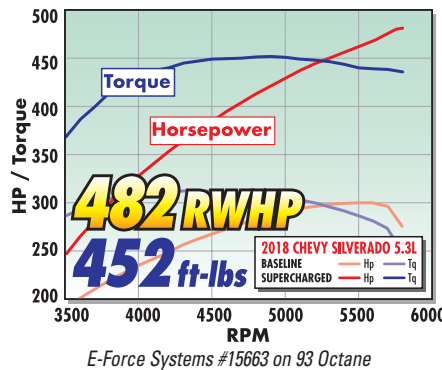
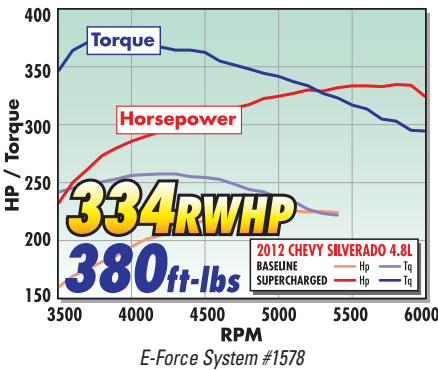
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● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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GET MORE PERFORMANCE OUT OF YOUR TRUCK OR SUV

Now you can bolt on an Edelbrock E-Force Supercharger system and boost the power in your GM truck or SUV. These E-Force Supercharger systems are specially designed for each application and will allow you to **boost your towing performance to impressive levels**. These systems feature a unique intake runner design for maximum low end torque making them ideal for towing and off-road performance applications.



SUPPLEMENTAL FUEL PUMP KITS REQUIRED FOR 2003-09 NON-FLEX FUEL GM TRUCKS & SUVs

These Supplemental Fuel Pump Kits are required for 2009 and earlier GM trucks and SUVs utilizing #1560, #15600, #1561, #15610, #1577, #15770, #1578, #15780, #1579 and #15790 E-Force supercharger systems. Failure to use one of these kits may result in engine damage and void your E-Force Supercharger's warranty. These kits are not required for Flex Fuel models. Flex Fuel models come standard with adequate fuel systems for E-Force Supercharger system. These kits include a replacement fuel pump, control module and fuel level sender (system #15791 also includes injectors).

Year	Model	Engine	Part No.
2003-07	GM 1500 Series Trucks with Return Fuel System	4.8L, 5.3L, 6.0L	#15773
2003-07	GM 1500 Series Trucks with Returnless Fuel System	4.8L, 5.3L, 6.0L	#15775
2007-09	GM 1500 Series Crew & Extended Cab Trucks (Except Long Bed)	4.8L & 5.3L	#15781
2007-09	GM 1500 Series Standard Cab & All Long Bed Trucks	4.8L & 5.3L	#15782
2007-09	GM 1500 Series Crew & Extended Cab Trucks	6.0L & 6.2L	#15791
2007-09	GM SUV with Short Wheel Base	5.3L	#15642
2007-09	GM SUV with Long Wheel Base	5.3L	#15643
2007-09	GM SUV with Short Wheel Base	6.2L	#15671
2007-09	GM SUV with Long Wheel Base	6.2L	#15672





CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2003-06	Silverado and Sierra 1500	4.8L (Gen III)	2300	339RW	359RW	●	#1577	#15770
		5.3L (Gen III)		345RW	381RW			
		6.0L (Gen III)		348RW	381RW			
2007	Silverado and Sierra Classic 1500	4.8L (Gen III)	2300	339RW	359RW	●	#1577	#15770
		5.3L (Gen III)		345RW	381RW			
		6.0L (Gen III)		348RW	381RW			
2007-10	Silverado and Sierra HD 2500	6.0L (Gen IV)	2300	424RW	431RW	●●	-	#15600
2007-13	Silverado and Sierra 1500	4.8L (Gen IV)	2300	334RW	380RW	●	#1578	#15780
		5.3L (Gen IV)		364RW	397RW			
2007-13	Silverado and Sierra 1500	6.2L (Gen IV)	2300	407RW	434RW	●	#1579	#15790
2007-14	Suburban, Tahoe, Yukon & Yukon XL	5.3L (Gen IV)	2300	384RW	390RW	●	#1564	#15640
2007-14	Escalade, Escalade ESV, Escalade EXT, Yukon & Yukon XL Denali	6.2L (Gen IV)	2300	-	-	●	#1567	#15670
2011-13	Silverado and Sierra HD 2500	6.0L (Gen IV)	2300	399RW	395RW	●●	-	#15610
2014-18	Silverado 1500, Sierra 1500, Suburban, Tahoe, Yukon & Yukon XL	5.3L (Gen V)	2650	482RW	452RW	●	#15663	#156630
2014-18	Silverado 1500, Sierra 1500, Escalade, Escalade ESV, Yukon Denali & Yukon Denali XL	6.2L (Gen V)	2650	576RW	537RW	●	#15664	#156640

Important Installation Notes: Systems #1560, #15600, #1561, #15610, #1577, #15770, #1578, #15780, #1579, #15790 require an Edelbrock Supplemental Fuel Pump Kit (sold separately, see previous page). Failure to use a Supplemental Fuel Kit may result in engine damage and will void your warranty. These kits are not required for Flex Fuel models. #15790 will also fit 2007-08 1500 series trucks with a 6.0L engine (requires custom tune). Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.**
Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty.



Stage 1 System #1577

50 state legal
 E.O. Number D-215-89
 E.O. Number D-215-103



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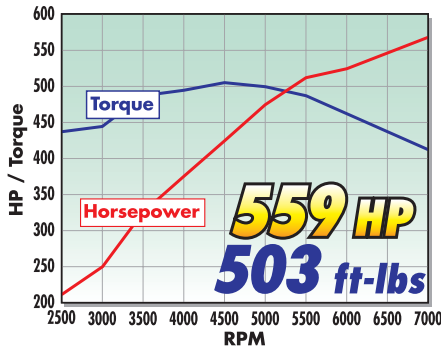
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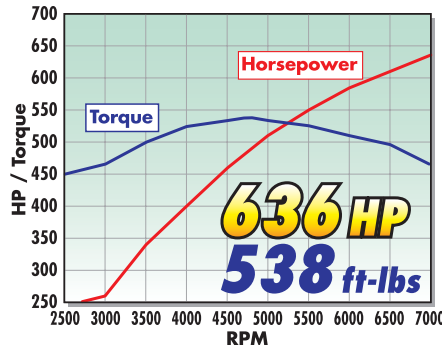


BOOST THE PERFORMANCE OF YOUR STOCK MUSTANG

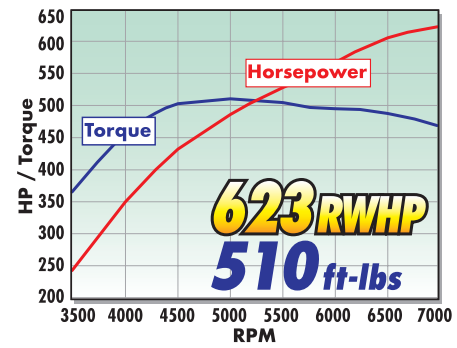
These Edelbrock E-Force Supercharger systems will boost the performance of your Mustang with low boost for minimum stress on the engine. These systems are exclusively designed to provide instant, reliable and safe horsepower for a stock Mustang with low boost for minimum stress on the engine. They feature minimum air restriction in and out of the supercharger, along with individual intake runners for maximum low-end torque for great off-throttle performance. E-Force superchargers provide the most power with the lowest amount of boost, resulting in performance that is safe to operate on a completely stock engine.



Stage 1 System #1588



Stage 2 System #15896



Stage 1 System #15832

Cooling System Upgrade Kit #15804



2005-06 MUSTANG COOLING SYSTEM UPGRADE KIT

Our Cooling System Upgrade kit is necessary when installing E-Force Supercharger system #1580 or #1585 in a 2005-06 Mustang GT. This kit relocates the thermostat from the cold side of the radiator to the hot side for improved cooling. Kit contains all necessary hoses, clamps and hardware.

Cooling System Upgrade Kit#15804

2009 MUSTANG HARDWARE KIT

This kit includes new intake gaskets and necessary hardware for installing E-Force Supercharger system #1580 or #1585 on 2009 Mustang 4.6L engines.

Hardware Kit (for 2009 Ford Mustang GT).....#15805

2013-19 MUSTANG 8-RIB CONVERSION KIT

This 8-Rib Belt Drive Conversion Kit is for use with E-Force equipped 2013-2019 5.0L Mustangs. It enables the use of a wider, 8-Rib supercharger pulley instead of the standard 6-Rib design. The 8-Rib belt drive will allow customers to substantially increase boost levels by installing smaller 8-Rib supercharger pulleys. The larger belt contact area on the wider pulley will help eliminate belt slip prone to small-pulley, 6-Rib configurations. For use with 2.625" to 3.75" pulleys.

8-Rib Belt Drive Conversion Kit (for 2013-19 Ford Mustang GT) ●#15879

Important Installation Notes: Included 8-Rib water pump pulley is designed to fit on 2013-2019 Ford Mustang 5.0L engines with a 3-bolt water pump hub.



8-Rib Belt Drive Conversion Kit #15879



Stage 1 System #15832

Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2005-09	Ford Mustang	4.6L 3V	2300	466	439	●	#1580	#15800
2010	Ford Mustang	4.6L 3V	2300	466	439	●	#1582	#15890
2011-14	Ford Mustang	5.0L 4V	2300	559	503	●	#1588	#15880
2015-17	Ford Mustang	5.0L 4V	2650	690	588	●	#15838	#158380
2018-19	Ford Mustang	5.0L 4V	2650	623RW	510 RW	●	#15832	#158320
Stage 2 - Track Systems								
2005-09	Ford Mustang (complete)	4.6L 3V	2300	529	494	●	#15856	-
2005-09	Ford Mustang (upgrade)	4.6L 3V	2300	529	494	●	#15802	-
2011-14	Ford Mustang (complete)	5.0L 4V	2300	636	538	●	#15896	-
2011-14	Ford Mustang (upgrade)	5.0L 4V	2300	636	538	●	#15882	-
2015-17	Ford Mustang (complete)	5.0L 4V	2650	-	-	●	#15839	#158390
2015-17	Ford Mustang (upgrade)	5.0L 4V	2650	-	-	●	#15884	-
2018-19	Ford Mustang (complete)	5.0L 4V	2650	-	-	●	#15388	#153880
2018-19	Ford Mustang (upgrade)	5.0L 4V	2650	-	-	●	#15883	-
Stage 3 - Pro-Tuner Systems								
2005-09	Ford Mustang	4.6L 3V	2300	-	-	●	-	#1585
2010	Ford Mustang	4.6L 3V	2300	-	-	●	-	#1587
2011-14	Ford Mustang	5.0L 4V	2300	-	-	●	-	#1589
2015-19	Ford Mustang GT/GT350/Bullitt	5.0L/5.2L 4V	2650	-	-	●	-	#15899

Important Installation Notes: 2005-06 installations require the use of Cooling Upgrade Kit #15804 (sold separately). 2009 installations will require Hardware Kit #15805 (sold separately). Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting. Kit #15880 will fit BOSS Mustangs and will require custom tuning. #1580 will clear factory strut tower brace on Bullitt models.

Warranty Information: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain Warranty. Supercharger systems without tuners are not eligible for supplemental warranty.



103MM Mustang Throttle Body #38989

103MM FORD THROTTLE BODIES

These 103mm billet aluminum throttle bodies are intended for use with 2015-2019 Ford Mustang Modular Inlet Superchargers. Selection of #38988 or #38989 is required when purchasing Pro Tuner kit #15899 depending on model year application.

- 2015-17 Ford Mustang GT (analog) ●#38988
- 2018-19 Ford Mustang GT (digital) ●#38989

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



SUPERCHARGERS FORD TRUCKS

50 state legal
E.O. Number D-215-89
E.O. Number D-215-85

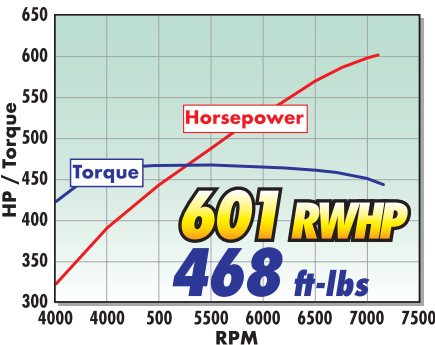


Stage 1 System #1557



IMPRESSIVE RESULTS FOR YOUR TRUCK AND SUV

Now you can bolt on an Edelbrock E-Force Supercharger system and boost the power in your 2004-19 Ford F-150. These E-Force Supercharger systems are specially designed for each application and will allow you to **boost your performance to impressive levels without changing the daily driving characteristics**. These systems feature long intake runners for maximum low-end torque making them ideal for towing and off-road performance applications.



Stage 1 System #15836 for 2009-10 F-150

Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2004-08	Ford F-150 2-Wheel Drive	5.4L 3V	2300	478	504	●	#1581	#15810
2009-10	Ford F-150 2-Wheel Drive	5.4L 3V	2300	478	504	●	#1583	#15830
2011-14	Ford F-150	5.0L 4V	2300	421RW	422RW	●	#1584	#15840
2015-17	Ford F-150	5.0L 4V	2650	533RW	482RW	●	#1557	#15570
2018	Ford F-150	5.0L 4V	2650	601RW	468RW	●	#15836	#158360
2019	Ford F-150	5.0L 4V	2650	-	-	●	#15812	#158120

Important Installation Note: Supercharger systems without tuners are not eligible for supplemental warranty. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting. Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain Warranty.

E-Force superchargers are manufactured in the USA for unsurpassed quality and performance



4-WHEEL DRIVE HARDWARE KIT

This accessory package relocates the oil filter to clear the front differential when installing an E-Force Supercharger system on 2004-14 4WD F-150 trucks.

Complete 4-Wheel Drive Accessory Kit#15834



Stage 1 System #1527



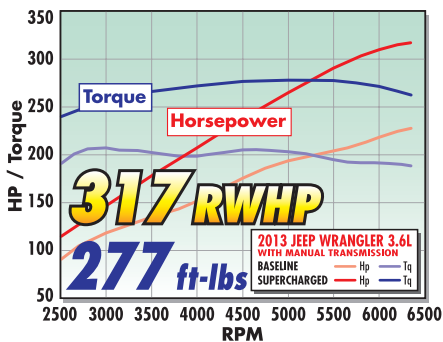
2012-18 JEEP WRANGLER

Now you can get the popular E-Force Supercharger for your Pentastar-equipped JK and JL! This E-Force Supercharger system is designed exclusively for the Pentastar 3.6L V6 engine to increase torque for improved towing and off-road performance when you need it the most, while retaining great daily driving manners. It has been designed from the ground up and utilizes the Eaton® 1320 TVS rotor assembly for maximum efficiency in a compact package. The manifold assembly also features a high capacity intercooler for reduced air temperature.

The Edelbrock E-Force Supercharger system is not just a performance upgrade, it also features great looks! The supercharger assembly is black powder coated for durability with machined highlights for a unique appearance that will give your engine compartment a distinct look.

UNIQUE E-FORCE FEATURES:

- Exclusive Edelbrock compact design fits under the stock hood
- Bolt-on installation - everything fits right out of the box
- Features Eaton Gen VI 1320 TVS® rotor assembly; the same high-quality rotors used by many OEM manufacturers
- 50-state emissions legal
- Self contained oil system with 100,000 mile service interval - no drilling or plumbing required
- Electronic ECM and TCM programming module, with application specific tuning
- Integrated bypass valve for minimal decrease in fuel economy
- Designed, cast and manufactured in the USA by Edelbrock



Stage 1 System #1527



Our supercharger assembly features a unique design that allows access to OEM oil filter for no hassle filter changes and a simplified installation.

Year	Model	Engine	Trans Type	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems									
2012-14	Jeep Wrangler JK	3.6L	Both	1320	317RW	277RW	●	#1527	#15270
2015-17	Jeep Wrangler JK	3.6L	Both	1320	317RW	277RW	●	#1528	#15270
2018	Jeep Wrangler JK	3.6L	Both	1320	317RW	277RW	●	#1528	#15270
2018	Jeep Wrangler JL	3.6L	Both	1320	-	-	●	#15284	#152840

Important Installation Note: #1528 will require the ECM and TCM to be sent into Edelbrock for modification. This is an 8-10 day process/waiting period from the time they are received. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems with tuner are eligible for our FREE 3-year/36,000-mile Limited Powertrain Warranty.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

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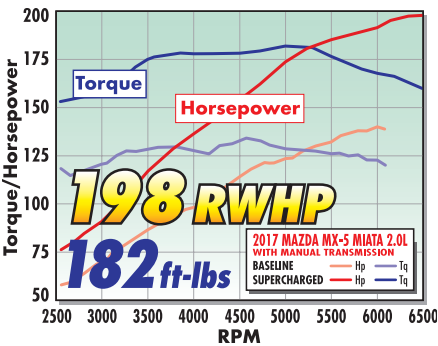


2016-18 MAZDA MX-5 MIATA

Now you can get the popular E-Force Supercharger for your MX-5 Miata. This E-Force Supercharger system is designed exclusively for the SKYACTIV® G 2.0L engine. Its unique design allows for maximum flow while retaining great daily driving characteristics. It has been designed from the ground up and utilizes the Eaton® R900 TVS rotor assembly for maximum efficiency in a compact package. Cooling the incoming air is a air-to-water intercooler and heat exchanger. **All these features help the E-Force deliver dramatically improved performance with a smooth linear power curve.** Lastly, the supercharger assembly is finished with a durable black powder coating for a unique look that will let everybody know your car is E-Force powered!

UNIQUE E-FORCE FEATURES:

- Increases horsepower by 41% and torque by 36% over stock
- Unique compact design fits under the stock hood
- Supplied with preformed hoses for ease of installation - no trimming needed
- Bolt-on installation - everything fits right out of the box with no cutting or welding needed
- Features Eaton Gen VI R900 TVS® rotor assembly; the same high-quality rotors used by many OEM manufacturers
- Self-contained oil system with 100,000-mile service interval (no drilling or plumbing required)
- Includes an EcuTek® ProECU Programming Kit
- Integrated bypass valve for minimal decrease in fuel economy
- 50-state emissions legal
- Available with a FREE 3-year 36,000 mile powertrain warranty



In dyno tests, E-Force system #1554 increased performance by 58 hp and 48 ft-lbs. to the rear wheels!



E-Force superchargers are manufactured in the USA for unsurpassed quality and performance



Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2016-18*	Mazda MX-5 Miata	2.0L	900	198RW	182RW	●	#1554	#15540

***CALL FOR AVAILABILITY ON 2019 MODELS.**

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting. **Available Warranty:** All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain Warranty.

SKYACTIV is a registered trademark of Mazda North American Operations



Stage 1 System #1556

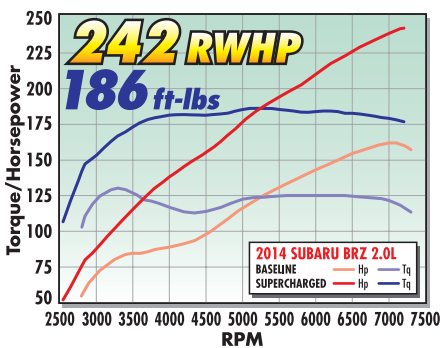


2013-17 SCION FR-S / SUBARU BRZ / TOYOTA 86

Now you can get the popular E-Force Supercharger for your 2.0L equipped FR-S, BRZ, or 86. This E-Force Supercharger system is designed exclusively for the FA20/4U-GSE engine. Its unique inverted design allows for maximum flow, while retaining great daily driving characteristics. It has been designed from the ground up and utilizes the Eaton® 1320 TVS rotor assembly for maximum efficiency in a compact package. As with all E-Force superchargers, this system features an efficient high-flow inlet configuration that results in a shorter, less restrictive intake path for improved air flow and performance. Cooling the incoming air is a large air-to-water intercooler and heat exchanger. All of these features help the E-Force deliver dramatically improved performance, especially in the mid-range, where power dips have been eliminated for a smooth linear power curve. Lastly, the supercharger assembly is finished with a durable black powder coating with red accents for a unique look that will let everybody know your car is E-Force powered!

UNIQUE E-FORCE FEATURES:

- High-flow air box and filter that allows for 2x more air flow
- Compact design fits under the stock hood
- Supplied with preformed hoses for ease of installation - no trimming needed
- Bolt-on installation - everything fits right out of the box with no cutting or welding needed
- Features Eaton Gen VI 1320 TVS® rotor assembly; the same high-quality rotors used by many OEM manufacturers
- Self-contained oil system with 100,000-mile service interval (no drilling or plumbing required)
- Includes an EcuTek® ProECU Programming Kit
- Integrated bypass valve for minimal decrease in fuel economy
- 50-state emissions legal
- Full color installation instructions



In dyno tests, E-Force system #1556 increased performance by 77 hp and 57 ft-lbs to the rear wheels!



E-Force superchargers are manufactured in the USA for unsurpassed quality and performance



Year	Model	Engine	TVS Series	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
Stage 1 - Street Systems								
2013-17*	Scion FR-S, Subaru BRZ & Toyota 86	2.0L	1320	242RW	186RW	●	#1556	#15560

***CALL FOR AVAILABILITY ON 2018-19 MODELS.**

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting. **Available Warranty:** All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile Limited Powertrain Warranty.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
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SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



SUPERCHARGERS UNIVERSAL



Edelbrock installed a Universal E-Force Supercharger System #1540 in Car Craft's 1965 El Camino test vehicle.



Universal System #15400



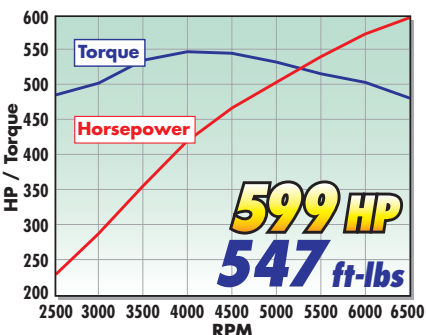
UNIVERSAL SYSTEMS FOR CHEVY, CHRYSLER, GM & FORD ENGINE SWAPS

Edelbrock has designed these universal supercharger systems for street rods and muscle cars with Chrysler HEMI, GM LS/LT1 and Ford Coyote engines. These supercharger systems are designed to deliver maximum low-end torque and great drivability. Edelbrock E-Force systems are designed to provide instant and reliable horsepower with low boost for minimum stress on the engine. **Its compact design fits under the stock hood on most applications** and complements the clean look of any engine compartment. These systems require the use of a universal heat exchanger (sold separately, see page 163 for listings). **Call for custom configurations.**

Block	Cylinder Head	Belt Offset	TVS Series	Emissions Code	Part No.
Universal Systems for GM LS/LT Engine Swap					
Gen III	LS Cathedral Port	Camaro/GTO (Gen IV 1998-02)	2300	●	#15450
Gen III	LS Cathedral Port	Corvette	2300	●	#15460
Gen III	LS Cathedral Port	Truck	2300	●	#15461
Gen IV	LS2 Cathedral Port	Camaro/GTO (Gen IV 1998-02)	2300	●	#15470
Gen IV	LS2 Cathedral Port	Truck (88mm Throttle Body)	2300	●	#15480
Gen IV	LS3/L92 Rectangular Port	Camaro/GTO (Gen IV 1998-02)	2300	●	#15420
Gen IV	LS3/L92 Rectangular Port	Camaro/GTO (Gen V 2010-12)	2300	●	#15410
Gen IV	LS3/L92 Rectangular Port	Corvette	2300	●	#15400
Gen IV	LS3/L92 Rectangular Port	Truck (88mm Throttle Body)	2300	●	#15430
Gen IV	LS7 Rectangular Port	Corvette	2300	●	#15490
Gen V	LT1 Rectangular Port	Corvette	2300	●	#15597
Universal Systems for Chrysler Engine Swap					
Gen III 5.7L	Stock	Stock	2650	●	#15347
Gen III 6.4L	Stock	Stock	2650	●	#15347
Universal Systems for Ford Coyote Engine Swap					
5.0L	Stock	Stock	2650	●	#15885



Important Note: Truck systems #15461, #15480 and #15430 will not fit under most car hoods.



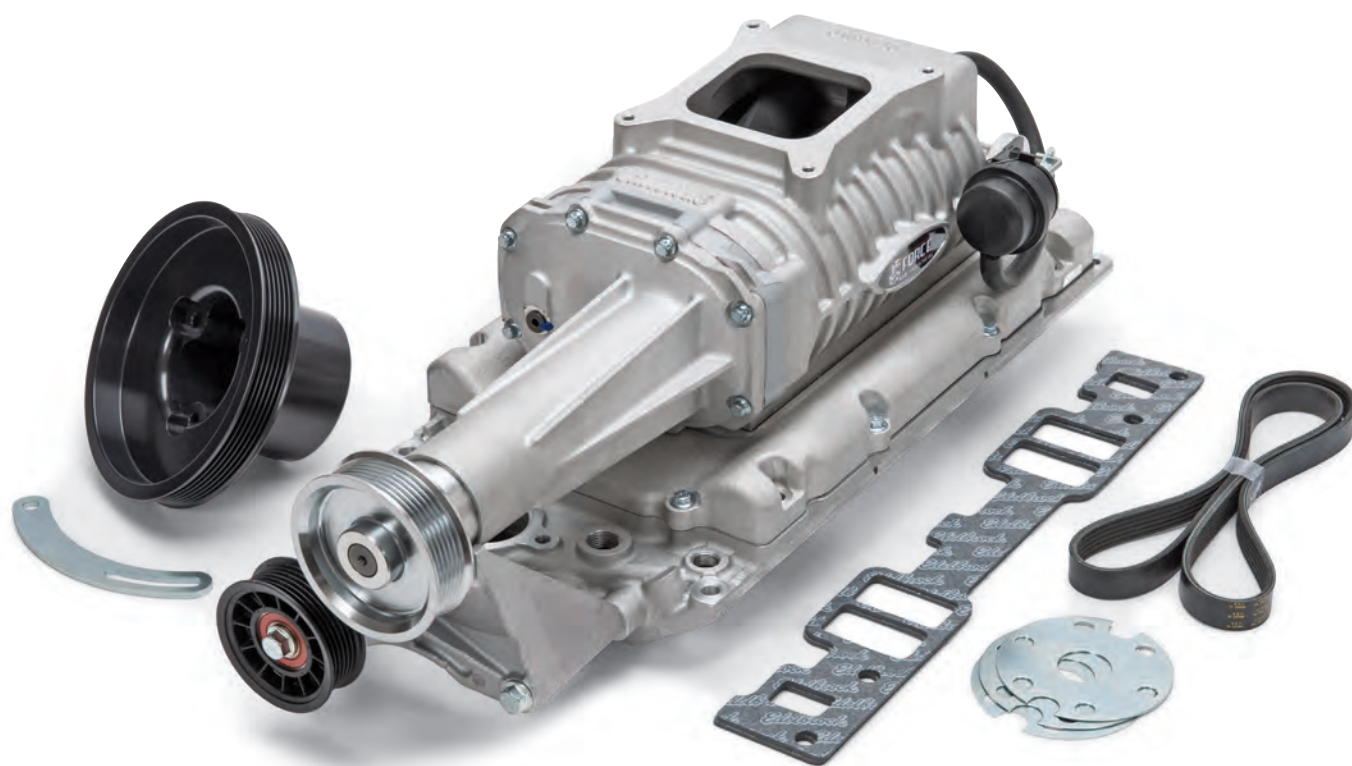
Universal E-Force System #15426



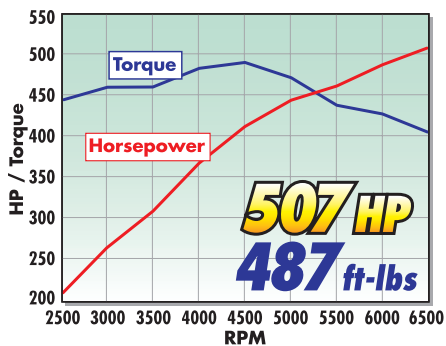
E-FORCE SYSTEMS FOR GM E-ROD® ENGINES

Edelbrock has designed these Universal E-Force supercharger systems for use with GM Performance's LC9 (#19258004) and LS3 (#19244805) E-Rod emissions-legal Gen IV small-block crate engines. These systems include all of the necessary components to increase the performance of these engines, while maintaining the E-Rod emissions-legal status. **These systems are ideal for use in 1995 and earlier vehicles and kit cars that require emissions testing.** The supercharger housing features 12" runners for maximum low-end torque and great drivability. E-Force systems are designed to provide instant and reliable horsepower with low boost for minimum stress on the engine. Its compact design fits under the stock hood on most applications. Will require the use of a universal heat exchanger (sold separately, see page 163). Includes a hand-held module for uploading the emissions-legal tune to the GM Parts Engine Control System. **These systems will require a fuel system with a consistent fuel flow of 60 psi to prevent engine damage.**

Engine	Belt Offset Type	HP	Torque (Ft.-lbs.)	Emissions Code	Part No.
GM E-Rod LC9 5.3L	Truck (88mm Throttle Body)	384	390	●	#15416
GM E-Rod LS3 6.2L	Corvette	599	547	●	#15426



E-Force 122 #1552



E-FORCE 122 SUPERCHARGER BACK BY POPULAR DEMAND

We first launched this E-Force supercharger system back in 2007 and it was one of our best sellers. Unfortunately, it was discontinued...but now it's back and even better than before! The E-Force 122 Supercharger Kit is a positive-displacement supercharger that is capable of producing 500+ horsepower on a small-block Chevy engine. This system utilizes the Eaton® H122 rotor assembly for maximum efficiency in a compact package. The compact design fits under the hood of most muscle car and street rod applications. Testing resulted in a peak output of 507 horsepower and 487 ft-lbs of torque @ 5 psi on a 350 c.i.d. engine with 9.5:1 compression. The E-Force 122 is designed for use with factory-style belt and pulley configurations and will require the use of a long-style water pump. It will not work with aftermarket serpentine pulley systems. Each E-Force 122 kit includes the supercharger assembly with Eaton internals, intake manifold, drive pulleys, belt, gaskets and all necessary items for ease of installation. A carburetor is not included in this kit, so you'll be able to use a square-bore style carb of your choice.

EXCITING NEW FEATURES:

- Includes an Internal Bypass Valve that virtually eliminates parasitic loss under part throttle and deceleration, requiring less than 1/3 horsepower at 60 mph cruise
- Easy-to-follow installation manual with no fabrication or special tools required
- Self-contained oiling system with 100,000-mile service interval (no drilling or plumbing required)



Match with an Edelbrock AVS2 carburetor for great performance, see page 9.

E-Force superchargers are manufactured in the USA for unsurpassed quality and performance



Application	Cylinder Head Type	Eaton Rotor Series	Emissions Code	Part No.
1957-86 Small-Block Chevrolet	Conventional	H122	●●	#1551
1996-Later Small-Block Chevrolet	E-Tec, Vortec	H122	●	#1552

Important Installation Notes: These Edelbrock E-Force Superchargers are intended for 302-400 c.i.d. Small-Block Chevrolets equipped with long water pumps and stock style bracketry. It's designed to utilize the factory accessory drive belts, in conjunction with the secondary 6-rib supercharger pulley drive system. Manifold height: A-8.50", B-9.75"; Carb pad height: 9.125", Carb height: 3.25".

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

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UNIVERSAL HEAT EXCHANGERS

Edelbrock offers a wide selection of Universal Heat Exchangers to work with the E-Force Universal or Enforcer Supercharger system. These heat exchangers offer reliability and durable construction for high performance street applications. Each heat exchanger includes a 3/4" barbed inlet and outlet for plumbing, along with M6x1.0 threaded bungs for mounting (except #15568 & #15549 which have brackets).

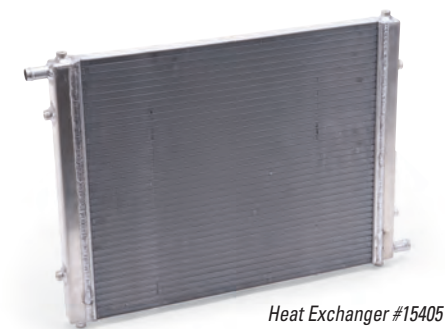
Construction / Design Type	btu/hr.	Dimensions			Threaded Bungs	Emissions Code	Part No.
		Width	Height	Depth			
Dual Pass / Single Row	55,000	34"	14"	2.25"	4	●●	#15408
Single Pass / Two Row	22,000	26.5"	5"	2.62"	6	●●	#15406
Dual Pass / Single Row	44,600	24"	16.5"	2.12"	4	●●	#15569
Single Pass / Single Row	31,000	22"	16.5"	1.5"	8	●●	#15405
Dual Pass / Single Row	27,360	20"	10.75"	2.12"	—	●●	#15568
Dual Pass / Single Row	20,500	20"	8"	2"	—	●●	#15549
Dual Pass / Single Row	26,700	17"	11"	2"	4	●●	#15409
Single Pass / Single Row	22,000	16"	16"	1.5"	6	●●	#15407



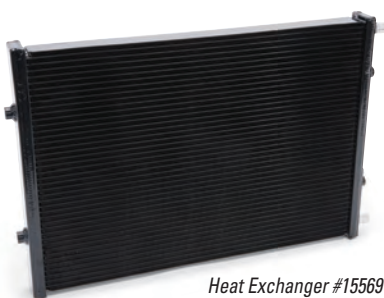
Heat Exchanger #15408



Heat Exchanger #15406



Heat Exchanger #15405



Heat Exchanger #15569



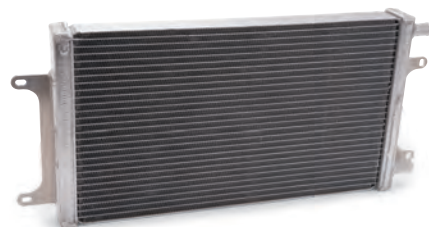
Heat Exchanger #15407



Exchanger #15549



Exchanger #15409



Heat Exchanger #15568

FUEL INJECTORS

Edelbrock has a complete selection of fuel injectors that are the perfect accessory for our Stage 3 supercharger systems. Edelbrock fuel injector flow rates are at 300 Kpa or 43.5 psi.



41 lb/hr Fuel Injectors #15807



60 lb/hr Compact Fuel Injectors #15903



Fuel Injector Adapters #15904

lb/hr	Body Style (Length)	Connector Style	Kit Supplied In	For Use With	Spray	Emissions Code	Part No.
41	Long (60 mm)	USCAR	#1580, #1581, #1582, #1583	#1585, #1587	Dual	●	#15807
46	Medium (48 mm)	USCAR	#1530, #1532, #1534, #1535, #1536, #1538	#1531, #1533, #1537	Cone	●	#15909
52	Compact (38 mm)	USCAR	#1574, #1575, #1590, #1591, #1593, #1594, #1597, #1598	#1576, #1592, #1596, #1599	Offset Cone	●	#15907
60	Compact (48 mm)	Minitimer	#1572, #1540, #1521, #1523	#1573, #1576, #1586, #1592, #1595, #1596, #1599, #15997, #1520, #1522	Cone	●	#15903
60	Long (60 mm)	Minitimer	—	#1585, #1587, #1589	Cone	●	#3686

Important Installation Notes: Injector length is measured from o-ring to o-ring.

Fuel Injector Adapter (Set of 8)#15904
Required for use with minitimer injectors on vehicles originally equipped with USCAR injectors.



E-Force Competition Air Intake System #15988

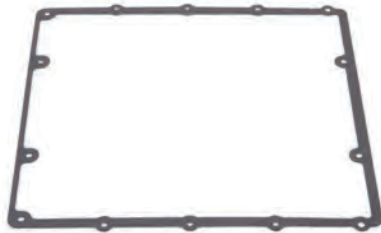


MAF Sensor Kit #15401

Conical Air Filter #15403



Pro-Charge Cleaning Kit #43600



Replacement Lid Gasket #7397



E-Force Fuel Rail Kit #3623

E-FORCE COMPETITION AIR INTAKE KITS

E-Force Competition Air Intake kits provide the increased air flow needed for racing applications. They include a high flow Mass Air Flow Sensor (on some applications), reusable open-element filter, plastic shroud and all necessary hardware for installation. Mustang GT kits include a 7" long, reusable, open-element filter and a plastic intake shroud. Camaro kit utilizes a 9" long, reusable, open-element filter and plastic intake shroud. Kit #15803 is intended for use when upgrading from system #1580, which already includes a sensor. **These kits are for competition use only.**

Year	Model	Emissions Code	Part No.
2010-14	Camaro SS (Uses factory MAF sensor)	●	#15988
2005-09	Mustang GT (without MAF sensor)	●	#15803
2005-09	Mustang GT	●	#15808
2010	Mustang GT	●	#15828
2011-14	Mustang GT	●	#15898

MAF SENSOR KITS

Edelbrock's high flow Mass Air Flow Sensor (MAFS) for GM and Ford applications are the perfect upgrade for any MAFS-equipped vehicle with performance upgrades that have elevated air flow above the range of the stock sensor. The Ford sensor #15402 increases the air flow to 113 lbs. per minute. Both kits utilize a large 95mm venturi style housing that reduces air flow restriction and improves the overall horsepower potential. These sensors feature an injection molded housing for OEM level precision with a modern blade-style element for the latest in technology and easy installation on newer vehicles. Match these kits with our conical air filters for the optimal air flow performance upgrade.

- Mass Air Flow Sensor Kit for GM Universal Applications ●#15401
- Mass Air Flow Sensor Kit for Ford Universal Applications ●#15402

REPLACEMENT CONICAL AIR FILTER

These replacement air filters will work with Edelbrock E-Force Competition Air Intake Kits as well as other aftermarket cold air intake systems. Available in 7" or 9" length with a 6" inlet diameter. Both air filters are washable and reusable.

- 7" Universal Replacement Conical Air Filter ●#15403
- 9" Universal Replacement Conical Air Filter ●#15404

PRO-CHARGE™ AIR FILTER CLEANING KIT

The Edelbrock Pro-Charge Air Filter cleaning kit is the ideal formula for keeping performance at its best. Designed for use with any oil-based air filter element and available in a complete kit or individually.

- Pro-Charge™ Air Filter Cleaning Kit (includes #43601 & #43602).....#43600
- Air Filter Cleaner (10.14 oz)#43601
- Air Filter Oil (10.14 oz)#43602

REPLACEMENT LID GASKET

Replacement Gasket #7397 is for the E-Force supercharger lid cover. Will fit the following applications: Camaro systems #1562, #1563, #1596, #1597, #1598, #1599, #15960, #15990; Corvette systems #1572, #1573, #1574, #1575, #1576, #1590, #1591, #1592, #1593, #1594, #1595; Truck/SUV systems #1564, #1567, #1577, #1578, #1579. Chrysler HEMI Replacement Intake Manifold Gasket #7250 is for use with E-Force systems #1532, #1533, #1534, #1535 and #1534.

- E-Force Supercharger Lid Replacement Gasket.....#7397
- Chrysler HEMI Intake Manifold Gasket#7250

E-FORCE FUEL RAILS FOR 2005-10 MUSTANGS

These fuel rails are designed for use with our 2005-10 Ford Mustang 4.6L 3V E-Force Supercharger competition systems. These high-capacity fuel rails are made from extruded aluminum and feature -6 AN ends for increased flow to support the demands of high horsepower applications. They also include positioning brackets to secure the injector in the ideal position for optimum performance. Kit contains fuel rails, fuel hoses, fittings, mounting brackets and all of the necessary hardware needed for installation.

- E-Force Fuel Rail Kit for 2005-10 Ford Mustang (4.6L 3V) ●#3623

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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Harmonic Damper #15819

15% OVERDRIVE DAMPER FOR 5.0L COYOTE

This is an overdrive damper for the Ford 5.0L Coyote engine. It features a 7.75" diameter 8-rib design that delivers maximum traction and stability in supercharged applications. Can also be used with 6-rib applications. It's an ideal solution for any supercharged application where a smaller pulley is not an option. This is the same damper used on our E-Force Coyote crate engine. This damper is **SFI approved** and recommended for supercharged applications only.

Harmonic Damper for Ford 5.0L Coyote Engines (7.75" diameter) ●#15819



8-Rib Belt Drive Conversion Kit #15879

2013-19 MUSTANG 8-RIB CONVERSION KIT

This 8-Rib Belt Drive Conversion Kit is for use with E-Force equipped 2013-2019 5.0L Mustangs. It enables the use of a wider, 8-rib supercharger pulley instead of the standard 6-rib design. The 8-rib belt drive will allow customers to substantially increase boost levels by installing smaller 8-rib supercharger pulleys. The larger belt contact area on the wider pulley will help eliminate belt slip prone to small pulley, 6-rib configurations. For use with 2.625" to 3.75" pulleys.

8-Rib Belt Drive Conversion Kit (for 2013-19 Ford Mustang GT) ●#15879

Important Installation Notes: Included 8-rib water pump pulley is designed to fit on 2013-2019 Ford Mustang 5.0L engines with a 3-bolt water pump hub.



Overdrive Crank Pulley #15815

15% OVERDRIVE CRANK PULLEY FOR E-FORCE EQUIPPED 2014-17 CORVETTE

This overdrive crank pulley is for use with a 2014-17 Corvette Stingray with an Edelbrock E-Force Supercharger system installed. It features an 8.7" diameter 10-rib secondary and stock diameter primary drive that delivers maximum traction and stability in supercharged applications. It's an ideal solution when a smaller pulley is not an option. **This crank pulley is for use with Edelbrock C7 Corvette E-Force Supercharger systems only.**

Overdrive Crank Pulley for C7 Corvette E-Force Supercharger Systems (8.7") ●#15815



Harmonic Damper #15709

REPLACEMENT HARMONIC DAMPERS FOR E-FORCE EQUIPPED 2014-15 CORVETTE

These replacement dampers are for use with 2014-15 C7 Corvette Stingrays equipped with an E-Force supercharger system. They are the same dampers that are supplied with all E-Force Corvette Stingray Supercharger systems. Damper #15709 can be use to convert a wet sump oil system to a dry sump system and #15719 can be used to convert a dry sump oil system to a wet sump oil system. Includes damper and bolt.

Harmonic Damper for 2014-15 Chevrolet Corvette Z51 (Dry Sump)#15709

Harmonic Damper for 2014-15 Chevrolet Corvette Base Model (Wet Sump)#15719



6-Rib Pulleys

PULLEYS

Are you ready to fine-tune the airflow and performance of your E-Force supercharger system? Whether you're running one of our low-profile underhood systems or our E-Force 122, our high-performance replacement pulleys will allow you to spin your supercharger faster or slower depending on your boost needs. Edelbrock supercharger pulleys are available with a durable black hard-anodized or a high-quality polished mirror finish to match your setup.



10-Rib Pulleys

Size	Emissions Code	6-Rib		10-Rib	
		Black	Black	Black	Polished
2.625"	●	#15814	#15870	—	#15858
2.750"	●	#15823	#15871	#15855	#15854
3.00"	●	#15822	#15872	#15853	#15852
3.250"	●	#15821	#15873	#15851	#15850
3.500"	●	#15820	#15813	#15829	#15849
3.750"	●	#15825	#15831	#15844	#15848
3.875"	●	#15824	—	#15827	#15847
4.000"	●	—	—	#15843	#15846
4.125"	●	#15826	—	#15842	#15845



Dry Sump Accessory Kit #15905

DRY SUMP ACCESSORY KIT

This kit includes everything needed to install E-Force Supercharger systems #1590 and #1591 on a 2010-13 Corvette Grand Sport equipped with a dry sump oiling system. For use with manual transmission models only. **Not required for use with #1574 and #1575.**

Dry Sump Accessory Kit#15905



Belt Tensioner Brace #15806

BELT TENSIONER BRACE

This belt tensioner brace is intended for use on 2005-10 Mustangs, 2004-10 F-150 trucks and 2007-13 Ford SUVs with an aftermarket supercharger installed. The stock belt tensioner is cast aluminum and has been known to bend and even break under extreme driving. The Edelbrock Steel Belt Tensioner Brace is an inexpensive solution to this common problem. It simply bolts on to your stock tensioner and prevents any deflection of the cast arm. Already included with E-Force supercharger systems #1580, #1581, #1582, #1583, #1585 and #1587.

Steel Belt Tensioner Brace#15806



Tensioner Upgrade Kit #15035

TENSIONER UPGRADE KITS FOR GM SUPERCHARGER SYSTEMS

Tensioner Upgrade Kits are engineered to handle the increased belt stress encountered in high horsepower E-Force applications. They are an upgrade for any Edelbrock supercharger system produced prior to February 2013 and are now included on all systems thereafter. Kit includes tensioner, tensioner mounting bracket, Gatorback drive belt (except #15039 and #15032) and hardware.

Tensioner Upgrade for	Part No.
#1597	#15028
#1598	#15029
#1596, #1599 & #15997	#15032
#1574, #1590 & #1593	#15034
#1572, #1575, #1591 & #1594	#15035
#1573, #1576, #1592 & #1595	#15039

ALUMINUM COIL/SIDE COVERS

Dress up your competition kit with these coil covers that are included with the E-Force complete supercharger systems.



Aluminum Side Covers #41133

Year	Model	Part No.
2005-10	Mustang GT 4.6L	#41133
2015-17	Mustang GT 5.0L	#41137
2018-19	Mustang GT 5.0L	#41149
2005-13	Corvette	#41123
2010-13	Corvette Grand Sport with Dry Sump (LS3) & Z06 (LS7)	#41103
2014-19	Corvette and Camaro SS	#41124
2010-15	Camaro SS	#41143
2010-13	Camaro SS	#41142
2005-10	Chrysler HEMI	#41113
2011-14	Chrysler HEMI	#41114
2015-19	Chrysler HEMI with DP-3C E-Force System	#41139



Aluminum Side Covers #41124



Aluminum Side Covers #41143



Aluminum Side Covers #41142



Aluminum Side Covers #41113

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



BLUETOOTH CONNECTIVITY
CONNECT TO THE ENGINE CONTROL UNIT
WITH YOUR ANDROID PHONE OR TABLET

Pro-Flo 4 EFI System #35760

PRO-FLO[®] 4
ELECTRONIC
FUEL INJECTION



Advanced Ignition Timing Control Features

PRO-FLO 4 SYSTEMS INCLUDE:

- Fully Assembled Intake Manifold with Air Valve, Fuel Rails and Injectors
- Engine Control Unit
- 7" Touch Screen Tablet
- Fully Terminated High-Quality Wiring Harness
- E-Tuner Application for Setup, Calibration, Adjustments and Engine Monitoring
- Wide Band Oxygen Sensor
- Distributor
- Gaskets and Hardware
- Installation Instructions

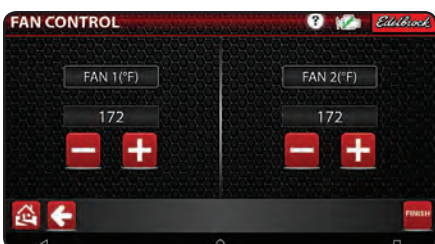
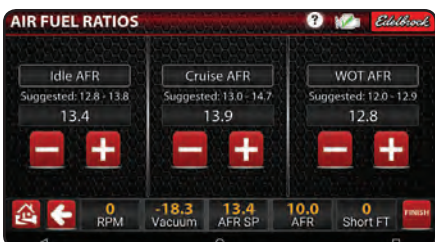
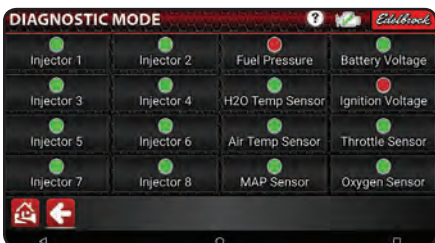


The Edelbrock Pro-Flo 4 EFI system include an easy-to-use 7" Android touch screen tablet for setup and monitoring engine functions

FEATURES & BENEFITS INCLUDE

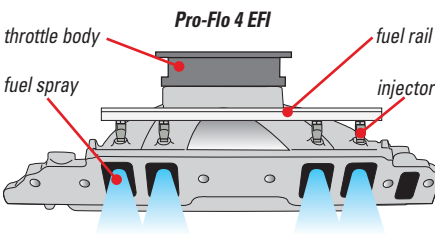
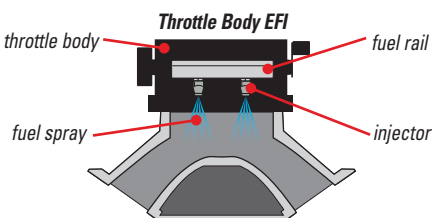
- Easy to use self-learning system that will continually improve engine performance as the vehicle is driven and compensate for altitude and weather changes
- Fully sequential port fuel injection system that delivers superior distribution, smoother idle, great throttle response, improved peak power and the potential for improved fuel economy
- Plug and play out of the box with pre-loaded calibrations. No laptop or tuning experience required
- No complicated laptop calibrating or costly dyno sessions necessary
- Now available for Gen III and Gen IV 24x and 58x LS applications (cable driven throttle applications only)
- Supports up to 825 horsepower
- Multiple high-impedance fuel injector options...
 - 29 lb/hr that support up to 450 hp
 - 35 lb/hr that support up to 550 hp
 - 42 lb/hr that support up to 675 hp
 - 60 lb/hr that support 825+ hp
- Fully terminated high-quality harnesses manufactured in the USA with clearly labeled connections to ensure a hassle-free installation
- Instantly adjust your ignition curve specifically for your engine configuration, eliminating the hassle, complexity and limitations of standard distributor advance mechanism
- Industry-leading dedicated support staff available to answer your questions – online EFI Tech forum available 24/7
- All new low-profile compact weather-resistant ECU integrates the latest CPU micro-controller and intelligent sensors, providing the latest in engine control technology
- All kits include a plug-and-play distributor designed to work specifically with Pro-Flo 4. No complicated distributor conversions, rotor phasing, CDI box or added expense of purchasing a distributor
- High-quality performance intake manifold designed, cast and machined in the USA
- Your choice of an Edelbrock single-plane intake manifold with 1000 cfm 4150-style throttle body or the Pro-Flo XT intake with single front mount 1100 cfm 90mm throttle body
- Return-style fuel system or Universal Fuel Sump system (sold separately)
- Rail-Mounted Fuel Pressure Regulator #17400 for return-style fuel systems (sold separately)

AVAILABLE FOR POPULAR CHEVROLET, LS, CHRYSLER, FORD AND PONTIAC APPLICATIONS, SEE PAGES 169-171



E-TUNER 4 APP FEATURES INCLUDE

- Simple intuitive touch screen interface
- Easy-to-use 5-step setup wizard with on-screen help to assist you
- Pre-loaded with over 80 base calibrations tested and dyno proven at the Edelbrock R&D facility
- Wireless Bluetooth connectivity gives you the versatility to make adjustments while in front of the engine bay observing EFI vitals or from inside the vehicle
- Multiple gauge display, for monitoring engine performance
- Allows for on-the-fly tuning
- Diagnostic functions that provide easy sensor and injector status during troubleshooting
- Flexible ECU settings page allows for calibration, firmware modifiers and file back-ups
- Pro-Flo 4 is capable of standalone function, the E-Tuner 4 App is only required for setup and basic adjustments and is not necessary for everyday use
- Include a 7" Android tablet with the E-Tuner 4 App pre-installed and paired with ECU, providing a seamless out-of-the-box experience
- Advanced calibration features including the ability to adjust:
 - Air-Fuel Ratio Set Points
 - Acceleration Fuel
 - Fuel Modifiers (Allows manual adjustment to base fuel map)
 - Idle Speed
 - Cold Start Enrichment
 - Crank Fuel
 - Rev Limiter
 - Self Learning Settings
 - Spark Advance
 - Control Up To Two Cooling Fans
- Compatible with most Android smart phones and tablets
- E-Tuner App is available FREE from Google Play Store
- Will automatically send notifications when software updates are available and new features are released



Our Intake Manifolds are manufactured in the USA for unsurpassed quality.

DON'T WASTE YOUR TIME WITH THROTTLE BODY EFI FROM 1995! WHY PRO-FLO 4 IS BETTER THAN THROTTLE BODY EFI

Throttle Body style EFI systems (TBI) feature fuel rails and injectors mounted directly to a throttle body. This design delivers the fuel into the air flow stream in the plenum similar to a carburetor. It's the most universal type of EFI system, but it's not ideal for high-performance engines. Mixing fuel this way allows for it to puddle and condense in the plenum of the intake manifold, a recipe for hard cold starts. Another drawback is the delayed throttle response since the fuel must travel through the intake manifold to the combustion chamber. This can also cause the air/fuel mixture to separate as it flows to the cylinders, resulting in an uneven mixture between cylinders. Typically with TBI, the center cylinders run slightly richer than the outer cylinders, hindering tuning for peak fuel economy and peak performance. The OEMs utilized throttle body style injection for 9 years before transitioning to sequential port fuel injection for improved drivability and efficiency.

Pro-Flo 4 EFI systems feature a high-performance Edelbrock intake manifold with a 1,000 cfm throttle body, fuel rails and individual injectors for each cylinder. Key to the improved performance of a system like this is the fuel injector location, which is at the end of each runner on the intake manifold right before the airflow stream enters the combustion chamber. This location provides a more efficient mixture control that's unaffected by varying intake manifold runner temperatures and length. The fuel injector is also timed with the intake valve opening, giving the ultimate control and is the most efficient way to deliver fuel into your engine. This design produces the best fuel atomization and precise distribution to each cylinder for ultimate performance.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



Pro-Flo 4 Kit #35780



Pro-Flo 4 Kit #35860

SYSTEMS WITH A TRADITIONAL INTAKE MANIFOLD & 4150-STYLE THROTTLE BODY

Application Description	Max HP Rating	Injector Size	7" Tablet Included	Emissions Code	Satin Finish
SMALL-BLOCK CHEVROLET					
1986 and earlier with standard cylinder heads	450	29 lb/hr	Yes	●●	#35760
1986 and earlier with standard cylinder heads	550	35 lb/hr	Yes	●●	#35770
1986 and earlier with standard cylinder heads	675	42 lb/hr	Yes	●●	#35690
With Vortec or E-Tec cylinder heads	450	29 lb/hr	Yes	●	#35780
LS CHEVROLET					
Gen III & IV with cathedral port cylinder heads	450	29 lb/hr	Yes	●●	#35700
Gen III & IV with cathedral port cylinder heads	550	35 lb/hr	Yes	●●	#35710
Gen III & IV with rectangular port cylinder heads	550	35 lb/hr	Yes	●●	#35740
Gen III & IV with rectangular port cylinder heads	675	42 lb/hr	Yes	●●	#35750
BIG-BLOCK CHEVROLET					
1965-Later Mark IV and Gen V/VI 396-502 with large oval port cylinder heads	550	35 lb/hr	Yes	●●	#35830
1965-Later Mark IV and Gen V/VI 396-502 with large oval port cylinder heads	825	60 lb/hr	Yes	●●	#35840
1965-Later Mark IV and Gen V/VI 396-502 with rectangular port cylinder heads	550	35 lb/hr	Yes	●●●	#35850
1965-Later Mark IV and Gen V/VI 396-502 with rectangular port cylinder heads	825	60 lb/hr	Yes	●●●	#35860

Installation Notes: These systems require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately. **LS kits will require a supplemental harness kit which is sold separately. 24(x) retractor applications will require Supplemental Harness Kit #35713 and 58(x) retractor applications will require #35714. #35760/#35770 manifold height: 4.58". #35780 Manifold height: 4.58". #35700/#35710 manifold height: 4.95". #35740/#35750 manifold height: 7.40". #35830/#35840 manifold height: 5.90". #35850/#35860 manifold height: 5.90", see website manifold reference dimensions. Throttle body height: 2.25"**



Pro-Flo 4 Kit #35860



Pro-Flo 4 Kit #35900



Pro-Flo 4 Kit #35910

SYSTEMS WITH A TRADITIONAL INTAKE MANIFOLD & 4150-STYLE THROTTLE BODY

Application Description	Max HP Rating	Injector Size	7" Tablet Included	Emissions Code	Satin Finish
CHRYSLER					
318-340-360	550	35 lb/hr	Yes	●●	#35900
413-426-440	550	35 lb/hr	Yes	●●	#35910
426-572 Gen II HEMI (Dual-Quad system that includes two throttle bodies)	825	60 lb/hr	Yes	●●	#35670
FORD					
289-302-347	450	29 lb/hr	Yes	●●	#35930
289-302-347	550	35 lb/hr	Yes	●●	#35940
351W	550	35 lb/hr	Yes	●●	#35950
390-428 FE	550	35 lb/hr	Yes	●●	#35960
429/460	675	42 lb/hr	Yes	●●	#35680
PONTIAC					
326-455 (except Ram Air V and 265/301 V8's)	450	29 lb/hr	Yes	●●	#35970
326-455 (except Ram Air V and 265/301 V8's)	550	35 lb/hr	Yes	●●	#35980

Installation Notes: These systems require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately. #35900 will only work on 318 CID engines when using 340-360 cylinder heads. #35900 manifold height: 6.30". #35910 manifold height: 6.10". #35670 manifold height: 5.10". #35680 manifold height: 4.25". #35930/#35940 manifold height: 5.50". #35950 manifold height: 6.25". #35960 manifold height: 6.49". #35860 manifold height: 5.90". #35970/#35980 manifold height: 6.60", see website manifold reference dimensions.



Pro-Flo 4 Kit #35930



Pro-Flo 4 Kit #35960



Pro-Flo 4 Kit #35970

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



EFI SYSTEMS PRO-FLO 4

PRO-FLO[®] 4 ELECTRONIC FUEL INJECTION



Pro-Flo 4 Kit #35790 with Pro-Flo XT Intake

SYSTEMS WITH A PRO-FLO XT INTAKE MANIFOLD & 90MM THROTTLE BODY

Application Description	Max HP Rating	Injector Size	7" Tablet Included	Emissions Code	Satin Finish	Black Finish
SMALL-BLOCK CHEVROLET						
1986 and earlier with standard cylinder heads	450	29 lb/hr	Yes	●●	#35790	#35793
1986 and earlier with standard cylinder heads	550	35 lb/hr	Yes	●●	#35810	#35813
With Vortec or E-Tec cylinder heads	450	29 lb/hr	Yes	●	#35820	#35823
LS CHEVROLET						
Gen III & IV with cathedral port cylinder heads	450	29 lb/hr	Yes	●●	#35720	#35723
Gen III & IV with cathedral port cylinder heads	550	35 lb/hr	Yes	●●	#35730	#35733
Gen III & IV with rectangular port cylinder heads	550	35 lb/hr	Yes	●●	#35990	#35993
Gen III & IV with rectangular port cylinder heads	675	42 lb/hr	Yes	●●	#35890	#35893
BIG-BLOCK CHEVROLET						
1965-Later Mark IV and Gen V/VI 396-502 with rect-port cylinder heads	550	35 lb/hr	Yes	●●●	#35870	#35873
1965-Later Mark IV and Gen V/VI 396-502 with rect-port cylinder heads	825	60 lb/hr	Yes	●●●	#35880	#35883
CHRYSLER						
413-426-440	550	35 lb/hr	Yes	●●●	#35920	#35923

Installation Notes: These systems require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately. **LS kits will require a supplemental harness kit which is sold separately. 24(x) reductor applications will require Supplemental Harness Kit #35713 and 58(x) reductor applications will require #35714.** #35790/#35810/#35820 Manifold height: A-9.2", B-8.4", C-16.9", D-2.1", E-0"; #35720/#35730 Manifold height: A-10.2", B-10.0", C-16.9", D-3.2", E-15"; #35870/#35880 Manifold height: A-9.8", B-10.0", C-17.8", D-0.0", E-10"; #35920 Manifold height: A-9.7", B-9.6", C-15.9", D-4.0", E-15"; see website manifold reference dimensions.

SUPPLEMENTAL LS HARNESS KITS

REQUIRED FOR PRO-FLO 4 LS APPLICATIONS - NOT INCLUDED IN LS KITS

Edelbrock Supplemental LS Harness Kits are required when installing a Pro-Flo 4 EFI system on an LS engine. These harness kits connect into the Pro-Flo 4 main harness connector labeled Coils/IAC. Each harness has connections for Coil Pack Sub Harnesses, Crank Sensor, Cam Sensor and Stepper IAC Motor.

- #35713 is specifically for Gen III 24x applications where the Crank Sensor is located at rear of block behind starter and the Camshaft sensor is located at rear of block on top
- #35714 is specifically for Gen IV 58x applications where the Crank Sensor is located at rear of block behind starter and the Camshaft Sensor is located in front cover

Pro-Flo 4 Supplemental Harness Kit for Chevrolet Gen III Engines.....#35713
 Pro-Flo 4 Supplemental Harness Kit for Chevrolet Gen IV Engines.....#35714





Pro-Flo 4 ECU & Harness Kit #35711

PRO-FLO[®] 4

ELECTRONIC FUEL INJECTION



The Edelbrock 1972 Chevy "Gold Member" wagon features an Edelbrock LS416 crate engine and was used by our R&D team for Pro-Flo 4 EFI development.

LS ECU & HARNESS KITS - READY TO SHIP!

If you're swapping a Gen III or Gen IV Chevy LS engine into a hot rod, street machine or off-road vehicle and want to retain the LS engine's OEM EFI components, the new Pro-Flo 4 LS ECU & Harness Kit is what you'll need to complete the installation and get your car up and running with minimal cost, complications or effort. **These kits are an economical solution designed specifically for Gen III LS engines with a 24x reluctor (Kit #35711) and the Gen IV LS engine with a 58x reluctor (Kit #35712) using cable throttle bodies.**

This easy-to-use engine management system takes the place of the factory ECU and wiring harness. It plugs directly into your existing LS manifolds sensors, injectors, and coil packs for a simplified installation, start-up and tuning processes. This kit is the perfect solution for those "junkyard" LS engine swaps where the factory ECU and wiring harness may be missing, damaged or require costly modifications.

What makes the Pro-Flo 4 LS ECU & Harness Kit so unique is the user friendly Edelbrock E-Tuner 4 Android Tablet App, which eliminates the need for laptop tuning or costly dyno sessions. E-Tuner 4 uses wireless Bluetooth connectivity to communicate with the ECU and comes pre-installed on a 7" tablet included in the kit. A Setup Wizard guides you through initial programming, and once you provide some basic data (type of engine, cubic inches, firing order, cam profile), the E-Tuner 4 app then selects and loads the most appropriate base calibration for your engine. **As you drive the vehicle, the Pro Flo 4's self-learning ECU continually maximizes the fuel calibration for your engine configuration, so your vehicle is always performing at its best.**

PRO-FLO 4 LS ECU & HARNESS KIT FEATURES:

- Plug-and-play ECU and harness kit for Gen III (Kit #35711) or Gen IV (Kit #35712) LS engine
- Perfect for budget LS engine swaps where a simple and affordable engine EFI system is desired
- ECU and Harness kits can also be used to control high-performance LS builds up to 825 HP
- Includes ECU, wiring harness with EVI or Multec (truck) Injector connectors, Bosch O2 sensor, user-friendly Android-based calibration tablet
- Compatible only with cable-driven throttle bodies
- Designed and manufactured in the USA



Pro-Flo 4 EFI system include an easy-to-use 7" Android touch screen tablet for setup and monitoring engine functions



LS Chevrolet Gen III ECU & Harness Kit with Tablet

(for use with 24x reluctor crank trigger) ●●.....#35711

LS Chevrolet Gen IV ECU & Harness Kit with Tablet

(for use with 58x reluctor crank trigger) ●●.....#35712

Installation Notes: Gen III (24x) applications can be recognized by the rear-mounted cam position sensor which is black in color, while Gen IV (58x) cam sensor is mounted in the timing cover and is gray in color. **Not for use with drive-by-wire applications. Does not include transmission control.**

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

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Return-Style Fuel Kit #3604

RETURN-STYLE EFI FUEL KIT

These kits includes everything needed to upgrade a carbureted fuel system to a high pressure EFI system, excluding the fuel tank. These return-style kits will complete the fuel system loop by returning unused fuel to the tank. Each kit includes a high pressure EFI fuel pump, regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets and hardware. These kits are ideal for use with Edelbrock E-Street 2, Pro-Flo 3 and Pro-Flo 4 EFI systems, as well as many popular aftermarket EFI systems.

Kit #3604 features fuel regulator #1729 that is adjustable from 35-90 psi. Kits #3651/#3653 feature our new rail mounted fuel regulator preset to 48 or 58 psi. Our new fuel pressure regulator features a unique design that allows it to be mounted directly to the fuel rail, eliminating the hassle of trying to find a mounting place in the engine bay. It features a compact push-in design with a swivel style mounting bracket, so that it can be clocked in various directions to fit your setup. A baffled fuel tank is recommend to prevent fuel starvation.

Description	Pressure (PSI)	Max Flow Rate (GPH / LPH)	Supported HP	Emissions Code	Part No.
Adjustable EFI Return-Style Fuel Kit	35-90	67 / 255	600	●●●	#3604
Preset EFI Return-Style Fuel Kit	43	67 / 255	600	●●●	#3651
Preset EFI Return-Style Fuel Kit	58	67 / 255	600	●●●	#3653

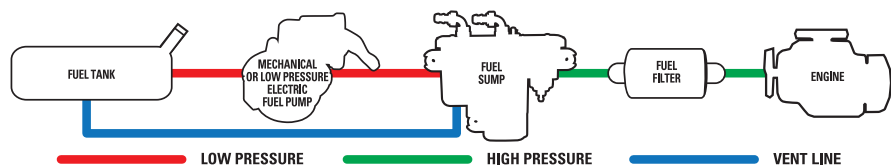
UNIVERSAL EFI SUMP FUEL KITS

These Universal Sump Fuel Kits are designed to provide the necessary high fuel pressure required for EFI applications in vehicles equipped with an existing low pressure carbureted fuel system. They are a complete self-contained system that can be easily installed under the hood. The unique design of these systems allow them to deliver a constant fuel pressure with no fuel return line, external fuel pressure regulator or fuel tank modifications. They are compatible with the existing factory fuel tank and pump. They are ideal for use with aftermarket EFI systems and with many popular engine swap applications that require constant 35-90 psi fuel pressure.

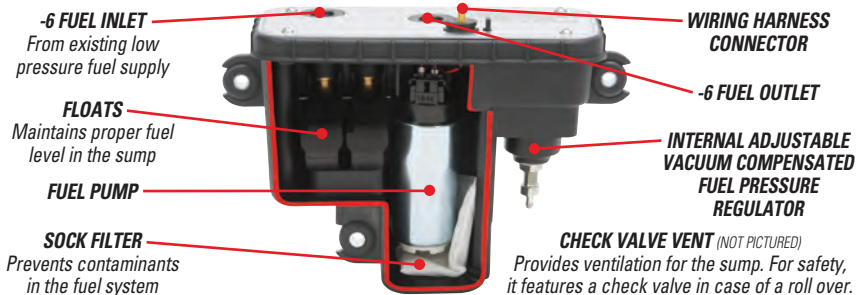
These Fuel Sump Kits feature a compact design that is adjustable from 35 to 90 psi and include a vacuum reference port. They are available in a 67 gph flow rate and can support up to 600 HP. They're great solutions when used with an E-Street, Pro-Flo 3, Pro-Flo 4 or other aftermarket EFI system.

Complete kit #36031 includes a durable, lightweight plastic fuel sump tank with high pressure fuel pump, wiring harness, hose and fittings. Fuel Sump Tank Assembly #36032 are for builders and consumers that want to utilize their own hose and fittings. Will require the installation of a vent line from the sump overflow vent port to the fuel tank. Edelbrock Universal EFI Sump Fuel Kits are the most affordable way to make your fuel system EFI ready.

HOW DOES IT WORK?



FEATURES & BENEFITS



Universal EFI Sump Fuel Kit #36031



Universal EFI Sump Fuel Tank Only #36032



Universal EFI Sump Fuel Kit Installed

Description	Pressure (PSI)	Max Flow Rate (GPH)	Size (H x W x D)	Emissions Code	Part No.
Adjustable Universal EFI Sump Fuel Kit	35-90	67	9" x 10" x 3.75"	●●●	#36031
Adjustable Universal EFI Sump Fuel Tank Assembly	35-90	67	9" x 10" x 3.75"	●●●	#36032



Each throttle body is precision machined and assembled, by Edelbrock, with the finest OE quality components



Throttle Body #3826



Throttle Body Adapter #38353



LS Series 90mm Throttle Body #38643



Pro-Flo XT Throttle Body #3869



Universal Throttle Body #3878



Universal Throttle Body #3978



Universal Throttle Body #38783

Edelbrock throttle bodies are engineered, cast, machined and assembled in the USA



EDELBROCK THROTTLE BODIES

With smooth, larger-than-stock bores that deliver more air for increased performance, Edelbrock Throttle Bodies are available in several sizes to suit your application. Choose smaller sizes for stock or mildly modified engines, or larger sizes for more radical engine combinations. These high-quality components are made in the USA and are designed to bolt onto stock manifolds with mounts for OEM sensors and vacuum lines. Note that some applications may require port-matching.

FORD

1986-93 5.0L MUSTANGS

These throttle bodies are 50-state street-legal (E.O. Number D-215-75) replacements for late-model 5.0L Ford Mustangs. Universal spacer/adapter is designed to adapt to our 70mm and 75mm throttle bodies.

Description	Emissions Code	70mm 75mm	
		70mm	75mm
1986-93 Mustang Throttle Body and EGR Plate	●	-	#3826
Universal Spacer/Adapter, 1/2-inch (undrilled)	●	#38113	-
Replacement Gasket Sets	N/A	#3830	#3831

1994-95 MUSTANG THROTTLE BODY ADAPTER

This adapter is required to install Edelbrock 5.0L intake manifolds #3821, #7123 and #7126 on 1994-95 Mustangs. It must be used with Edelbrock 65mm, 70mm or stock throttle bodies.

Description	Emissions Code	Grey Black	
		Grey	Black
Throttle Body Adapter for Edelbrock Manifolds #3821, #7123 & #7126	●	#3835	#38353
EGR Supply Tube Spacer for #7123 (use with #3835 or #38353)	●	#8025	#8025

GM

VICTOR LS SERIES

Our Victor LS Series 90mm throttle bodies for modified Gen III/IV engines increase flow and horsepower in high-performance street or competition applications. Extra idle control is provided with the addition of an idle bleed screw. They have an LS1/LS2 flange that can be mounted on aftermarket LS1 manifolds with a 90mm opening as well as factory LS2/LS7 manifolds.

Description	CFM	Throttle Bore Size	Emissions Code	Satin Black	
				Satin	Black
Victor LS Series Throttle Body with LS1-style TPS & IAC	1100	90mm	●●	#3864	#38643
Victor LS Series Throttle Body without TPS & IAC	1100	90mm	●●	#38640	#386403

PRO-FLO XT

Designed for use with Pro-Flo XT EFI manifolds and Victor EFI intake elbows, these throttle bodies are ideal for street, race and custom EFI systems. Universal Pro-Flo XT Throttle Bodies have provisions for LS1 or LS2 mounting bolt patterns. They use an LS1-style TPS and 4-wire stepper motor IAC.

Small-block Ford Pro-Flo XT throttle bodies are for use with our Intake Elbow or Pro-Flo XT intake manifold #7128. Includes Ford-style TPS and provisions for Ford-style IAC motor, OEM or Edelbrock #36017.

Description	CFM	Throttle Bore Size	Emissions Code	Satin Polished Black		
				Satin	Polished	Black
Universal Pro-Flo XT Throttle Body	1100	90mm	●●	#3869	#38691	#38693
Small-Block Ford Pro-Flo XT Throttle Body	1100	90mm	●●	#3818	-	-

UNIVERSAL 4-BARREL

These progressive 4-barrel throttle bodies bolt directly to standard square-bore or 4500 series carb mount flanges for competition electronic fuel injection systems based on our Victor Series manifolds. Available with and without an idle air control (IAC) motor. Will fit standard style air cleaners (5-1/8" or 4500 series).

Description	Carb Flange Type	CFM	Throttle Bore Size	Emissions Code	Satin Black	
					Satin	Black
Universal 4-Barrel with Delphi/GM IAC Motor	4150	1000	1.75"	●●	#3878	#3978
Universal 4-Barrel with Hitachi Linear IAC Motor	4150	1000	1.75"	●●	#38783	-

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



INTAKE ELBOWS STREET & COMPETITION

THROTTLE BODY INTAKE ELBOWS DESIGNED FOR LS SERIES AND 5.0L THROTTLE BODIES

These elbows were developed by the Edelbrock engineering team using the latest in Computational Fluid Dynamic (CFD) software. Edelbrock Throttle Body Elbows are the best way to adapt LS1, LS2 and Ford 5.0L-based throttle bodies to EFI manifolds with traditional square-bore mounting pads. An internal divider optimizes flow quantity and distribution into the manifold and they can be mounted forward, backward, or sideways on Victor EFI square-bore manifolds. Three versions allow EFI tuners to position the throttle body low for hood clearance or higher for maximum airflow. Available in satin or black powder coated finish. All Edelbrock Throttle Body Elbows include a universal throttle cable bracket.

LOW & ULTRA LOW PROFILE ELBOWS

Ultra Low Profile Elbow #3847 is designed to fit our Victor Jr. LS1 EFI manifold #29085 and is ideal for tight engine compartments. The throttle bore center sits 9.00" forward and only 0.56" up from the manifold mounting flange. Includes throttle body adapter plate #2737 for use with LS1 throttle bodies. We recommend Edelbrock 90mm throttle body #3869 for optimum performance. **Low Profile Elbow #3848** has a throttle body bore center 7.00" forward and 2.00" above the manifold flange. Designed for use with Edelbrock Pro-Flo XT throttle bodies #3869/#38693/#3818, GM and Ford 90mm throttle bodies.

Description	Throttle Body Size	Emissions Code	Finish	
			Satin	Black
Ultra Low Profile Intake Elbow	up to 90mm	●	#3847	#38473
Low Profile Intake Elbow	up to 90mm	●	#3848	#38483

Installation Note: Use of an LS1 Throttle Body will require Edelbrock Throttle Body Adapter Plate #2737.

HIGH FLOW ELBOWS

These elbows are designed for use in high-horsepower race applications. An internal divider optimizes flow distribution to all ports of the manifold by reducing turbulence. **High Flow Elbow #3849** is an ultra-high-flow version which measures 4.50" from flange to throttle body centerline (7.75" overall height). During flow testing this elbow provided up to **1,050 cfm** with a 90mm throttle body and **1,150 cfm** with a 95mm throttle body. Does not accept LS1 throttle bodies. Intake Elbow #3814 has a universal bolt pattern and is the best way to adapt a single throttle body to a Dominator® 4500-style flange EFI manifold without sacrificing air flow. The throttle body flange accepts 90-95mm LS1, LS2 and Ford 5.0L based throttle bodies.

Intake Elbow #3815 is also engineered for use on a Dominator® 4500-style flange manifold. It has a **120mm opening for maximum flow** and is capable of over 1,400 naturally aspirated horsepower. The throttle body flange uses a 4.250" square bolt pattern. This elbow flows 1,800 cfm @ 20.5 in H2O. Includes a universal throttle bracket.

Description	Throttle Body Size	Emissions Code	Finish	
			Satin	Black
High Flow Intake Elbow	up to 90mm	●	#3849	#38493
High Flow Intake Elbow for 4500 Flange	up to 95mm	●	#3814	-
High Flow Intake Elbow for 4500 Flange	up to 120mm	●	#3815	-

INTAKE ELBOW DIMENSIONS

Part No.	Bore Length	Bore Centerline	Overall Throttle Body Height	Throttle Body Flange Angle
#3815	8.0"	6.0"	8.86"	100°
#3847, #38473	9.0"	0.56"	3.62"	102°
#3848, #38483	7.0"	2.0"	5.04"	95°
#3849, #38493	5.50"	4.5"	7.75"	90°

Edelbrock intake elbows are manufactured in the USA for unsurpassed quality.

THROTTLE BODY ADAPTER & GASKET
 Throttle Body Adapter for LS1 Throttle Body to EFI Elbow#2737
 Throttle Body Flange Gasket (for 90mm throttle bodies #3847, #38473, #3848 & #38483)#3813



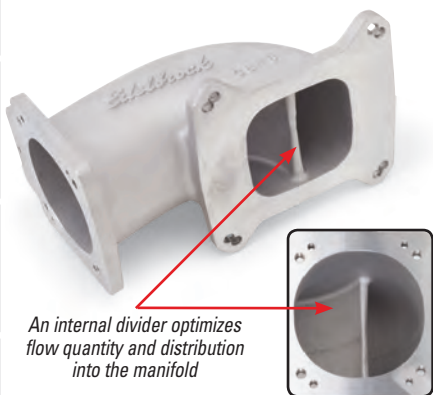
Ultra Low Profile Intake Elbow #3847



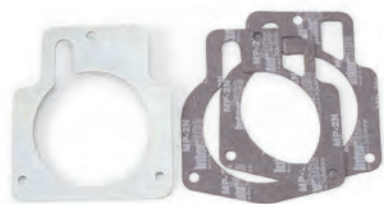
Low Profile Intake Elbow #3848



High Flow Intake Elbow #38493



An internal divider optimizes flow quantity and distribution into the manifold



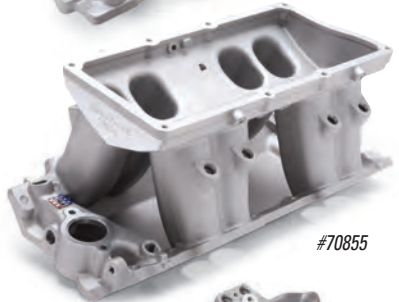
Throttle Body Adapter #2737



#29785



#28455



#70855



#28155



#29365



#29545

EDELBROCK EFI MANIFOLDS **VICTOR AND SUPER VICTOR INTAKES**

These EFI intake manifolds make it easier to convert to electronic fuel injection for high performance engines. Injector bosses have been precisely positioned and machined for excellent fuel spray patterns and maximum power. Universal 4-barrel throttle bodies, intake elbows, fuel rails, fuel injectors, fuel pumps and regulators are available separately to complete your competition EFI system.

SMALL-BLOCK CHEVY

Victor E 23° EFI.....	35
Victor E-Tec EFI for E-Tec/Vortec Cylinder Heads.....	38
Super Victor EFI for E-Tec/Vortec Cylinder Heads.....	38

CHEVY LS1

Pro-Flo XT LS1/LS2 EFI.....	39
Victor Jr. LS1/LS2 EFI.....	40
Super Victor LS1/LS2 EFI.....	40
Pro-Flo XT LS3 EFI.....	41
Cros-Ram LS3 EFI.....	42
Super Victor LS3 EFI.....	43
Victor Jr. LS Series Gen IV EFI LS3/LS92/LS76.....	43
Super Victor LS7 Gen IV EFI.....	43
Super Victor LS-R for Pro-Port Cylinder Heads.....	44

BIG-BLOCK CHEVY

Pro-Flo XT EFI.....	48
Victor Jr. 454-R EFI.....	49
Victor Jr. 454-O EFI.....	49
Victor Tunnel Ram Base Only for EFI Applications.....	50
Super Victor BBC EFI.....	51
Super Victor BBC EFI Tall-Deck.....	51
Big Victor Spread-Port for Edelbrock Big Victor, Profiler Raptor & Big Chief 9.8".....	52
Big Victor Spread-Port for Edelbrock Big Victor, Profiler Raptor & Big Chief 10.2".....	52
Big Victor Spread-Port for Brodix Big Duke heads 9.8".....	52
Big Victor Spread-Port for Brodix Big Duke heads 10.2".....	52

SMALL-BLOCK CHRYSLER

Super Victor Small-Block Chrysler EFI.....	54
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BIG-BLOCK CHRYSLER

Pro-Flo XT 440 EFI.....	56
Victor 440 EFI.....	56
Dual-Quad 426-572 HEMI EFI.....	57

SMALL-BLOCK FORD

Victor Jr. 302 EFI.....	61
Super Victor 8.2 EFI.....	61
Super Victor 351W EFI.....	66

FORD 4.6L

Victor Jr. Ford 4.6L EFI.....	69
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FORD FE

Victor FE EFI.....	70
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BIG-BLOCK FORD

Victor Ford 460 EFI.....	71
--------------------------	----

HOLDEN

RPM Air-Gap EFI.....	72
Victor Jr. Holden EFI.....	72

PONTIAC

Torker II EFI Pontiac (non-EGR).....	77
Torker II EFI Pontiac Polished (non-EGR).....	77
Super Victor EFI Pontiac (based on #2956).....	77
Super Victor EFI Pontiac (based on #2957).....	77

**Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.**



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



FUEL RAIL KITS

All Edelbrock fuel rails are machined from high quality extruded aluminum. Most kits are designed to work with standard and Pico style fuel injectors. Each kit includes fuel rails, stands and mounting hardware. Fuel fittings, crossover line and regulator not included. Available in clear or black anodized finish.

Application	Finish	Inlet / Outlet Size	Part No.
CHEVROLET			
Small-Block Chevy (For use with Victor E Manifold #29785 and standard injectors)	Clear	-6 AN	#3630
Small-Block Chevy E-Tec EFI (For use with Super Victor Manifold #29135)	Clear	-6 AN	#3631
Small-Block Chevy (For use with Pro-Flo XT Manifold #7137)	Black	-6 AN	#3627
LS Victor EFI (For use with Victor Jr. Manifold #28095, #28455 & #29085 with standard injectors)	Black	-6 AN	#3638
LS1 (For use with Pro-Flo XT Manifold #7139)	Black	-6 AN	#3629
LS7 (For use with Super Victor Manifolds #28875 & #28905)	Clear	-8 AN	#3649
LS3 (For use with Pro-Flo XT Manifold #7142)	Black	-8 AN	#3648
LS3 (For use with Super Victor Manifold #28215)	Black	-8 AN	#3655
LS3 (For use with Cross-Ram Manifolds #7141 and #71413 and standard Injectors)	Black	-6 AN	#3654
LS-R (For Super Vicotr LS-R Manifold #28235 and standard injectors)	Black	-8 AN	#3510
Big-Block Chevy (For use with Pro-Flo XT Manifold #7136)	Black	-8 AN	#3658
Big-Block Chevy (For use with Super Victor Manifolds #29275 and #29025 and standard injectors)	Clear	-6 AN	#3633
Big-Block Chevy (For use with Tunnel RAM Manifold #70855)	Black	-8 AN	#3659
CHRYSLER			
Small-Block Chrysler 340/360 (For use with Super Victor Manifold #28155 and standard injectors)	Clear	-6 AN	#3641
Big-Block Chrysler 413-440 (For use with Victor 440 Manifold #29545 & standard injectors)	Clear	-6 AN	#3640
Big-Block Chrysler 413-440 (For use with Pro-Flo XT Manifold #7144. Fits standard and compact length injectors)	Black	-6 AN	#3644
Chrysler Gen II 426-572 HEMI (For use with Edelbrock Dual-Quad Manifold #75245)	Black	-8 AN	#3660
Chrysler Gen III HEMI 5.7L/6.1L/6.4L (For use with Victor Manifold #7179)	Black	-6 AN	#3647
FORD			
Small-Block Ford (For use with Super Victor Manifolds #29245 and #29285 and standard injectors)	Clear	-6 AN	#3620
Small-Block Ford - Low Profile (For use with Victor Jr. 302 Manifold #29215)	Clear	-6 AN	#3625
4.6L (For use with Victor Jr. Manifold #28385 and standard injectors)	Clear	3/8" NPT	#3639
5.0L (For use with 1986-1995 5.0L Mustangs with a stock or Edelbrock Manifold)	Clear	3/8" NPT	#3628
FE 390-428 (For use with Victor Manifolds #29365 and #29375)	Clear	-6 AN	#3632
429/460 (For use with Victor Manifold #50665)	Clear	-6 AN	#3645
HOLDEN			
308-383 VN (For use with RPM Air-Gap Manifold #75945)	Black	-6 AN	#3504
PONTIAC			
Pontiac (For use with Super Victor Manifold #29565 and #29575 and standard or pico injectors)	Clear	-6 AN	#3634
Pontiac (For use with Torker II Manifold #50565 and pico injectors)	Clear	-6 AN	#3637



FUEL INJECTORS



lb/hr @ 43 PSI	Description	Color Code	Emissions Code	Single Part No.	Set of 8 Part No.
61	Deka IV Tall – High Impedance	–	● ●	#3687	#3686
42	Siemens – High Impedance (Short Body)	Yellow	● ●	#3694	#3695
60	Siemens – High Impedance (Short Body)	Blue	● ●	#3696	#3697
19	Pico – High Impedance	Light Blue	● ●	#3574	–
29	Pico – High Impedance	White	● ●	#3583	#3853
35	Pico – High Impedance	Green	● ●	#3635	#3636
44	Pico – High Impedance	Yellow	● ●	#3685	#3684

Fuel Rail Stands For Use With Pico Fuel Injectors (Set of 4 for Pro-Flo 2 systems).....#3619

ENGINE CONTROL UNITS

Pro-Flo 4 Systems.....#3543

ELECTRONICS



Calibration Module (for use with Pro-Flo 2 and Pro-Flo XT Systems).....#35360
 Calibration Module (for use with original Pro-Flo Systems).....#3519
 Calibration Tablet with 7" Screen (for E-Street, E-Street 2, Pro-Flo 3 & Pro-Flo 4 systems)#37-3605
 Bluetooth Antenna Retro Fit Kit (for first generation E-Street systems only)#3523

SENSORS



Throttle Position Sensor (clockwise rotation, GM type).....#36018
 Coolant Temp Sensor.....#3589
 Coolant Temp Sensor (for E-Street and Pro-Flo 3 & Pro-Flo 4 systems).....#36012
 Air Temp Sensor for Push-In Connections#3578
 Air Temp Sensor with 3/8"-18 NPT Thread (for E-Street & E-Street 2 systems).....#3588
 MAP Sensor 1 Bar (for E-Street, Pro-Flo 2, Pro-Flo 3 & Pro-Flo 4 systems)#36019
 MAP sensor, 1 Bar (for GM LS3 Pro-Flo 4)#36021
 Oxygen Sensor (narrow band, 4-wire for use with Pro-Flo & Pro-Flo 2 systems).....#36013
 Wide-Band Oxygen Sensor (for the Pro-Flo Sportsman systems).....#36010
 Wide-Band Bosch 4.9 Oxygen Sensor (for E-Street, E-Street 2, Pro-Flo 3 & Pro-Flo 4 systems).....#37-3604
 Weld-On Bung (steel stock with 18 x 1.5mm internal threads).....#91172
 Pro-Flo 3 Fuel Sensor Kit (1/8"-27 NPT).....#3546
 EFI PCV Valve#3592
 PCV Valve Fitting#3593
 Fuel Pressure Sensor (M16 thread, for E-Street & E-Street 2 systems).....#51-5022
 Fuel Pump Power Harness#37-3504

IDLE MOTORS



GM Stepper IAC Motor (for E-Street, E-Street 2, Pro-Flo XT, Pro-Flo 3 & Pro-Flo 4 systems)#36015
 PWM Idle Air Motor and Gasket (Hitachi, for Pro-Flo 3 & Pro-Flo 4 systems).....#36017
 GM Stepper IAC Motor Adaptor to Hitachi PWM Throttle Body#3588

FUEL DELIVERY



Fuel Pump 67 gph @ 43 psi, 3/8" hose barb inlet/outlet (M10x1.0)#3594
 Fuel Pump 80 gph @ 43 psi, -10 AN inlet/outlet.....#1790
 Fuel Pump 120 gph @ 43 psi, -12 AN inlet/outlet#1794
 Fuel Pump for MPFI 57 gph @ 43 psi#3581
 EFI Pump relay#3586
 Fuel Filter#3596
 Regulator Fitting (-6 AN for Pro-Flo 2, Pro-Flo XT, Pro-Flo 3 & Pro-Flo 4 systems).....#3577
 Fuel Pressure Regulator (-6 AN inlet/outlet/bypass)#1728
 Fuel Pressure Regulator (-10 AN inlet/outlet -6 AN bypass)#1729
 Fuel Pressure Regulator (for Pro-Flo 2 & Pro-Flo XT systems)#3584
 Fuel Pressure Regulator (for Performer MPFI kits).....#3595
 Fuel Pressure Regulator Kit with Rail Mount (-6 AN, 43 psi, for Pro-Flo 3 & Pro-Flo 4 systems)#17400
 Fuel Pressure Regulator Kit with Rail Mount (-6 AN, 58 psi, for Pro-Flo 3 & Pro-Flo 4 systems)#17401

GASKETS

Replacement 2V Air Valve Gasket (for Pro-Flo 2 systems #35030).....#3894
 Replacement 4V Air Valve Gasket (for Pro-Flo 2 systems #3500 & #3550).....#3895
 Replacement Throttle Body Flange Gasket (for 90mm throttle body)#3813

THROTTLE BRACKET

Throttle & Trans Kickdown for 4150 Style Pro-Flo 3 and Pro-Flo 4 Throttle Body#8041

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Max-Fire Distributor #22750

WIRE RETAINER
prevents spark plug wires from coming loose on the distributor cap

HIGH QUALITY 30% GLASS-FILLED POLYESTER (PBT) for durability and carbon tracking resistance

BRASS CONTACTS for long-term maximum conductivity

LARGE PADDLE WHEEL RELUCTOR & HIGH-OUTPUT MAGNETIC PICKUP for a strong trigger signal at high RPMs

UPPER SEALED ROLLER BEARINGS with Oil-Lite bushing for smooth operation at high RPMs

INDUCTIVE STORAGE MODULE ensuring maximum performance at all RPM levels

SIMPLE 3-WIRE HOOK UP No need for an external ignition control box

HARDENED IRON DRIVE GEAR ensures long service life

MAX-FIRE DISTRIBUTORS

These Max-Fire distributors are ready to run right out of the box and are the perfect upgrade for your ignition system. They're ideal for replacing or upgrading from a points-triggered distributor. They feature precision machining for a perfect fit along with a simple three-wire hook up for an easy installation with no need to run an external ignition control box. The centerless ground shaft utilizes an upper sealed roller bearing with an extra long lower bronze Oil-Lite bushing for smooth operation. The high-output magnetic pickup and large paddle wheel reluctor deliver a strong trigger signal at high RPM for maximum performance. All of these features allow Max-Fire distributors to provide unrivaled voltage to the coil, ensuring that you're getting maximum performance from your engine. We recommend a new Max-Fire coil for maximum voltage output, ensuring you get the most from your high-performance engine at higher RPMs. Each distributor includes a cap, rotor, retainer and mechanical advance curve kit.

FEATURES AND BENEFITS

- CNC-machined from 6061-T6 aluminum with O-ring grooves for use in a fully machined engine block
- Cap and rotor are molded in high-quality 30% glass filled polyester for durability and carbon tracking resistance
- Features brass contacts and a stainless steel rotor spring for maximum conductivity
- Hardened iron drive gear ensures long service life
- Fully adjustable mechanical and vacuum advance for increased mileage potential

Application	Emissions Code	Part No.
AMC/Jeep 290-401 V8	●	#22765
Buick 215-350 V8 (1961-1980)	●	#22759
Buick 400-455 V8 (1967-1976, except Nailhead)	●	#22760
Cadillac 1968-84 V8 (425, 368, 472 & 500)	●	#22753
Chevy 262-502 V8 with Fixed Collar (except Tall deck blocks and 348/409)	●	#22750
Chevy 262-502 V8 with Adjustable (fits standard 9.8" and tall 10.2" deck, except 348/409)	●	#22751
Chevy 348/409 V8	●	#22752
Chrysler 273-318-340-360 V8 (LA)	●	#22761
Chrysler 361-383-400 V8 (short deck)	●	#22763
Chrysler 413-426-440 V8 (tall deck or RB)	●	#22762
Ford 260-289-302 V8	●	#22755
Ford 351W V8	●	#22758
Ford 351C & 429/460 V8	●	#22756
Ford 332-428 FE V8	●	#22757
Oldsmobile 260-455 V8	●	#22764
Pontiac 326-455 V8	●	#22754



#22732



#22731

SERVICE PARTS

- Small Diameter Low Profile Cap & Retainer #22731
- GM V8 Male Tower Points Style Cap and Retainer #22732
- Replacement Chevy V8 Rotor #22733



CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



IGNITION COILS
ELECTRONIC OIL-FILLED COILS

These Max-Fire coils are ideal for high performance vehicles that have been converted to an electronic breakerless distributor, where a traditional oil-filled can-style coil is preferred for the correct classic appearance. Designed with optimized winding for use with ready-to-run distributors and 6-Series CD ignition control boxes. Engineered with 45 ohms of primary resistance for high output resulting in quicker starts, improved throttle response and more power at higher RPM.

- Electronic Oil-Filled Ignition Coil with Chrome Finish ●●●.....#22740
- Electronic Oil-Filled Ignition Coil with Red Finish ●●●.....#22741



UNIVERSAL HIGH-OUTPUT DOME-STYLE IGNITION COIL

This universal coil is designed to work specifically with the high-output inductive storage ignition module in the ready-to-run distributors. It features heavy gauge windings that are engineered to ensure maximum power at higher RPM levels. A molded housing of glass-reinforced polyester and high-temperature epoxy encapsulation resists shock and vibration while providing excellent thermal conductivity. The brass contacts ensure maximum conductivity, while the male tower offers superior boot/terminal retention and protecting from arch over. This is compatible for use with 6-Series CD ignition systems.

- Universal High Output Dome-Style Ignition Coil with Red Finish ●●●.....#22742

COIL-IN-CAP

This Max-Fire Coil-In-Cap design is for use with GM HEI coil-in-cap distributors with red and yellow primary wires. **This coil is perfect for use with high-performance engines requiring maximum voltage. Designed to work with aftermarket performance 4-pin modules and high-performance electronic controls.** Features optimized resistance levels to match the high amperage dwell circuits of performance ignition modules. The result, is a faster charge and full coil saturation at higher RPM levels. Also features a high temperature epoxy that resists shock and vibration while providing excellent thermal conductivity while ensuring long service life. Includes an installation hardware kit.

- HEI Coil-In-Cap ●●●.....#22743



FORD COIL-ON-PLUG

This Max-Fire Coil-On-Plug ignition coil pack is for use with 1997-2014 Ford 4.6L, 5.4L and 6.8L engines with 2-valve cylinder heads. It's a direct bolt-on with OEM DIS electronic controls and aftermarket high-performance ignition systems. Its designed with higher resistance for increased energy output at higher RPM when compared to an OEM coil. **Ideal for use with turbocharged and supercharged applications or engines that have been converted to E85 fuel. It has also been sealed with a high-temperature epoxy for shock and vibration resistance that also provides excellent thermal conductivity.** The spark plug spring contact is made from stainless steel with a ferrite lug to reduce EMI/RFI noise. The spark plug boots are molded from a high-temperature silicone compound for superior heat resistance up to 550° F. The listing below is for a single coil.

- High Output Coil-On-Plug for 1997-2014 Ford 4.6L/5.4L/6.8L Engines ●●●.....#22744



LS COIL PACK

This Max-Fire LS Coil Pack is designed for use with 1997-2013 GM Gen III & IV LS engines. It features a high-output design that delivers up to 11% more voltage and 19% more energy over a stock coil. It's ideal for use with supercharged, turbo, nitrous or E85-fueled engines.

- High Output Ignition Coil for GM Gen III & IV LS Engines ●●●.....#22745



IMPORTANT TECH TIP INFORMATION
CHECK YOUR SPARK PLUG WIRES REGULARLY

Like everything else on your car, spark plug wires need to be checked and require periodic changing. If you want to keep the performance of your engine at the optimal level, we recommend you replace your spark plug wires at the same time you replace your spark plugs. Fouled, damaged, or worn out spark plugs can lead to a variety of engine problems such as misfires, hard starts, increased emissions, poor fuel economy and reduced acceleration. For most vehicles, you should replace your spark plugs every 30,000 miles.

EMISSIONS GUIDE

- 50-STATE LEGAL
 - EPA LEGAL
 - RACING ONLY
 - PRE-POLLUTION CONTROLLED VEHICLES
 - STOCK REPLACEMENT
 - ENGINE SWAP
- PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Max-Fire spark plug wires are manufactured in the USA for unsurpassed quality.



Ultra-Spark 500 Plug Wires #22702



Ultra-Spark 50 Plug Wires #22715
for 1997-2013 GM LS Engines



Ultra-Spark 50 Plug Wires #22714

HIGH PERFORMANCE SPARK PLUG WIRES

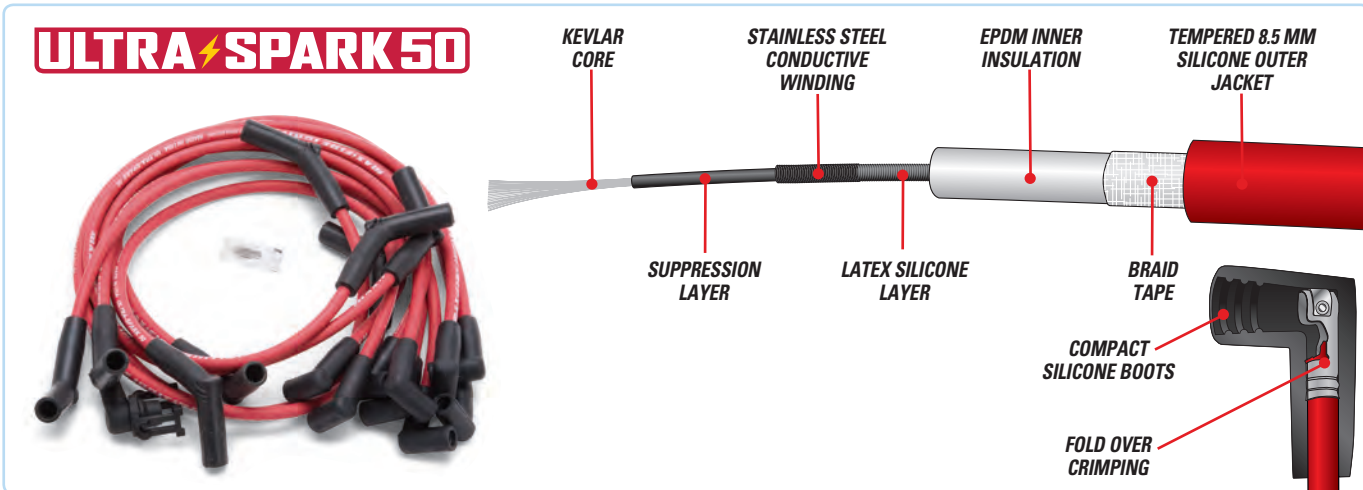
Max-Fire® Ultra-Spark® performance spark plug wires are manufactured from the highest quality materials to help deliver maximum voltage – ensuring the ultimate performance. These wires have an extremely high EMI/RFI suppression along with a very low resistance to help deliver the most spark possible. They feature a heavy duty 8.5mm diameter silicone jacket to protect the Kevlar spiral wound core from heat, moisture and chemicals.

Max-Fire offers two levels of spark plug wires; Ultra-Spark 500 and Ultra-Spark 50. **Ultra-Spark 500** is a great choice for replacing OEM wires and are value priced. **They feature high-quality leads that deliver 500 ohms of EMI/RFI noise suppression with low resistance.** They are ideal for daily drivers and for budget builds, offering the best combination of value and performance. **Ultra-Spark 50** spark plug wires are engineered for high-performance engines that need all of the voltage they can get for maximum power output. **They are made with wire leads that deliver a low 40 ohms of resistance per-foot for maximum EMI/RFI noise suppression.** This makes them ideal for engines with aftermarket high-performance upgrades that require maximum voltage.

FEATURES & BENEFITS

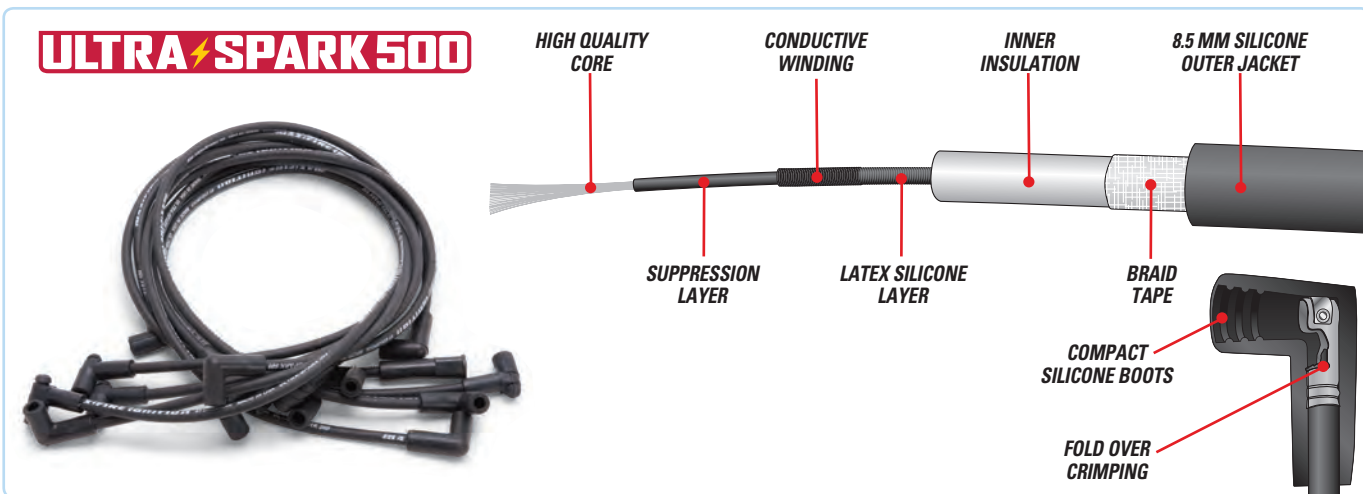
- 8.5mm diameter reduces voltage leak for improved performance over smaller diameter designs
- Features a spiral-wound Ferro-magnetic Kevlar core that creates an effective EMI choke, along with high dielectric strength inner insulation
- Silicone jacket is chemical resistant and won't crack or shrink when exposed to extreme temperatures
- Each engine-specific application is made to length for a perfect fit
- Universal applications can be cut to length during installation for a custom fit
- Select kits includes 45° silicone plug boots (most applications) and stainless steel distributor cap terminals with silicone boots that are moisture resistant
- Features high-quality snap-and-lock style terminals for easy installation
- Engineered for use with automotive, marine and industrial engines
- Meets SAE J2031 Class E specifications
- Made to meet or exceed OEM specifications

SEE PAGES 184-186 FOR ENGINE SPECIFIC APPLICATIONS AND PAGE 183 FOR UNIVERSAL APPLICATIONS.



COMPARISON CHART

Specifications	Brand "A" SuperStock 4000 Series	Brand "A" SuperStock 5000 Series	Brand "M" Street-Fire	Brand "M" Super Conductor	Max-Fire Ultra-Spark 500	Max-Fire Ultra-Spark 50
OHMS Resistance Per Foot	Meets OEM Spec	500	500	50	500	50
Boot Temp	450°	550°	450°	450°	450°	450°
Core	Carbon Graphite	Spiral Wound	Kevlar Core Ferrel	Magnetic Impregnated Ferral	Magnetic Kevlar	Magnetic Kevlar
Terminal Material	Stainless Steel	Stainless Steel	Heavy Duty	Stainless Steel	Stainless Steel	Stainless Steel
Wire Diameter	7-8MM	7-8MM	8MM	8.5MM	8.5MM	8.5MM



IMPORTANT TECH TIP INFORMATION
CHECK YOUR SPARK PLUG WIRES REGULARLY

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Max-Fire spark plug wires are manufactured in the USA for unsurpassed quality.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



MAX-FIRE IGNITION UNIVERSAL SPARK PLUG WIRES



#22700



#22710



#22711



#22701



Max-Fire spark plug wires are manufactured in the USA for unsurpassed quality.



#22730

UNIVERSAL HIGH-PERFORMANCE SPARK PLUG WIRES

Max-Fire® Universal spark plug wire sets feature the same high quality as our model specific sets, but give you the flexibility to tailor them to fit your V8 application perfectly.

Each kit has the spark plug boot pre-installed from the factory and is available in straight or 90° boots. The straight boot sets are a "Vari-Angle" boot. This allows the boots to be bent and hold their position in tight areas to clear headers. They include early OEM socket style and late-style HEI plug distributor terminals to make sure you're covered. They are available in both performance levels: Ultra-Spark 500 and Ultra-Spark 50, giving you the option to choose the best for your performance level.

Kits #22700 and #22710 with straight boots include the following wire lengths: one 53", one 49", two 45", one 41", one 37" and two 33". Kits #22701 and #22711 with 90° boots include the following wire lengths: one 50", one 47", two 43", one 39", one 35", two 31".

Each kit includes 8 spark plug wires (varying lengths), 11 points style terminals, 11 HEI plug style terminals, 9 straight distributor boots, 9 90° distributor boots, 1 distributor to coil wire, dielectric grease and installation instructions. Will require the use of a wire crimping tool to complete the installation.

Cyl.	Points Style Terminals	HEI Style Terminals	Boot End Angle Type	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
8	Included	Included	Straight	#22700	#22710
8	Included	Included	90°	#22701	#22711

UNIVERSAL SPARK PLUG WIRE CRIMPING TOOL

Our Max-Fire Universal Spark Plug Wire Crimping Tool is designed for use with various types of spark plug wire and terminals. It's designed to make securing the terminals easy and accurate. It's the perfect tool for making your own custom spark plug wires when used with Max-Fire Universal Spark Plug Wire Kits #22700, #22710, #22701 and #22711.

- Smooth ratcheting action for a consistent factory-style crimp every time
- Precision stripping steel jaws to ensure a quality connection
- Easy-to-grip cushioned non-slip handles
- Made from high-quality stamped steel for durability with a black oxide finish
- For use with up to 8.5mm wire

Universal Spark Plug Wire Crimping Tool#22730

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
BUICK					
Century / Regal / Skylark	1977	305 / 5.0L V8	-	#22702	#22712
Century / Regal / Skylark	1978	305 / 5.0L V8	-	#22703	#22713
Century / Regal	1980	305 / 5.0L V8	-	#22703	#22713
Century	1981	305 / 5.0L V8	-	#22703	#22713
Allure / LaCrosse	2008-09	325 / 5.3L V8	-	-	#22716
Rainier	2005-07	325 / 5.3L V8	-	-	#22716
Century / Regal	1977	350 / 5.7L V8	Engine Vin: L	#22702	#22712
CADILLAC					
Escalade	2002-05	325 / 5.3L V8	Square Coil	-	#22715
Escalade	2002-05	325 / 5.3L V8	Round Coil	-	#22716
CTS-V	2004-05	346 / 5.7L V8	-	-	#22716
CTS-V	2006-07	364 / 6.0L V8	-	-	#22716
Escalade	2002-06	364 / 6.0L V8	Square Coil	-	#22715
Escalade	2002-06	364 / 6.0L V8	Round Coil	-	#22716
Escalade	2009-13	364 / 6.0L V8	-	-	#22716
CTS-V	2009-14	376 / 6.2L V8	-	-	#22716
Escalade	2007-14	376 / 6.2L V8	-	-	#22716
CHECKER					
Marathon	1980	267 / 4.4L V8	-	#22703	#22713
Marathon	1977-79	305 / 5.0L V8	-	#22702	#22712
Marathon	1980	305 / 5.0L V8	-	#22703	#22713
Marathon	1974-79	350 / 5.7L V8	-	#22702	#22712
CHEVROLET					
Nova	1975	262 / 4.3L V8	-	#22702	#22712
Caprice / Impala	1980	267 / 4.4L V8	-	#22703	#22713
Malibu	1979-80	267 / 4.4L V8	-	#22703	#22713
Express 2500 / Express 3500	2008-14	294 / 4.8L V8	-	-	#22716
Silverado 1500	1999-06	294 / 4.8L V8	Square Coil	-	#22715
Silverado 1500	1999-06	294 / 4.8L V8	Round Coil	-	#22716
Silverado 1500	2007-13	294 / 4.8L V8	-	-	#22716
Tahoe	2000-06	294 / 4.8L V8	Square Coil	-	#22715
Tahoe	2000-06	294 / 4.8L V8	Round Coil	-	#22716
Tahoe	2007-09	294 / 4.8L V8	-	-	#22716
Camaro / Monza / Nova	1976	305 / 5.0L V8	-	#22702	#22712
Caprice / Impala	1980	305 / 5.0L V8	-	#22703	#22713
Camaro	1981-85	305 / 5.0L V8	-	#22703	#22713
C10 / C10 Suburban / C20 / C20 Suburban G10 / G20 / K10 / K10 Suburban K20 / K20 Suburban / K5 Blazer	1977	305 / 5.0L V8	-	#22702	#22712
C10 / C10 Suburban / C20 / C20 Suburban K10 / K10 Suburban / K5 Blazer	1981-82	305 / 5.0L V8	-	#22703	#22713

CONTINUED ON NEXT PAGE...

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
C10 / C10 Suburban / C20 / C20 Suburban K10 / K10 Suburban / K20 / K20 Suburban C1500 / K5 Blazer	1985-86	305 / 5.0L V8	-	#22703	#22713
El Camino	1976-77	305 / 5.0L V8	-	#22702	#22712
El Camino	1978	305 / 5.0L V8	-	#22703	#22713
Malibu / Monte Carlo	1977	305 / 5.0L V8	-	#22702	#22712
Malibu	1978-81	305 / 5.0L V8	-	#22703	#22713
Monte Carlo	1978-80	305 / 5.0L V8	-	#22703	#22713
Avalanche 1500	2002-05	323 / 5.3L V8	Square Coil	-	#22715
Avalanche 1500	2002-05	323 / 5.3L V8	Round Coil	-	#22716
Silverado 2500	2005	323 / 5.3L V8	Square Coil	-	#22715
Silverado 2500	2005	323 / 5.3L V8	Round Coil	-	#22716
Sonora	2003-06	323 / 5.3L V8	Square Coil	-	#22715
Sonora	2003-06	323 / 5.3L V8	Round Coil	-	#22716
Suburban 1500	2003-05	323 / 5.3L V8	Square Coil	-	#22715
Suburban 1500	2003-05	323 / 5.3L V8	Round Coil	-	#22716
Avalanche	2007-13	325 / 5.3L V8	-	-	#22716
Avalanche 1500	2002-06	325 / 5.3L V8	Square Coil	-	#22715
Avalanche 1500	2002-06	325 / 5.3L V8	Round Coil	-	#22716
Cheyenne	2010-13	325 / 5.3L V8	-	-	#22716
Colorado	2009-11	325 / 5.3L V8	-	-	#22716
Express 1500	2008-14	325 / 5.3L V8	-	-	#22716
Express Pasajeros	2010-14	325 / 5.3L V8	-	-	#22716
Impala	2006-09	325 / 5.3L V8	-	-	#22716
Monte Carlo	2006-07	325 / 5.3L V8	-	-	#22716
Silverado 1500	1999-06	325 / 5.3L V8	Square Coil	-	#22715
Silverado 1500	1999-06	325 / 5.3L V8	Round Coil	-	#22716
Silverado 1500 / Silverado 2500	2007	325 / 5.3L V8	-	-	#22716
Silverado 1500	2008-13	325 / 5.3L V8	-	-	#22716
Silverado 2500	2000-06	325 / 5.3L V8	Square Coil	-	#22716
Silverado 2500	2008-2009	325 / 5.3L V8	-	-	#22716
Suburban 1500	2000-06	325 / 5.3L V8	Square Coil	-	#22715
Suburban 1500	2000-06	325 / 5.3L V8	Round Coil	-	#22716
Suburban 1500	2009-14	325 / 5.3L V8	-	-	#22716
Tahoe	2000-06	325 / 5.3L V8	Square Coil	-	#22715
Tahoe	2000-06	325 / 5.3L V8	Round Coil	-	#22716
Tahoe	2007-14	325 / 5.3L V8	-	-	#22716
Trailblazer	2006-08	325 / 5.3L V8	-	-	#22716
Trailblazer EXT	2005-06	325 / 5.3L V8	-	-	#22716
Avalanche 1500	1974-75	350 / 5.7L V8	HEI	#22702	#22712
Bel Air / Camaro / El Camino / Impala / Laguna / Malibu / Monte Carlo	1974	350 / 5.7L V8	HEI	#22702	#22712
Bel Air	1975	350 / 5.7L V8	-	#22702	#22712
Caprice / Chevelle / Nova	1973	350 / 5.7L V8	HEI	#22702	#22712

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
Caprice Camaro / El Camino / Impala Laguna / Malibu / Monte Carlo / Nova	1975-76	350 / 5.7L V8	-	#22702	#22712
Camaro	1998-02	350 / 5.7L V8	-	-	#22716
Caprice	1973-74	350 / 5.7L V8	HEI	#22702	#22712
Corvette	1997-04	350 / 5.7L V8	-	-	#22716
Chevelle	1973-74	350 / 5.7L V8	HEI	#22702	#22712
C10 / C10 Suburban / C20 / C20 Suburban K10 / K10 Suburban / K20 / K20 Suburban C30 / K5 Blazer / P10 / P20 / P30	1975-77	350 / 5.7L V8	-	#22702	#22712
C10 / C10 Suburban / C20 / C20 Suburban K10 / K10 Suburban / K20 / K20 Suburban K5 Blazer / C1500 / C2500	1981-82	350 / 5.7L V8	-	#22703	#22713
C10 / C10 Suburban / C20 / C20 Suburban K10 / K10 Suburban / K20 / K20 Suburban K30 / C30 / C1500 / C1500 Suburban C2500 / K5 Blazer	1985-86	350 / 5.7L V8	-	#22703	#22713
G10 / G20 / G30	1975	350 / 5.7L V8	HEI	#22702	#22712
G10 / G20 / G30	1976-77	350 / 5.7L V8	-	#22702	#22712
K30	1977	350 / 5.7L V8	-	#22702	#22712
K30	1982	350 / 5.7L V8	Engine Vin: L	#22703	#22713
Malibu	1980	350 / 5.7L V8	-	#22703	#22713
Avalanche	2007-09	364 / 6.0L V8	-	-	#22716
Caprice	2011-15	364 / 6.0L V8	-	-	#22716
Corvette	2005-07	364 / 6.0L V8	-	-	#22716
Express Cargo / Express Pasajeros	2010-14	364 / 6.0L V8	-	-	#22716
Express 2500 / Express 3500	2008-14	364 / 6.0L V8	-	-	#22716
Express 4500	2009-14	364 / 6.0L V8	-	-	#22716
Silverado 1500	2003-06	364 / 6.0L V8	Square Coil	-	#22715
Silverado 1500	2003-06	364 / 6.0L V8	Round Coil	-	#22716
Silverado 1500 / Suburban 2500	2007-13	364 / 6.0L V8	-	-	#22716
Silverado 1500 Classic / Silverado 2500 HD Silverado 3500 Classic	2007	364 / 6.0L V8	Square Coil	-	#22715
Silverado 1500 Classic / Silverado 2500 HD Silverado 3500 Classic	2007	364 / 6.0L V8	Round Coil	-	#22716
Silverado 1500 HD / Silverado 2500 HD	2001-07	364 / 6.0L V8	Square Coil	-	#22715
Silverado 1500 HD / Silverado 2500 HD	2001-07	364 / 6.0L V8	Round Coil	-	#22716
Silverado 2500	1999-04	364 / 6.0L V8	Square Coil	-	#22715
Silverado 2500	1999-04	364 / 6.0L V8	Round Coil	-	#22716
Silverado 2500	1999-06	325 / 5.3L V8	Square Coil	-	#22715
Silverado 2500	1999-06	325 / 5.3L V8	Round Coil	-	#22716
Silverado 2500 HD	2007-13	364 / 6.0L V8	-	-	#22716
Silverado 3500	2001-06	364 / 6.0L V8	Square Coil	-	#22715
Silverado 3500	2001-06	364 / 6.0L V8	Round Coil	-	#22716
Silverado 3500 HD	2007	364 / 6.0L V8	Square Coil	-	#22716
Silverado 3500 HD	2007-14	364 / 6.0L V8	-	-	#22716
SSR	2005-06	364 / 6.0L V8	-	-	#22716

CONTINUED ON NEXT PAGE...

EMISSIONS GUIDE

● 50-STATE LEGAL
 ● EPA LEGAL
 ● RACING ONLY
 ● PRE-POLLUTION CONTROLLED VEHICLES
 ● STOCK REPLACEMENT
 ● ENGINE SWAP

PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
Suburban 1500	2006	364 / 6.0L V8	Square Coil	-	#22715
Suburban 1500	2006	364 / 6.0L V8	Round Coil	-	#22716
Suburban 1500	2009	364 / 6.0L V8	-	-	#22716
Suburban 1500	2013	364 / 6.0L V8	-	-	#22716
Suburban 2500	2000-06	364 / 6.0L V8	Square Coil	-	#22715
Suburban 2500	2000-06	364 / 6.0L V8	Round Coil	-	#22716
Tahoe	2008-13	364 / 6.0L V8	-	-	#22716
Trailblazer	2006-09	364 / 6.0L V8	-	-	#22716
W3500 Tiltmaster	2004-08	364 / 6.0L V8	-	-	#22715
W4500 Tiltmaster	2003-08	364 / 6.0L V8	-	-	#22715
Suburban 1500	2012	366 / 6.0L V8	-	-	#22716
Suburban 2500	2009	366 / 6.0L V8	-	-	#22716
Silverado 3500	2011-13	366 / 6.0L V8	-	-	#22716
Silverado 1500	2009-13	376 / 6.2L V8	-	-	#22716
Camaro	2010-15	376 / 6.2L V8	-	-	#22716
Corvette	2008-13	376 / 6.2L V8	-	-	#22716
Tahoe	2008-09	376 / 6.2L V8	-	-	#22716
Corvette	2012-13	378 / 6.2L V8	-	-	#22716
Bel Air / Caprice / El Camino / Impala	1974-77	400 / 6.6L V8	-	#22702	#22712
C10 / C20 / C20 Suburban / C30 / G10	1976-77	400 / 6.6L V8	-	#22702	#22712
G20 / G30 / K10 / K10 Suburban K20 / K20 Suburban / K5 Blazer	1975-77	400 / 6.6L V8	-	#22702	#22712
K30 / P10	1977	400 / 6.6L V8	-	#22702	#22712
Laguna / Malibu / Monte Carlo	1974	400 / 6.6L V8	HEI	#22702	#22712
Laguna / Malibu / Monte Carlo	1975	400 / 6.6L V8	-	#22702	#22712
P30	1976	400 / 6.6L V8	-	#22702	#22712
Camaro	2015	427 / 7.0L V8	-	-	#22716
Corvette	2006-13	427 / 7.0L V8	-	-	#22716
B7	1999-00	454 / 7.4L V8	-	-	#22715
P30	1998-99	454 / 7.4L V8	Engine Vin: B	-	#22716
P3500	1998-99	454 / 7.4L V8	Engine Vin: B	-	#22715
C6500 Kodiak / C7500 Kodiak	1999-00	454 / 7.4L V8	-	-	#22715
DeTOMASO					
Pantera	1984-86	351 / 5.8L V8	-	#22704	#22714
FORD					
Bronco / E-150 Econoline / E-150 Econoline Club Wagon / F-150 / F-250	1988-96	302 / 5.0L V8	-	#22704	#22714
E-250 Econoline	1988-93	302 / 5.0L V8	-	#22704	#22714
Country Squire / LTD Crown Victoria	1987	302 / 5.0L V8	-	#22704	#22714
LTD	1984-86	302 / 5.0L V8	-	#22704	#22714
Mustang	1984-96	302 / 5.0L V8	-	#22704	#22714
E-100 Econoline	1980-82	351 / 5.8L V8	Windsor	#22704	#22714
E-250 Econoline / E-250 Econoline Club Wagon E-350 Econoline / E-350 Econoline Club Wagon	1980-81	351 / 5.8L V8	Windsor	#22704	#22714

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
E-100 Econoline Club Wagon / E-150 Econoline E-150 Econoline Club Wagon	1980-83	351 / 5.8L V8	-	#22704	#22714
E-250 Econoline / E-250 Econoline Club Wagon E-350 Econoline / E-350 Econoline Club Wagon	1982-83	351 / 5.8LV	-	#22704	#22714
E-150 Econoline / E-150 Econoline Club Wagon / E-250 Econoline / E-250 Econoline Club Wagon / E-350 Econoline / E-350 Econoline Club Wagon / Bronco / F-150 / F-250 / F-350	1984-87	351 / 5.8L V8	EEC IV	#22704	#22714
Bronco / F-150	1983	351 / 5.8L V8	-	#22704	#22714
F-100 / F-250 / F-350	1981	351 / 5.8L V8	Windsor	#22704	#22714
F-150	1981-82	351 / 5.8L V8	Windsor	#22704	#22714
F-250 / F-350	1982-83	351 / 5.8LV	-	#22704	#22714
LTD / Ranchero	1979	351 / 5.8L V8	-	#22704	#22714
LTD	1984-86	351 / 5.8L V8	-	#22704	#22714
LTD Crown Victoria	1987	351 / 5.8L V8	-	#22704	#22714
LTD II / Thunderbird	1979	351 / 5.8L V8	Windsor	#22704	#22714
GMC					
Caballero	1979-80	267 / 4.4L V8	-	#22703	#22713
Sierra 1500	1999-06	267 / 4.8L V8	Square Coil	-	#22716
Sierra 1500 Classic	2007	267 / 4.8L V8	Engine Vin: U Round Coil	-	#22716
Yukon	2000-06	267 / 4.8L V8	Square Coil	-	#22716
Savana 2500 / Savana 3500	2008-14	294 / 4.8L V8	-	-	#22716
Sierra 1500	1999-06	294 / 4.8L V8	Square Coil	-	#22715
Sierra 1500	1999-06	294 / 4.8L V8	Round Coil	-	#22716
Sierra 1500	2007-13	294 / 4.8L V8	-	-	#22716
Yukon	2000-06	294 / 4.8L V8	Square Coil	-	#22715
Yukon	2000-06	294 / 4.8L V8	Round Coil	-	#22716
Yukon	2007-09	294 / 4.8L V8	-	-	#22716
C15 / C15 Suburban / K15 / K15 Suburban / Sprint	1976-77	305 / 5.0L V8	-	#22702	#22712
C25 / C25 Suburban / Jimmy / K25 / K25 Suburban	1977	305 / 5.0L V8	-	#22702	#22712
C1500 / C1500 Suburban / C2500 / G1500 G2500 / Jimmy / K1500	1981-82	305 / 5.0L V8	-	#22703	#22713
C2500 Suburban / K1500 Suburban	1982	305 / 5.0L V8	-	#22703	#22713
C1500 Suburban / K1500	1985-86	305 / 5.0L V8	-	#22703	#22713
G15 / G25	1977-78	305 / 5.0L V8	-	#22702	#22712
G3500	1981	305 / 5.0L V8	-	#22703	#22713
K1500 Suburban	1982	305 / 5.0L V8	-	#22703	#22713
K1500 Suburban	1985	305 / 5.0L V8	-	#22703	#22713
Canyon	2009-12	325 / 5.3L V8	-	-	#22716
Envoy	2005-09	325 / 5.3L V8	-	-	#22716
Envoy XL	2005-06	325 / 5.3L V8	-	-	#22716
Envoy XUV	2005	325 / 5.3L V8	-	-	#22716
Savana 1500	2008-14	325 / 5.3L V8	-	-	#22716
Sierra	2007-14	325 / 5.3L V8	-	-	#22716

CONTINUED ON NEXT PAGE...

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAM & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
Sierra 1500	1999-06	325 / 5.3L V8	Square Coil	-	#22715
Sierra 1500	1999-06	325 / 5.3L V8	Round Coil	-	#22716
Sierra 1500	2007-13	325 / 5.3L V8	-	-	#22716
Sierra 2500	1999-00	325 / 5.3L V8	Square Coil	-	#22715
Sierra 2500	1999-00	325 / 5.3L V8	Round Coil	-	#22716
Yukon / Yukon XL 1500	2000-06	325 / 5.3L V8	Square Coil	-	#22715
Yukon / Yukon XL 1500	2000-06	325 / 5.3L V8	Round Coil	-	#22716
Yukon / Yukon XL 1500	2007-14	325 / 5.3L V8	-	-	#22716
C15 / C15 Suburban / C25 / C25 Suburban C35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / P25 / P35 / Sprint	1975-77	350 / 5.7L V8	-	#22702	#22712
C1500 / C1500 Suburban / C2500 Suburban K1500 Suburban / K2500 / K2500 Suburban	1981	350 / 5.7L V8	Engine Vin: L	#22703	#22713
C1500 / C1500 Suburban / G1500 / G3500 / Jimmy / K1500 / K1500 Suburban	1982	350 / 5.7L V8	-	#22703	#22713
C2500 / C2500 Suburban	1981-82	350 / 5.7L V8	-	#22703	#22713
C2500 / C2500 Suburban	1985-86	350 / 5.7L V8	-	#22703	#22713
C2500 / C2500 Suburban / K2500 / K2500 Suburban	1982	350 / 5.7L V8	Engine Vin: L	#22703	#22713
C3500	1985-86	350 / 5.7L V8	-	#22703	#22713
G15 / G25 / G35	1976-77	350 / 5.7L V8	-	#22702	#22712
G15 / G25 / G35	1975	350 / 5.7L V8	HEI	#22702	#22712
G15 / G35	1978	350 / 5.7L V8	-	#22702	#22712
Jimmy / K1500	1981	350 / 5.7L V8	-	#22703	#22713
K1500	1985-86	350 / 5.7L V8	-	#22703	#22713
K1500	1985-86	350 / 5.7L V8	-	#22703	#22713
K1500 Suburban	1981-82	350 / 5.7L V8	-	#22703	#22713
K1500 Suburban	1985	350 / 5.7L V8	-	#22703	#22713
K2500	1981-82	350 / 5.7L V8	-	#22703	#22713
K2500	1985	350 / 5.7L V8	-	#22703	#22713
K2500	1986	350 / 5.7L V8	-	#22703	#22713
K2500 Suburban	1981	350 / 5.7L V8	-	#22703	#22713
K2500 Suburban	1986	350 / 5.7L V8	-	#22703	#22713
K35	1977	350 / 5.7L V8	-	#22702	#22712
K3500	1986	350 / 5.7L V8	-	#22703	#22713
Sprint	1974	350 / 5.7L V8	HEI	#22702	#22712
Savana 2500	2008-14	364 / 6.0L V8	-	-	#22716
Savana 3500	2008-14	364 / 6.0L V8	-	-	#22716
Savana 4500	2009-14	364 / 6.0L V8	-	-	#22716
Sierra 1500	2002-07	364 / 6.0L V8	Square Coil	-	#22716
Sierra 1500	2002-07	364 / 6.0L V8	Square Coil	-	#22715
Sierra 1500	2002-07	364 / 6.0L V8	Round Coil	-	#22716
Sierra 1500	2008-13	364 / 6.0L V8	-	-	#22716
Sierra 1500 HD	2001-06	364 / 6.0L V8	Square Coil	-	#22715
Sierra 1500 HD	2001-07	364 / 6.0L V8	Round Coil	-	#22716
Sierra 1500 HD Classic	2007	364 / 6.0L V8	Square Coil	-	#22715

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
Sierra 1500 HD Classic	2007	364 / 6.0L V8	Round Coil	-	#22716
Sierra 1500 HD Classic / Sierra 3500 Classic	2007	364 / 6.0L V8	Square Coil	-	#22716
Sierra 1500 HD / Sierra 2500 HD / Sierra 3500 / Yukon / Yukon XL 1500	2001-06	364 / 6.0L V8	Square Coil	-	#22716
Sierra 2500	1999-04	364 / 6.0L V8	Square Coil	-	#22716
Sierra 2500	1999-04	364 / 6.0L V8	Square Coil	-	#22715
Sierra 2500	1999-04	364 / 6.0L V8	Round Coil	-	#22716
Sierra 2500 HD	2001-06	364 / 6.0L V8	Square Coil	-	#22716
Sierra 2500 HD	2001-07	364 / 6.0L V8	Square Coil	-	#22715
Sierra 2500 HD Classic	2007	364 / 6.0L V8	Square Coil	-	#22715
Sierra 2500 HD	2001-06	364 / 6.0L V8	Round Coil	-	#22716
Sierra 2500 HD Classic	2007	364 / 6.0L V8	Round Coil	-	#22716
Sierra 2500 HD	2009-13	364 / 6.0L V8	-	-	#22716
Sierra 2500 HD Classic Sierra 3500 HD Classic	2007	364 / 6.0L V8	Engine Vin: U Round Coil	-	#22716
Sierra 3500	2001-06	364 / 6.0L V8	Square Coil	-	#22715
Sierra 3500	2001-06	364 / 6.0L V8	Round Coil	-	#22716
Sierra 3500 Classic	2007	364 / 6.0L V8	Square Coil	-	#22715
Sierra 3500 Classic	2007	364 / 6.0L V8	Round Coil	-	#22716
Sierra 3500 HD Classic	2007	364 / 6.0L V8	Square Coil	-	#22715
Sierra 3500 HD	2008-14	364 / 6.0L V8	-	-	#22716
Sierra 3500 HD	2007	364 / 6.0L V8	-	-	#22716
W3500 Forward	2004-10	364 / 6.0L V8	-	-	#22715
W4500 Forward	2003-10	364 / 6.0L V8	-	-	#22715
Yukon	2008-13	364 / 6.0L V8	-	-	#22716
Yukon XL 2500	2000-06	364 / 6.0L V8	Square Coil	-	#22715
Yukon XL 2500	2000-06	364 / 6.0L V8	Round Coil	-	#22716
Yukon XL 2500	2007-08	364 / 6.0L V8	-	-	#22716
Yukon XL 2500	2011-13	364 / 6.0L V8	-	-	#22716
Yukon / Yukon XL1500	2001-06	364 / 6.0L V8	Square Coil	-	#22715
Yukon / Yukon XL1500	2001-06	364 / 6.0L V8	Round Coil	-	#22716
Sierra	2011-14	376 / 6.2L V8	-	-	#22716
Sierra 1500	2007-13	376 / 6.2L V8	-	-	#22716
Yukon / Yukon XL1500	2007-14	376 / 6.2L V8	-	-	#22716
Sierra	2008-10	378 / 6.2L V8	-	-	#22716
Yukon / Yukon XL1500	2007-09	378 / 6.2L V8	-	-	#22716
C15 / C25 / C35 / G15 / G25 / G35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / Sprint	1976	400 / 6.6L V8	-	#22702	#22712
C25 / C35 / G25 / G35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / K35	1977	400 / 6.6L V8	-	#22702	#22712
G25 / G35	1975	400 / 6.6L V8	HEI	#22702	#22712
G25 / G35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / Sprint	1975	400 / 6.6L V8	-	#22702	#22712
G35	1978	400 / 6.6L V8	-	#22702	#22712

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EMISSIONS GUIDE

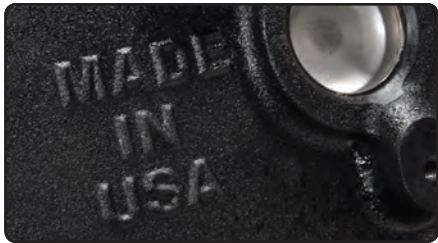
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL

Application	Year	Engine	Application Notes	Ultra-Spark 500 Part No.	Ultra-Spark 50 Part No.
Sprint	1974	400 / 6.6L V8	HEI	#22702	#22712
Sprint	1974-75	402 / 6.6L V8	-	#22702	#22712
B7 / C6500 Topkick / C7500 Topkick	1999-00	454 / 7.4L V8	-	-	#22715
P3500	1998-99	454 / 7.4L V8	Engine Vin: B	-	#22716
P3500	1998-99	454 / 7.4L V8	Engine Vin: B	-	#22715
HUMMER					
H3	2008-10	325 / 5.3L V8	-	-	#22716
H3T	2009-10	325 / 5.3L V8	-	-	#22716
H2	2003-07	364 / 6.0L V8	Square Coil	-	#22715
H2	2003-07	364 / 6.0L V8	Round Coil	-	#22716
H2	2008-09	376 / 6.2L V8	-	-	#22716
H2	2008	378 / 6.2L V8	-	-	#22716
ISUZU					
Ascender	2005-06	325 / 5.3L V8	-	-	#22716
LINCOLN					
Mark VII	1987	302 / 5.0L V8	Engine Vin: M	#22704	#22714
Mark VII	1988-92	302 / 5.0L V8	Engine Vin: E	#22704	#22714
MERCURY					
Capri	1984-86	302 / 5.0L V8	-	#22704	#22714
Colony Park	1987	302 / 5.0L V8	-	#22704	#22714
Grand Marquis	1986-87	302 / 5.0L V8	-	#22704	#22714
Marquis	1979	302 / 5.0L V8	-	#22704	#22714
Cougar	1979	351 / 5.8L V8	Windsor	#22704	#22714
Grand Marquis	1979	351 / 5.8L V8	-	#22704	#22714
Grand Marquis	1987-89	351 / 5.8L V8	-	#22704	#22714
Marquis	1979	351 / 5.8L V8	-	#22704	#22714
OLDSMOBILE					
Cutlass Calais / Cruiser / Salon / Supreme	1980	305 / 5.0L V8	-	#22703	#22713
Cutlass Calais	1980	350 / 5.7L V8	-	#22703	#22713
PONTIAC					
Firebird	1980-83	305 / 5.0L V8	-	#22703	#22713
Grand Am / Grand LeMans	1980	305 / 5.0L V8	-	#22703	#22713
Grand LeMans / LeMans / Phoenix / Ventura	1977	305 / 5.0L V8	-	#22702	#22712
Grand Prix	2005-08	325 / 5.3L V8	-	-	#22716
Firebird	1998-02	350 / 5.7L V8	-	-	#22716
Grand LeMans, LeMans	1977	350 / 5.7L V8	-	#22702	#22712
GTO	2004	350 / 5.7L V8	-	-	#22716
G8	2008-09	364 / 6.0L V8	-	-	#22716
GTO	2005-06	364 / 6.0L V8	-	-	#22716
SAAB					
9-7x	2005-09	325 / 5.3L V8	-	-	#22716
9-7x	2008-09	364 / 6.0L V8	-	-	#22716



Small-block
#450020



Bare blocks have a cast Edelbrock logo



Big-block
#450000



Block #450000 features a 2-piece rear main seal

EDELBRICK ENGINE BLOCKS
AVAILABLE FOR SMALL- AND BIG-BLOCK CHEVY

It just doesn't seem right to spend hard earned dollars and trust the quality of a block made in a foreign country. A true American V8 engine deserves to be started with high-quality iron cast in America! Edelbrock engine blocks are cast and machined in the USA... and made to last! These are the same engine blocks we use to build our own crate engines. They are precision machined and accurate to Edelbrock specifications. Available for small-and big-block applications. Edelbrock engine blocks are the perfect starting point for any Chevy high-performance engine and the best base for an Edelbrock Total Power Package. **When it comes to starting with the right base for your engine build... make sure to choose the one made right here in the USA!**

	#450021	#450020	#450001	#450000
Block Type	Small-Block Chevy	Small-Block Chevy	Big-Block Chevy	Big-Block Chevy
Block Material	Cast Iron	Cast Iron	Cast Iron	Cast Iron
Cylinder Wall	Wet	Siamese	Siamese	Siamese
Bore Size	4.000"	4.125"	4.500"	4.500"
Max Recommended Bore	4.060"	4.185"	4.600"	4.600"
Deck Height	9.025"	9.025"	9.800"	9.800"
Cam Bearing Bore ID	2.000"	2.000"	2.120"	2.120"
Camshaft Position	Standard SBC	Standard SBC	Standard BBC	Standard BBC
Head Bolt Pattern	Standard SBC	Standard SBC	Standard BBC	Standard BBC
Inside Head Stud Bosses	No	No	Yes	Yes
Lifter Bores	Standard SBC	Standard SBC	Standard BBC	Standard BBC
Main Bearing Size	Standard SBC 350	Standard SBC 400	Standard BBC	Standard BBC
Main Bearing Bore	2.6406"	2.8408"	2.9375"	2.9375"
Main Caps	Nodular Iron 4 Bolt Splayed	Nodular Iron 4 Bolt Splayed	Nodular Iron 4 Bolt Splayed	Nodular Iron 4 Bolt Splayed
Oil System	Main Priority	Main Priority	Main Priority	Main Priority
Oil Cooler Holes	N/A	N/A	Integral to Block	Integral to Block
Rear Main Seal	1-Piece	2-Piece	1-Piece	2-Piece
Hydraulic Roller Provisions	Yes	Yes	Will Accept Gen V & VI Link Bar	Will Accept Gen V & VI Link Bar
Stud and Bolt Holes	Through to Water	Through to Water	Blind Tapped	Blind Tapped
Tapped Holes	Standard Thread & Pitch	Standard Thread & Pitch	Standard Thread & Pitch	Standard Thread & Pitch
Timing Chain/Gears	Standard SBC	Standard SBC	Standard BBC Gen IV, V, VI	Standard BBC Gen IV, V, VI
Timing Cover	8 or 10 Bolt	8 or 10 Bolt	Will accept Gen V and VI 6 Bolt	Will Accept Mark IV 10 Bolt
Fuel Pump Boss	Yes	Yes	Yes	Yes
Starter	Standard Location	Standard Location	Standard Location	Standard Location
Clutch Linkage Boss	Yes	Yes	Yes	Yes

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CRATE ENGINES INTRODUCTION

All of our crate engines are warranted through us directly. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross country cruise, we've got you covered.



FULLY ASSEMBLED CRATE ENGINES & BLOCKS

Edelbrock offers a vast selection of **100% brand new**, fully assembled performance crate engines for small-block Chevy, LS & LT Chevy, big-block Chevy, Chrysler Gen III HEMI, small-block Ford and 5.0L Ford. Edelbrock crate engines feature the highest quality components. Most are assembled with our Total Power Package® and select engines are offered with an E-Force supercharger for dyno-proven and reliable performance, right out of the crate. **In fact, they're so reliable we've included a 2-year/Unlimited mileage warranty on all applications.**

ORDER SATIN, POLISHED, ENDURASHINE™ OR BLACK FINISHED EDELBROCK COMPONENTS

Edelbrock understands that every customer wants choices. This is why Edelbrock offers our customers the option of having their crate engine built with our aluminum products in the traditional satin finish or with a show-quality polished finish. Order the "Polished Package" and you'll get an engine with polished heads, intake manifold and water pump if applicable. Two models are also offered with our EnduraShine finish on the manifold, water pump and carb for a brilliant shine that you have to see to believe!

SMALL-BLOCK CHEVY

Edelbrock offers a variety of small-block Chevy performance crate engine packages. They all feature brand new blocks with 4-bolt mains. **E-Street Series** engines offer high-quality performance at an affordable price. **Performer Series** engines are available from 310 hp to 380 hp. **RPM Series** applications are a step-up in performance and are available in packages from 410 hp to 500+ hp. Available carbureted, EFI or E-Force supercharged.

LS AND LT CHEVY

Edelbrock offers a choice of either a carbureted or supercharged LS 416 crate engine. All engines are built from a GM LS3 block. **The carbureted version produced 602 hp and 538 ft-lbs of torque.** **The supercharged version features an Edelbrock E-Force LS3 supercharger system. Edelbrock's complete 416 c.i.d. supercharged, LS engine produces an astounding 720 hp and 695 ft-lbs of torque on 91 octane pump gas.** The 4.065" stroke, and 4.000" bore pushes this LS3 out to a whopping 416 c.i.d., for incredible low end torque. **The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.**

Edelbrock also offers a high-performing supercharged LT 416 crate engine. **The complete version produced 851 hp and 780 ft-lbs of torque.** The foundation of this engine is a brand new GM LT1 Gen V aluminum block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.065" bore and 4.000" stroke pushes this LT1 out to a whopping 416 c.i.d., for incredible low-end torque. **The 10.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.**

BIG-BLOCK CHEVY

Edelbrock's big-block crate engines are as close to a true custom motor as you can buy. **They feature exhaust port exits in the stock location, which allows for the use of off-the-shelf headers.** They are available in 540 or 555 c.i.d. displacements. Each 555 crate engine is assembled by 8-time Pro Street World Champ Pat Musi. **They all deliver maximum horsepower and torque on 91-octane and are available in four packages from 650 hp to 700+ hp. Available carbureted or with EFI.**

CHRYSLER GEN III HEMI®

Now you can get a complete 426 c.i.d. E-Force supercharged Gen III HEMI engine that produces an astounding 808 hp and 762 ft-lbs of torque. **The foundation of this engine is a brand new iron Mopar 392 block with forged and balanced Manley stroker crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons.** The 9.9:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.

SMALL-BLOCK FORD

Assembled with a brand new aftermarket iron short block with an 8.2" deck height. **These crate engines are available in two unique performance levels, including 438 hp and 449 hp. Available carbureted with single- or dual-quad manifold.**

FORD 5.0L

Now available from Edelbrock, is a complete supercharged Coyote engine for your Ford. **The E-Force supercharger system helps this engine deliver 785 hp and 660 ft-lbs of torque.** The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas. Available with or without tune.





MADE IN USA

E-Street Long Block #45070

E-STREET LONG-BLOCK

AFFORDABLE PERFORMANCE FOR THE ENGINE BUILDER

The Edelbrock E-Street Long-Block is **affordably priced** for any builder who already owns an Edelbrock intake manifold and carb and wants to step up to a crate engine on a budget. This long-block is the ideal bottom end for any high-performance street build. It starts with a **100% brand new block with 4-bolt mains and 2-piece rear main seal**, cast iron crankshaft and cast aluminum pistons. Next, Edelbrock E-Street cylinder heads and Performer Series camshaft are added. **E-Street heads are designed for high-performance street applications** and feature larger than stock intake and exhaust ports to improve engine efficiency. These heads also include hardened spring cups and Heli-Coil® threaded inserts in the rocker stud bosses. The E-Street Long-Block is then finished off with Edelbrock Racing Series valve covers and breather.

SPECIFICATIONS

Displacement:	350 c.i.d.	Rocker Arms:	1.5:1 Roller #77770
Compression:	9.0:1	Cylinder Heads:	E-Street #5089
Block:	New 4-bolt main with 2-piece rear main seal	Valve Covers:	Racing Series
Crankshaft:	Cast Iron	Finish:	Satin
Pistons:	Cast aluminum	Warranty:	2-year / Unlimited mileage
Camshaft:	Performer #2102		

E-Street Long-Block (Max. 5,500 rpm) ●●.....#45070



E-Street #45083

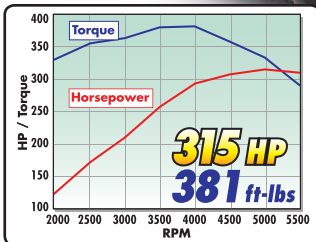
E-STREET 315 HP

This is an **affordably priced**, entry level small-block Chevy crate engine for any street rod or muscle car driver on a budget that wants affordable performance. Edelbrock E-Street crate engines start out with a **100% brand new block with 4-bolt mains and 2-piece rear main seal**. Available in both satin finish or with black powder coated intake manifold, carburetor, valve covers and breather. Both versions feature E-Street cylinder heads, Performer Series carburetor, Performer EPS intake manifold, Performer Series camshaft and high quality billet distributor. **E-Street heads are designed for high-performance street applications** and feature larger than stock intake and exhaust ports to improve engine efficiency. These engines offer the best combination of affordable and reliable performance on the market! This engine is sold without a water pump. Visit our website for a complete listing of small-block Chevy water pumps for your application.

SPECIFICATIONS

Displacement:	350 c.i.d.	Rocker Arms:	1.5:1 Roller #77770
Horsepower:	315 hp	Manifold:	Performer EPS #2701 or #27013
Torque:	381 ft.-lbs.	Cylinder Heads:	E-Street #5089
Compression:	9.0:1	Carburetor:	Performer Series #1405 or #14053
Block:	4-bolt main with 2-piece rear main seal	Distributor:	Included
Crankshaft:	Cast Iron	Valve Covers:	Racing Series
Pistons:	Cast Aluminum	Finish:	Satin or Black Powder Coated
Camshaft:	Performer #2102	Warranty:	2-Year / Unlimited Mileage

E-Street Carbureted (Max. 5,500 rpm) ●●.....#45080
 With Black Powder Coated Intake and Carburetor (Max. 5,500 rpm) ●●.....#45083



Compliment your Edelbrock crate engine with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.



CUSTOM CRATE ENGINE ASSEMBLY AND ENGINE DYNO SERVICES AVAILABLE

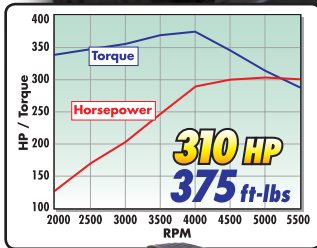
Skilled Edelbrock technicians can assemble most crate engines to suit your application and preference with Edelbrock components. Our in-house engine dyno facility is also available to break-in your new engine and provide you with actual performance results.



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

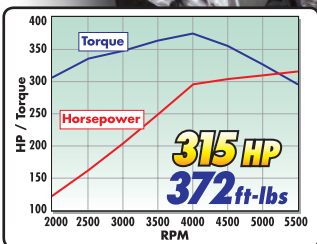
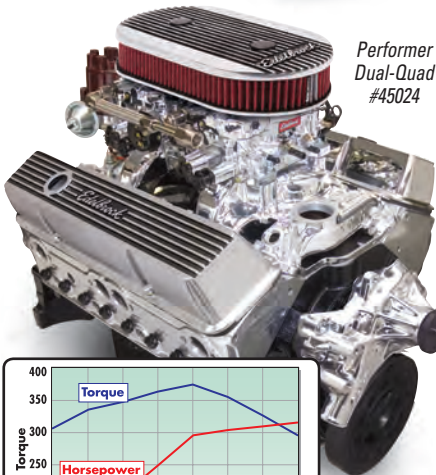
Performer 320
#45411



Performer
Classic 310
#45123



Performer
Dual-Quad
#45024



PERFORMER 310/320 HP

These entry level small-block Chevy crate engines are ideal for any street rod, muscle car or truck owner looking for 300+ hp performance on 87-octane fuel. Performer engines are 100% brand new and include a 4-bolt main block, Edelbrock Performer heads, Performer hydraulic camshaft, roller rocker arms, Performer Series intake manifold and optional water pump. **The Performer Classic 310 is available with a single quad Performer Series carburetor and also features black powder coated accessories, intake manifold, carburetor, water pump and a red block.** A step-up in the Performer line, the **Performer 320 has a 9.0:1 compression ratio and delivers 320 hp and 382 ft-lbs of torque** with the choice of Performer EPS or Performer Air-Gap intake manifold.

SPECIFICATIONS

Displacement: 350 c.i.d.	Manifold: Performer EPS #2701, Performer EPS #27013 or Performer Air-Gap #2601
Horsepower: 310 / 320 hp	Cylinder Heads: Performer/RPM #60759, #60899 or #60909
Torque: 375 / 382 ft-lbs	Carburetor: Performer or AVS2 Series
Compression: 8.5:1 (Performer 310) / 9.0:1 (Performer 320)	Water Pump: Victor Series Aluminum
Block: 4-bolt main with 2-piece rear main seal	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast Aluminum (style varies by application)
Pistons: Cast Aluminum	Finish Options: Satin, Polished or Black Powder Coated
Camshaft: Performer #2102	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.5:1 Roller #77770	

	<i>Satin</i>	<i>Polished</i>	<i>Black</i>
PERFORMER 310 EPS MANIFOLD & 650 CFM AVS2 SERIES CARB (electric choke)			
Without water pump ●●.....	#45100	#45101	N/A
With short water pump #8810 ●●.....	#45110	#45111	N/A
With long water pump #8811 ●●.....	#45120	#45121	N/A
PERFORMER CLASSIC 310 EPS MANIFOLD & 600 CFM PERFORMER SERIES CARB (electric choke)			
With long water pump #88113 ●●.....	N/A	N/A	#45123
PERFORMER 320 EPS MANIFOLD & 650 CFM AVS2 SERIES CARB (electric choke)			
Without water pump ●●.....	#45400	N/A	N/A
With short water pump #8810 ●●.....	#45410	#45411	N/A
With long water pump #8811 ●●.....	#45420	#45421	N/A
PERFORMER 320 AIR-GAP MANIFOLD & 650 CFM AVS2 SERIES CARB (electric choke)			
Without water pump ●●.....	#45500	#45501	N/A
With short water pump #8810 ●●.....	N/A	#45511	N/A

PERFORMER DUAL-QUAD 315 HP

This Performer Dual-Quad has the same specs as the Performer 320 with the addition of an Edelbrock dual-quad intake and dual 500 cfm carbs. Customers have their choice of the classic C-26 intake for lower height and greater hood clearance or the latest generation Performer RPM Air-Gap Dual-Quad intake manifold. Additional options include satin aluminum or EnduraShine finish on RPM Air-Gap Dual-Quad, and water pump style.

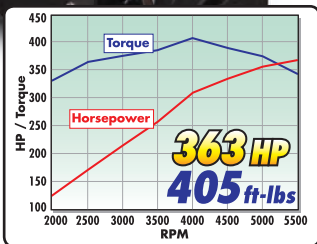
SPECIFICATIONS

Displacement: 350 c.i.d.	Manifold: C-26 #5425 or RPM Air-Gap Dual-Quad #75254
Horsepower: 315 hp	Cylinder Heads: Performer RPM #60899
Torque: 372 ft-lbs	Carburetor: Performer or AVS2 Series
Compression: 9.0:1	Water Pump: Victor Series Aluminum
Block: 4-bolt main with 2-piece rear main seal	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast Aluminum (style varies by application)
Pistons: Cast Aluminum	Finish Options: Satin or EnduraShine
Camshaft: Performer #2102	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.5:1 Roller #77770	

	<i>Satin</i>	<i>EnduraShine</i>
C-26 Manifold & Performer Series Carb (with short water pump) ●●.....	#45010	N/A
C-26 Manifold & Performer Series Carb (with long water pump) ●●.....	#45020	N/A
RPM Air-Gap Manifold & AVS2 Series Carb (with short water pump) ●●.....	N/A	#45014
RPM Air-Gap Manifold & AVS2 Series Carb (with long water pump) ●●.....	N/A	#45024



Performer
Hi-Torq #46400



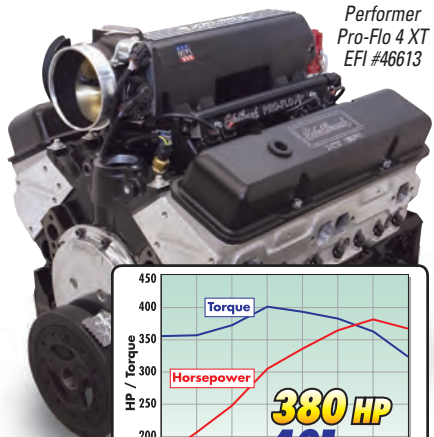
PERFORMER HI-TORQ 363 HP

Take advantage of modern cylinder head and camshaft technology with the Performer 363 Hi-Torq Series of engines. These engines deliver high horsepower and a broad torque curve from off-idle through 5,500 RPM, thanks to the Performer-Plus Rollin' Thunder hydraulic roller camshaft. In addition to the performance, this combination provides exceptional vacuum at idle so you can easily operate power brakes and vacuum-powered accessories.

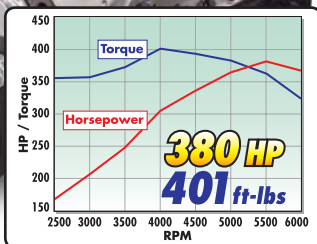
SPECIFICATIONS

Displacement: 350 c.i.d.	Manifold: Performer EPS Vortec #2716 or #27161
Horsepower: 363 hp	Cylinder Heads: E-Tec 170 #60975 or #609715
Torque: 405 ft-lbs	Carburetor: Performer Series 750 cfm
Compression: 9.0:1	Water Pump: Victor Series #8810 or #8811
Block: 4-bolt main with 2-piece rear main seal	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast Aluminum (style varies by application)
Pistons: Cast Aluminum	Finish Options: Satin, Polished or EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2208	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.5:1 Roller #77770	

	<i>Satin</i>	<i>Polished</i>	<i>EnduraShine</i>
Performer 363 Hi-Torq (without water pump) ●●	#46400	N/A	#46404
Performer 363 Hi-Torq (with short water pump) ●●	#46410	#46411	N/A
Performer 363 Hi-Torq (with long water pump) ●●	#46420	N/A	#46424



Performer
Pro-Flo 4 XT
EFI #46613



PERFORMER PRO-FLO 4 XT EFI 380 HP

For those who want modern efficiency and power, Edelbrock offers the Performer 380 Pro-Flo 4 XT. Like its carbureted sibling, this 350 cubic-inch package offers 9.0:1 compression ratio, but with the modern Pro-Flo 4 XT EFI delivers a stout 380 horsepower and 401 ft-lbs of torque with increased mileage potential!

SPECIFICATIONS

Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 380 hp	EFI Systems: Pro-Flo 4 XT #35823
Torque: 401 ft-lbs	Cylinder Heads: E-Tec 170 #60975
Compression: 9.0:1	Distributor: Included
Block: 4-bolt main with 2-piece rear main seal	Valve Covers: Cast Aluminum (style varies by application)
Crankshaft: Cast Iron	Finish: Black Powder Coated
Pistons: Cast Aluminum	Warranty: 2-Year / Unlimited Mileage
Camshaft: Rollin' Thunder Hydraulic Roller #2208	

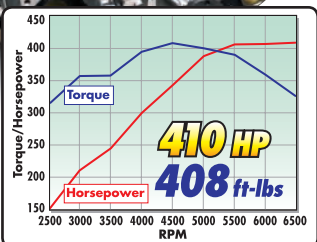
Performer 380 Pro-Flo 4 XT EFI (without water pump) ●●	#46613
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Compliment your Edelbrock crate engine with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.



Performer
RPM 410 #45611



PERFORMER RPM 410 HP

The Performer RPM 410 delivers outstanding street high performance. Customers have their choice of Performer RPM or Performer RPM Air-Gap intake manifolds, satin aluminum or polished finish and choice of long or short water pump style.

SPECIFICATIONS

Displacement: 350 c.i.d.	Manifold: Performer RPM #7101 or #71011
Horsepower: 410 hp	RPM Air-Gap #7501 or #75101
Torque: 408 ft-lbs	Cylinder Heads: Performer RPM #60899
Compression: 9.5:1	Carburetor: AVS2 Series #1913 (electric choke)
Block: 4-bolt main with 1-piece rear seal #450021	Water Pump: Victor Series #8810 or #8811
Crankshaft: Cast Iron	Distributor: Included
Pistons: Hypereutectic	Valve Covers: Cast Aluminum (style varies by application)
Camshaft: Performer RPM #7102	Finish Options: Satin or Polished
Rocker Arms: 1.5:1 Roller #77770	Warranty: 2-Year / Unlimited Mileage

	<i>Satin</i>	<i>Polished</i>
Performer 410 RPM Manifold (with short water pump) ●●	#45610	#45611
Performer 410 RPM Air-Gap Manifold (without water pump) ●●	N/A	#45701
Performer 410 RPM Air-Gap Manifold (with long water pump) ●●	#45720	N/A

EMISSIONS GUIDE

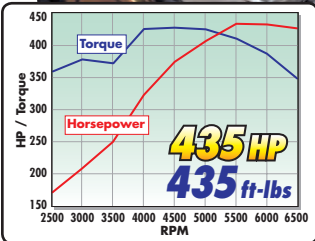
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



CRATE ENGINES S/B CHEVY

Performer RPM E-Tec 435 #45904



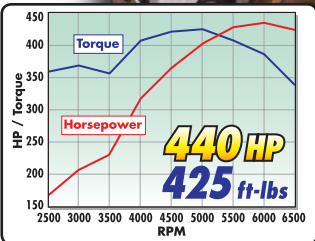
PERFORMER RPM E-TEC 435 HP

The Performer RPM E-TEC 435 is the ultimate 350 cubic-inch small-block Chevy for muscle cars, street rods and trucks. Includes a 100% brand new block with cast-iron crankshaft, powdered metal rods and hypereutectic pistons, Edelbrock E-TEC 170 heads, Rollin' Thunder hydraulic roller camshaft, roller rocker arms, RPM Air-Gap intake manifold and AVS2 Series 800 cfm carburetor. These crate engines are offered in your choice of satin aluminum, polished or EnduraShine finish. Optional water pump styles are also available.

SPECIFICATIONS	
Displacement: 350 c.i.d.	Manifold: RPM Air-Gap Vortec #7516, #75161 or #75164
Horsepower: 435 hp	Cylinder Heads: E-Tec 170 #60975 or #609715
Torque: 435 ft-lbs	Carburetor: AVS2 Series
Compression: 9.5:1	Water Pump: Victor series #8810 or #8811
Block: 4-bolt main with 1-piece rear seal #450021	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast Aluminum (style varies by application)
Pistons: Hypereutectic	Finish Options: Satin, Polished or EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2204	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.5:1 Roller #77770	

	Satin	Polished	EnduraShine
Performer RPM E-Tec 435 (without water pump)	●●.....#45900	.....N/A	.....#45904
Performer RPM E-Tec 435 (with short water pump)	●●.....#45910	.....#45911	.....#45914
Performer RPM E-Tec 435 (with long water pump)	●●.....#45920	.....#45921	.....#45924

Performer RPM E-Tec Pro-Flo 4 #46240

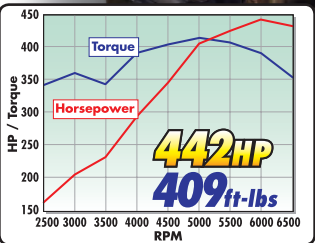


PERFORMER RPM E-TEC PRO-FLO 4 EFI 440 HP

This fuel-injected small-block has the same specifications as the RPM E-TEC 435 but is equipped with our powerful and efficient Pro-Flo 4 electronic fuel injection. The Pro-Flo 4 EFI system is complete with intake manifold, fuel injectors, fuel rails, throttle body and 7" Android tablet with pre-installed E-Tuner app and base calibrations. This engine offers all the modern performance of fuel injection with the classic style of a four-blade throttle body that accepts a round top-mounted air-cleaner. Your choice of satin aluminum or polished finishes. Optional water pump styles are also available.

SPECIFICATIONS	
Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 440 hp	EFI Systems: Performer RPM Pro-Flo 4 EFI
Torque: 425 ft-lbs	Cylinder Heads: E-Tec 170 #60975/#609715
Compression: 9.5:1	Water Pump: Victor series #8810
Block: 4-bolt main with 1-piece rear seal #450021	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast Aluminum (style varies by application)
Pistons: Hypereutectic	Finish: Satin or Polished
Camshaft: Rollin' Thunder Hydraulic Roller #2205	Warranty: 2-Year / Unlimited Mileage

	Satin	Polished
Performer RPM E-Tec Pro-Flo 4 EFI (without water pump)	●●.....#46240	.....#46241
Performer RPM E-Tec Pro-Flo 4 EFI (with short water pump)	●●.....N/A	.....#462401



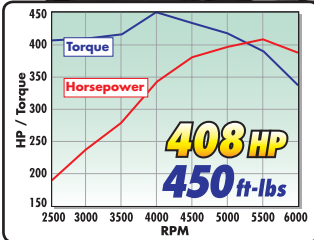
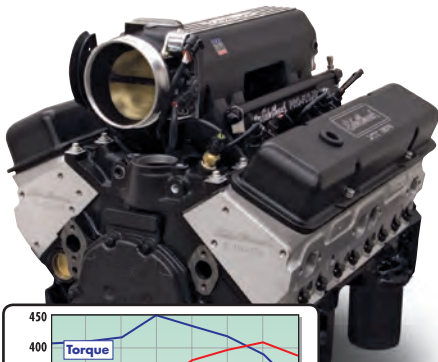
Performer RPM E-Tec Pro-Flo 4 XT #46913

PERFORMER RPM E-TEC PRO-FLO 4 XT EFI 442 HP

Want the absolute latest EFI performance in a turnkey crate engine package? The Performer RPM E-TEC 435 with Pro-Flo 4 XT EFI delivers performance, function and style. Pro-Flo XT's styling cues are striking, thanks to the proprietary intake design and large 90mm front-mount throttle body. The Pro-Flo 4 EFI system is complete with intake manifold, fuel injectors, fuel rails, throttle body and 7" Android tablet with pre-installed E-Tuner app and base calibrations. This package delivers great drivability and increased mileage potential. This engine features a black powder coated finish for durability and great looks.

SPECIFICATIONS	
Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 442 hp	EFI Systems: Pro-Flo 4 XT #35823
Torque: 409 ft-lbs	Cylinder Heads: E-Tec 170 #60975
Compression: 9.5:1	Distributor: Included
Block: 4-bolt main with 1-piece rear seal #450021	Valve Covers: Cast Aluminum (style varies by application)
Crankshaft: Cast Iron	Finish: Black Powder Coated
Pistons: Hypereutectic	Warranty: 2-Year / Unlimited Mileage
Camshaft: Rollin' Thunder Hydraulic Roller #2205	

Performer RPM E-Tec Pro-Flo 4 XT EFI (without water pump)	●●.....#46913
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Hi-Torq 383 #46393

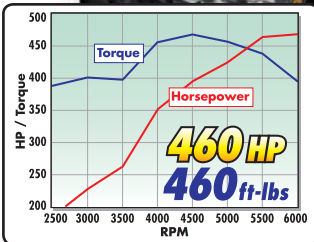
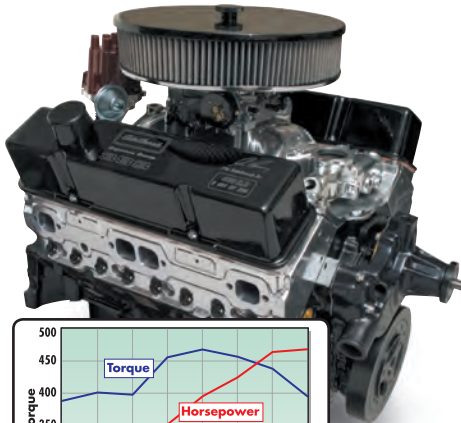
HI-TORQ 383 PRO-FLO 4 XT EFI 408 HP

This fuel injected 383 cubic-inch small-block delivers horsepower, torque and increased mileage potential in street rods, muscle cars or any demanding off-road vehicle. The unique Rollin' Thunder hydraulic roller camshaft delivers broad torque throughout the RPM range and up to 17" of vacuum at an idle speed as low as 650 rpm! Pro-Flo 4 XT is a sequential port EFI system that utilizes our E-Tuner app with base calibrations on a supplied 7" Android tablet. The E-Tuner app provides the ability to make many adjustments and also control both fuel and spark from the app on the fly - no need for a laptop computer. Your choice of polished or black powder coated finish.

SPECIFICATIONS

Displacement: 383 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 408 hp	EFI Systems: Pro-Flo 4 XT #35823
Torque: 450 ft-lbs	Cylinder Heads: E-Tec 170 #609715 or #60975
Compression: 9.5:1	Distributor: Included
Block: 4-bolt main with 1-piece rear seal	Valve Covers: Victor Series Cast Aluminum
Crankshaft: Forged Steel	Finish: Polished or Black Powder Coated
Pistons: Hypereutectic	Warranty: 2-Year / Unlimited Mileage
Camshaft: Rollin' Thunder Hydraulic Roller #2209	

Hi-Torq 383 Pro-Flo 4 XT EFI (without water pump) ●●.....**Polished** #46391**Black** #46393



Signature Series 383 #46213

SIGNATURE SERIES 383 460 HP

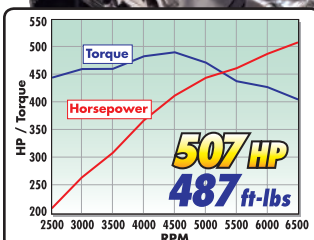
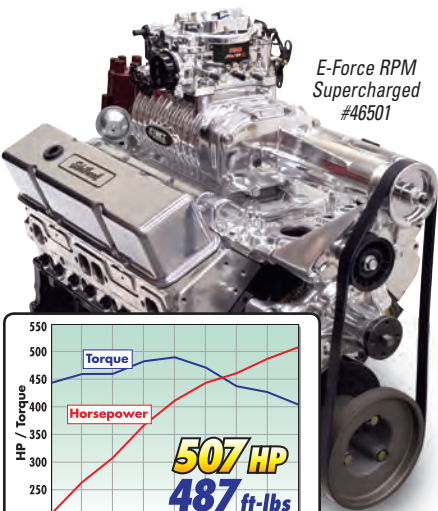
This Signature Series 383 is truly a unique crate engine, designed for those with an appreciation for Edelbrock performance and collectability. This 383 cubic-inch Chevy delivers 460 horsepower and 460 ft-lbs of torque. Qualities include a brand new block with forged steel crankshaft, powdered metal rods and hypereutectic pistons, Edelbrock E-TEC 200 heads, Rollin' Thunder hydraulic roller camshaft, roller rocker arms, RPM Air-Gap intake manifold, AVS2 Series 800 cfm carburetor and short water pump. Unique to the SS383, the water pump, valve covers and air cleaner are styled with a black finish. The valve covers are then laser engraved with Vic Edelbrock's signature and the engine's serial number. **Only 250 will be made - get one while you still can.**



SPECIFICATIONS

Displacement: 383 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 460 hp	Manifold: RPM Air-Gap #75161
Torque: 460 ft-lbs	Cylinder Heads: Polished E-Tec 200 #609815
Compression: 9.5:1	Carburetor: AVS2 Series #1913
Block: 4-bolt main with 1-piece rear seal	Water Pump: Victor Series Cast Aluminum
Crankshaft: Forged Steel	Distributor: Included
Pistons: Hypereutectic	Valve Covers: Signature Series Cast Aluminum
Camshaft: Rollin' Thunder Hydraulic Roller #2207	Warranty: 2-Year / Unlimited Mileage

Signature Series 383 ●●.....#46213



E-Force RPM Supercharged #46501

E-FORCE H122 SUPERCHARGED 507 HP

Want big-block power in a small package for your street rod or muscle car? **The recipe is simple... take the proven 435 horsepower RPM E-TEC, bolt on powerful E-TEC 200 cylinder heads and Edelbrock E-Force H122 supercharger.** The finished product produces 507 horsepower, 487 ft-lbs. of torque and performs on 91-octane pump gas. Your choice of satin aluminum or polished finish.

SPECIFICATIONS

Displacement: 350 c.i.d.	Supercharger: E-Force H122 #1551
Horsepower: 507 hp	Cylinder Heads: E-Tec 200 #60989 or #609819
Torque: 487 ft-lbs	Carburetor: AVS2 Series #1913
Compression: 9.5:1	Water Pump: Victor Series Cast Aluminum #8811
Block: GM "ZZ" 4-bolt main with 1-piece rear seal	Distributor: Included
Crankshaft: Forged Steel	Valve Covers: Signature Series Cast Aluminum
Pistons: Hypereutectic	Finish Options: Satin or Polished
Camshaft: Rollin' Thunder Hydraulic Roller #2204	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.5:1 Roller	

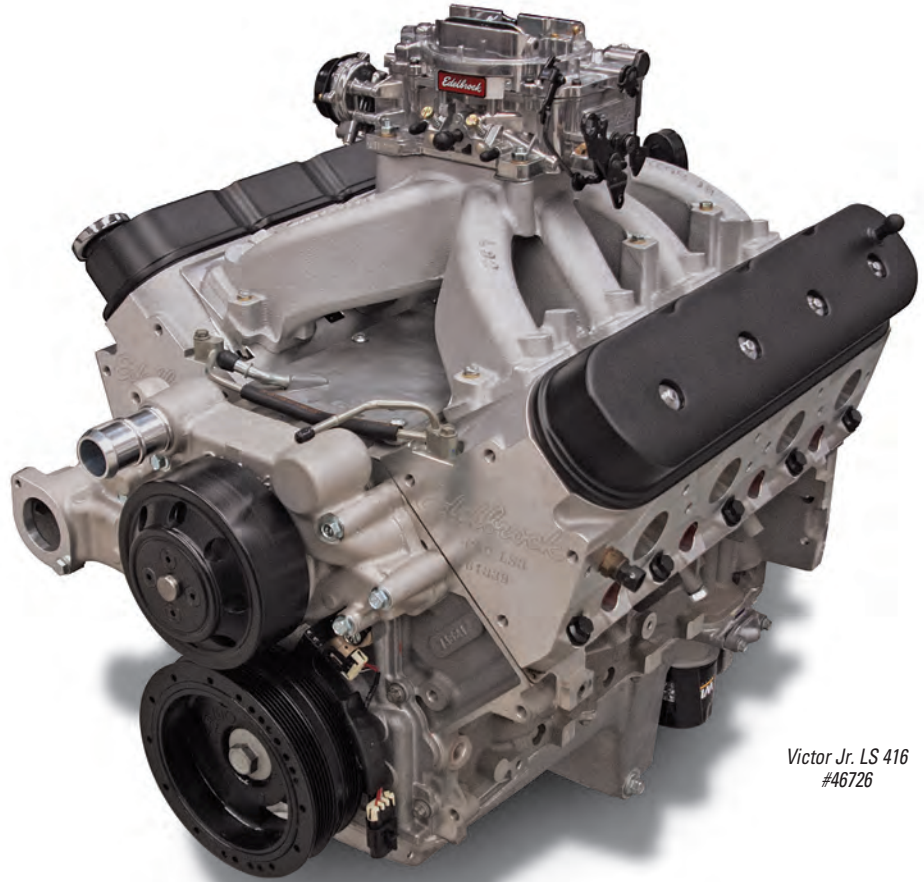
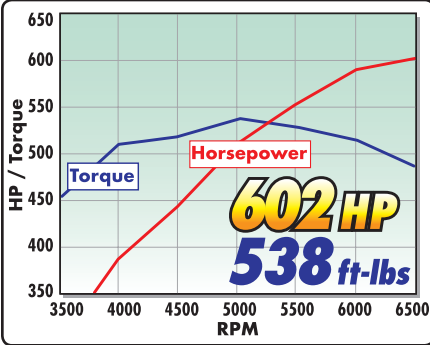
E-Force H122 Supercharger ●●.....**Satin** #46500**Polished** #46501

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Edelbrock carburetors, intake manifolds, cylinder heads and water pumps are manufactured in the USA for unsurpassed quality.



Victor Jr. LS 416 #46726



Included accessories with LS 416 Crate Engine #46727

VICTOR JR. LS 416 602 HP AND 538 FT-LBS TORQUE

If you're looking for an LS powerplant for your vehicle, then look no further than the Edelbrock Victor Jr. LS 416 crate engine. It features a GM aluminum LS3 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons to create a 416 c.i.d. LS3 stroker with 4.065" bore and 4.000" stroke. All of these high-quality components make for a great foundation for any high performance LS build.

The Victor Jr. LS 416 is topped off with a complete Edelbrock LS3 Top End that is designed to maximize performance. This Power Package combo includes Victor Jr. LS3 cylinder heads #61339, Victor Jr. LS3 intake manifold #28456 and Rollin' Thunder hydraulic roller camshaft #2219. These components are what helps this engine deliver its impressive 602 horsepower and 538 ft-lbs of torque on 91 octane pump gas. Its compact profile makes this engine a great solution for a hassle-free swap into any muscle car, street rod or truck! The Edelbrock Victor Jr. LS 416 crate engine is the ultimate carbureted powerplant for your high performance build.

SPECIFICATIONS

Displacement:	416 c.i.d. (4.065" bore x 4.000" stroke)	Camshaft:	Rollin' Thunder #2219
Horsepower:	602 hp	Rocker Arms:	LS3 1.7 Ratio
Torque:	538 ft-lbs	Manifold:	Victor Jr. #28456 with MSD TCM #6014
Compression:	11.2:1	Cylinder Heads:	Victor Jr. #61339
Block:	GM LS3 Aluminum	Carburetor:	AVS2 Series 800 cfm #1913
Crankshaft:	Forged 4340	Water Pump:	Victor #8894 with Pulley #8899
Pistons:	Forged Aluminum	Finish:	Satin
Rods:	Forged H-Beam	Warranty:	2-Year / Unlimited Mileage

Victor Jr. LS 416 Crate Engine (long-block only) ●●●.....#46725

Victor Jr. LS 416 Crate Engine ●●●.....#46726

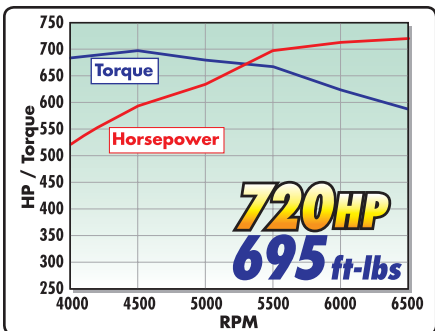
Victor Jr. LS 416 Crate Engine (with Accessories) ●●●.....#46727

Victor Jr. LS 416 engine package #46727 is our most complete solution. It includes complete engine #46726 along with the front-drive accessories, such as the alternator power steering pump, power steering reservoir, idler pulleys, tensioner, required brackets and hardware.

All of our crate engines are warranted through us directly. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross country cruise, we've got you covered.



CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



Supercharged LS 416



LS 416 Crate Long-Block #46720

SUPERCHARGED LS 416
720 HP AND 695 FT-LBS TORQUE

Now available from Edelbrock, is a complete 416 c.i.d. supercharged LS engine, that produces an astounding 720 horsepower and 695 ft-lbs of torque on 91-octane pump gas. The foundation of this engine is a brand new, aluminum LS3 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.065" stroke, and 4.000" bore pushes this LS3 out to a whopping 416 c.i.d. for incredible low end torque. The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.

Helping this engine breathe is the Edelbrock E-Force LS3 supercharger system. This great looking system features Eaton TVS R2300 rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components such as the electric intercooler water pump, intercooler plumbing and intercooler recovery tank, as well as fuel rails, 60 lb/hr. fuel injectors, mass air flow sensor (MAFS) housing and re-usable air filter. The supercharger equipped on this engine features a driver's side throttle body orientation for ease of intake routing and a Corvette belt offset for a compact installation. (Other belt offsets and inlet orientations available upon request.) Pair with universal heat exchangers for a complete installation. See page 163 for a complete listing and more information on our universal heat exchangers.

SPECIFICATIONS

Displacement: 416 c.i.d.	Rods: Forged H-Beam
Horsepower: 720 hp	Camshaft: 215°/247°, .629/.656, 121 LSA
Torque: 695 ft-lbs	Rocker Arms: LS3, 1.7 Ratio
Compression: 9.5:1	Induction: E-Force Supercharger System #1540
Block: GM LS3 Aluminum	Cylinder Heads: GM with Edelbrock Valve Springs #5768
Crankshaft: Forged 4340	Finish: Black Powder Coated
Pistons: Forged Aluminum - 18cc	Warranty: 2-Year / Unlimited Mileage

LS 416 Crate Engine (long-block only) ●●●.....#46720

Important Note: Top of supercharger measures 21.54" from crank centerline (special order with lower profile, Corvette lid for additional 2" of hood clearance.) Oil pan dimensions: 2.625" tall at the front, sump measures 6.75" (front) to 7.75" (rear) high and 7.75" in length. See our web site for reference dimensions.

Supercharged LS 416 Crate Engine & Electronics ●●●.....#46750

This engine package includes an Edelbrock-prepped long block, E-Force supercharger, complete engine wiring harness, pre-programmed ECU, electronic throttle pedal, MAFS, throttle body, ignition coils and heated oxygen sensors. This engine is tuned and ready to run right out of the crate, making it ideal for any project vehicle desiring an LS3 high performance solution.

Supercharged LS 416 Crate Engine with Accessories & Electronics ●●●.....#46760

This engine package is our most complete solution. It includes an Edelbrock-prepped long block, E-Force supercharger, complete engine wiring harness, pre-programmed ECU, electronic throttle pedal, MAFS, throttle body, ignition coils, heated oxygen sensors and front drive accessories such as the alternator, water pump, power steering pump, idler pulleys, required brackets and hardware. This engine package is the ultimate turn-key solution for any project vehicle demanding an LS3 engine!



LS 416 Crate Engine #46750 with Electronics



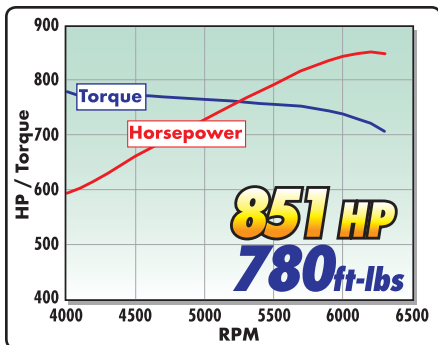
LS 416 Crate Engine #46760 with Electronics and Accessories

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CRATE ENGINES GM LT



LT1 Crate Engine Long-block #46755



Included Accessories with LT 416 Crate Engine #46757

All of our crate engines are warranted through us directly. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross country cruise, we've got you covered.



Supercharged
LT 416 #46756

E-FORCE SUPERCHARGED LT 416 851 HP AND 780 FT-LBS TORQUE

Now you can get a complete 416 c.i.d. E-Force Supercharged LT1 engine that produces an astounding 851 horsepower and 780 ft-lbs of torque from Edelbrock. The foundation of this engine is a brand new GM LT1 Gen V aluminum block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.065" bore and 4.000" stroke pushes this LT1 out to a whopping 416 c.i.d., for incredible low-end torque. The 10.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.

Helping this engine breathe is the all-new Edelbrock E-Force supercharger system with DP-3C intercooler. This great looking system features Eaton TVS R2650 rotors which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components such as the electric intercooler water pump, intercooler plumbing, intercooler recovery tank, fuel rails, fuel injectors, mass air flow sensor (MAFS) housing and re-usable air filter. The supercharger equipped on this engine features a driver's-side throttle body orientation for ease of intake routing and Camaro ZL1/CTS-V LT4 belt offset for a compact installation. Pair with universal heat exchangers for a complete installation. Visit our website for a complete listing and information on our universal heat exchangers.

The Edelbrock LT1 Long-Block #46755 is the base for our LT1 416 Supercharged crate engines. It features a GM aluminum LT1 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons to create a 416 c.i.d. LT1 stroker. Its compact design allows for a seamless swap into most platforms, eliminating the need for modifications to your engine bay or hood. This long-block is a great foundation for starting any high-performance forced-induction LT1- based build.

SPECIFICATIONS

Displacement:	416 c.i.d. (4.065" bore x 4.000" stroke)	Rods:	Forged H-Beam
Horsepower:	851 hp	Camshaft:	243°/254°, .660/.651, 114 LSA
Torque:	780 ft-lbs	Rocker Arms:	GM LT1 Gen V
Compression:	10.5:1	Induction:	E-Force R2650 Supercharger System
Block:	GM LT1 Gen V Aluminum	Cylinder Heads:	Performer RPM #77119
Crankshaft:	Forged 4340	Finish:	Black Powder Coated
Pistons:	Forged Aluminum -20cc	Warranty:	2-Year / Unlimited Mileage

- LT 416 Crate Engine (long-block only) ●●●.....#46755
- LT 416 Crate Engine with Accessories ●●●.....#46756
- LT 416 Crate Engine with Accessories & Electronics ●●●.....#46757

Important Installation Notes: This engine will require an EFI-compatible fuel delivery system with a minimum flow of 100 gph @ 60 PSI. Fuel pressure regulator is required. Top of supercharger measures 20.80" from crank centerline. See our website for reference dimensions.

540 RPM
Carbureted
#46230



RPM 540 CARBURETED

Edelbrock has expanded their big-block Chevrolet crate engine line to include an all-new 540 c.i.d. option called the RPM 540. The new Edelbrock RPM 540 is an excellent choice for any high-performance build where cubic inches matter. At the core of each RPM 540 crate engine (#46230) is a brand new Edelbrock cast-iron block with a 9.8-inch deck that's built especially for high-performance applications. It features a forged and balanced crankshaft, forged rods and forged pistons with a 10.0:1 compression ratio that allows for reliable and consistent performance on pump gas. It's topped off with a performance-proven Edelbrock Power Package that includes a Victor Jr. intake manifold and E-CNC rectangular-port cylinder heads that are fully CNC ported for improved airflow. Edelbrock E-CNC cylinder heads have stock exhaust port locations for use with off-the-shelf headers, and when combined with the Rollin' Thunder hydraulic roller camshaft, this combination delivers over 650 horsepower and 640 ft-lbs of torque.

This engine is sold without a carburetor or water pump, so consumers can select the best options for their application. It can also be special ordered to include an intake manifold with a 4500-series flange for even more power potential. Like all other Edelbrock crate engines, you have the option of ordering the RPM 540 with any combination of Edelbrock valve covers for the look that you desire.

EDELBRICK 540 RPM DETAILS

- Runs on pump gas with a streetable 10.0:1 compression ratio
- Features a cast-iron Edelbrock block with a Victor Jr. intake manifold, CNC-machined E-CNC cylinder heads, and a Rollin' Thunder hydraulic roller camshaft



Starts with an all-new Edelbrock engine block

SPECIFICATIONS

Displacement:	540 c.i.d.	Rocker Arms:	1.7:1 Roller #77790
Horsepower:	650+ hp	Manifold:	Victor Jr. 454-R #2902
Torque:	640 ft-lbs	Cylinder Heads:	E-CNC #79555
Compression:	10.0:1	Carburetor:	Not Included
Block:	Big-Block (9.8" deck height)	Distributor:	Max-Fire #22750
Crankshaft:	Forged Steel 4.250"	Valve Covers:	Cast Aluminum
Pistons:	Forged	Warranty:	2-Year / Unlimited Mileage
Camshaft:	Rollin' Thunder Hydraulic Roller #2264		

Edelbrock 540 RPM Carbureted ●●●.....#46230



Edelbrock/Musi 555
Carbureted
#49550

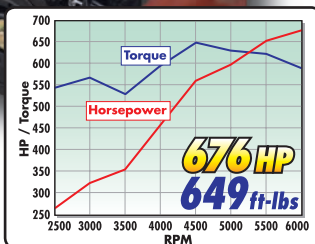


EDELBRICK/MUSI 555 AVAILABLE CARBURETED OR EFI

Edelbrock/Musi 555 crate engines are a powerful big-cubic-inch package that features the Edelbrock E-CNC cylinder heads for the ultimate in Edelbrock performance. E-CNC cylinder heads are fully CNC ported to achieve optimal airflow for maximum horsepower and torque in high performance street and light duty racing applications. They feature a raised exhaust port design in the stock location, which allows for the use of off-the-shelf headers. They are available in three options: carbureted (single and dual-quad) and with Pro-Flo 4 electronic fuel injection. Each engine is assembled by 8-time Pro Street World Champ Pat Musi. They all deliver maximum horsepower and torque on 91 octane.

555 RPM CARBURETED 676 HP

The carbureted package includes a Victor Jr. intake manifold and 800cfm AVS2 Series carburetor. It delivers an incredible 676 horsepower and 649 ft-lbs of torque. The E-CNC rectangular port cylinder heads are 100% fully CNC ported to improve air flow and overall performance. These heads also have stock exhaust port locations for use with off-the-shelf headers. Go to our website for water pump applications.



SPECIFICATIONS

Displacement:	555 c.i.d.	Rocker Arms:	1.7:1 Roller #77790
Horsepower:	676 hp	Manifold:	Victor Jr. 454-R #2902
Torque:	649 ft-lbs	Cylinder Heads:	E-CNC #79555
Compression:	10.0:1	Carburetor:	AVS2 Series #1912
Block:	Big-Block (9.8" deck height)	Distributor:	Included
Crankshaft:	Forged Steel 4.250"	Valve Covers:	Cast Aluminum
Pistons:	Forged	Warranty:	2-Year / Unlimited Mileage
Camshaft:	Rollin' Thunder Hydraulic Roller #2264		

Edelbrock/Musi 555 RPM Carbureted (Without water pump) ●●●.....#49550

EMISSIONS GUIDE

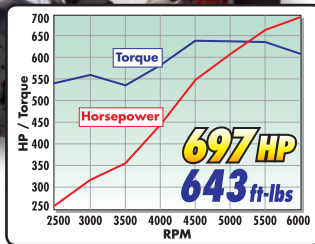
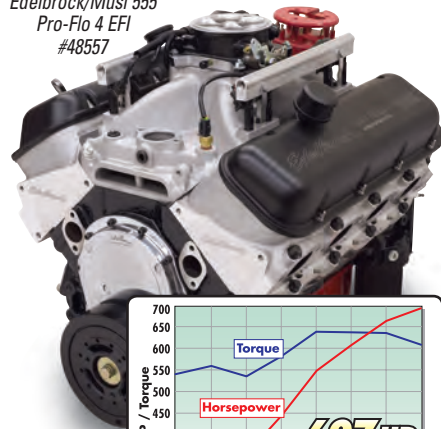
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

PRO-FLO® 4 EFI SYSTEMS

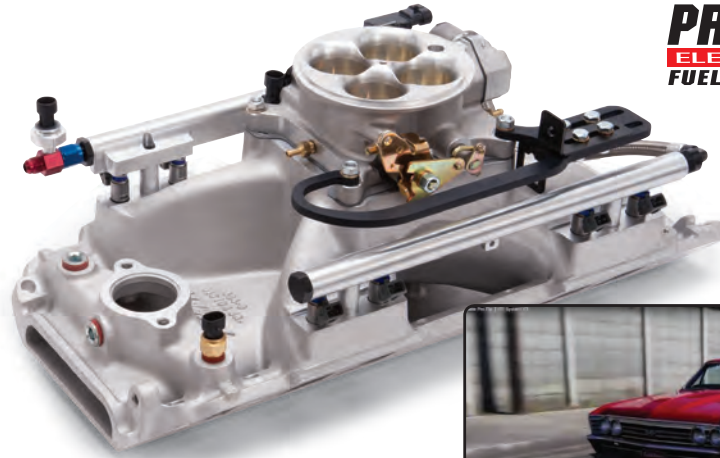
Pro-Flo 4 offers precise efficiency with a fully sequential port EFI system. These systems for Edelbrock crate engines include a 7" Android tablet with the E-Tuner app pre-installed with base calibrations. The Edelbrock E-Tuner app provides the ability to adjust air-fuel ratios, ignition curve, idle speed acceleration fuel and much more. Go to page 167 for more EFI information.



Edelbrock/Musi 555 Pro-Flo 4 EFI #48557



PRO-FLO® 4
ELECTRONIC FUEL INJECTION



Go to the Edelbrock YouTube channel to see the video of the Pro-Flo 4 EFI calibration in action on our 555-powered 1967 Chevelle.

555 RPM EFI 697 HP FEATURING PRO-FLO 4 EFI SYSTEM

The Edelbrock/Musi 555 RPM Pro-Flo 4 is a complete crate engine with Pro-Flo 4 electronic fuel injection and is assembled with intake manifold, fuel injectors, fuel rails and throttle body, electronic engine control unit (ECU), high quality billet distributor, complete harness, fuel pump, fuel hose and hardware. Pro-Flo 4 is ready to run right out of the box with pre-loaded E-Tuner app and base calibrations. The Edelbrock E-Tuner app provides the ability to adjust air-fuel ratios, ignition curve, idle speed acceleration fuel and much more.

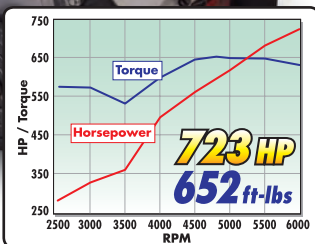
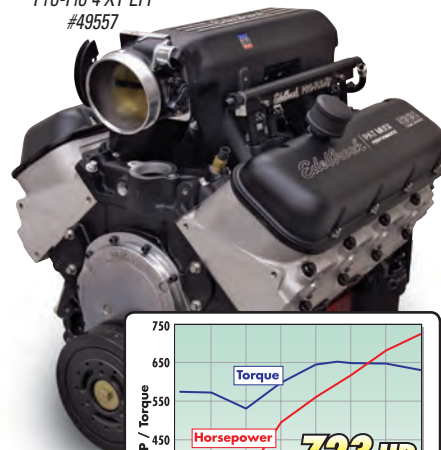
SPECIFICATIONS

Displacement: 555 c.i.d.	Camshaft: Rollin' Thunder Hydraulic Roller #2264
Horsepower: 697 hp	Rocker Arms: 1.7:1 Roller #77790
Torque: 643 ft-lbs	EFI Systems: Pro-Flo 4 #35860
Compression: 10.0:1	Cylinder Heads: E-CNC #79555
Block: Big-Block (9.8" deck height)	Distributor: Included
Crankshaft: Forged Steel 4.250"	Valve Covers: Cast Aluminum
Pistons: Forged	Warranty: 2-Year / Unlimited Mileage

Edelbrock/Musi 555 RPM EFI with Pro-Flo 4 Fuel Injection (without water pump) ●●●.....#48557

Edelbrock FIVE-FIFTY-FIVE PAT MUSI 555 CUBIC INCHES

Edelbrock/Musi 555 Pro-Flo 4 XT EFI #49557



555 RPM XT EFI 723 HP FEATURING PRO-FLO 4 XT EFI SYSTEM

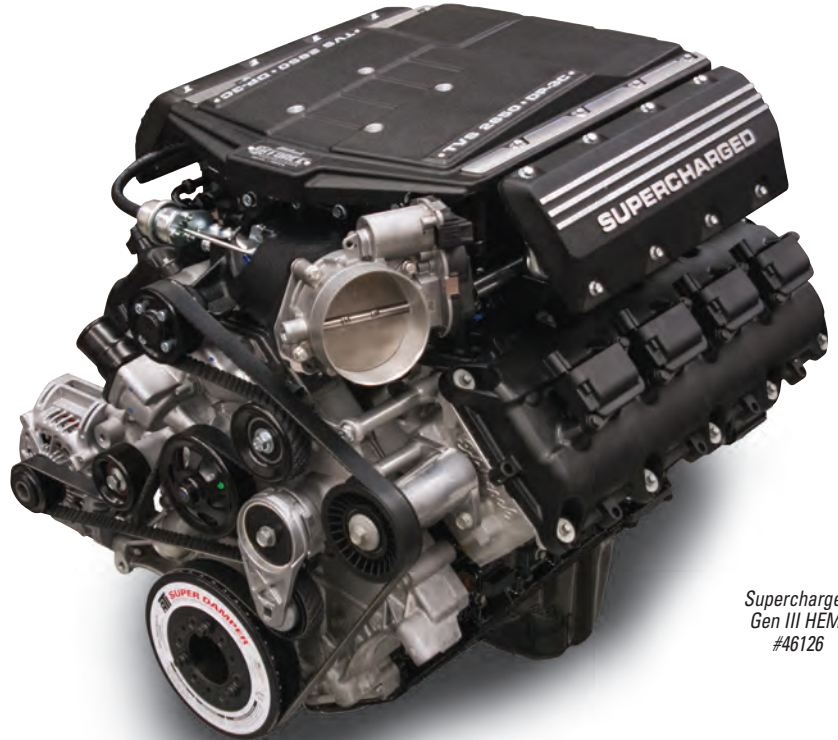
The Edelbrock/Musi 555 Pro-Flo 4 XT is the most powerful package in our line and features the Pro-Flo 4 XT electronic fuel injection. The Pro-Flo 4 XT EFI system consists of a front mount 90mm throttle body design manifold with a large plenum and tapered runners that deliver more horsepower and torque than a traditional single-plane intake manifold. The system also includes fuel injectors, fuel rails, fuel pump, throttle body, electronic engine control unit (ECU) and 7" Android tablet with pre-loaded E-Tuner app and calibrations.

Like the Pro-Flo 4 single-plane application, this engine is ready to run right out of the crate with pre-loaded calibrations. The E-Tuner app uses a Bluetooth wireless connection to communicate with the ECU's self-learning capability to continually adjust the calibration to get the maximum performance of your engine.

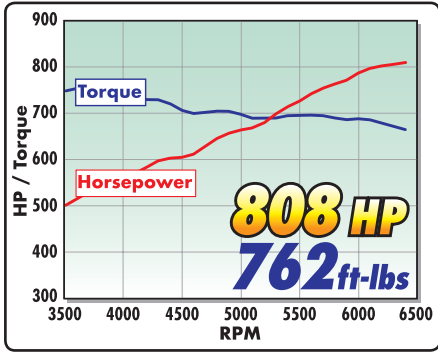
SPECIFICATIONS

Displacement: 555 c.i.d.	Camshaft: Rollin' Thunder Hydraulic Roller #2264
Horsepower: 723 hp	Rocker Arms: 1.7:1 Roller #77790
Torque: 652 ft-lbs	EFI Systems: Pro-Flo 4 XT #35883
Compression: 10.0:1	Cylinder Heads: E-CNC #79555
Block: Big-Block (9.8" deck height)	Distributor: Included
Crankshaft: Forged Steel 4.250"	Valve Covers: Cast Aluminum
Pistons: Forged	Warranty: 2-Year / Unlimited Mileage

Edelbrock/Musi 555 RPM XT with Pro-Flo 4 XT Fuel Injection (without water pump) ●●●.....#49557



Supercharged
Gen III HEMI
#46126



Included accessories with Gen III HEMI E-Force Supercharged Crate Engine #46126

SUPERCHARGED GEN III 426 HEMI® **808 HP AND 762 FT-LBS TORQUE**

Now you can get a complete 426 c.i.d. E-Force supercharged, Gen III HEMI engine that produces an astounding 808 horsepower and 762 ft-lbs of torque for your Mopar. The foundation of this engine is a brand-new iron Mopar 392 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.090" bore and 4.050" stroke help this HEMI produce incredible low-end torque. The 9.9:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.

Helping this engine breathe is the Edelbrock E-Force supercharger system featuring the latest TVS R2650 rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components such as the electric intercooler water pump, intercooler plumbing, intercooler recovery tank, as well as fuel rails, fuel injectors, coils, mass air flow sensor (MAFS) housing and re-usable air filter. The supercharger equipped on this engine features a driver's-side throttle body orientation for ease of intake routing. Pair with universal heat exchangers for a complete installation.

The Edelbrock Gen III 426 HEMI Long-Block #46125 is the base for our E-Force Supercharged crate engine, but is also a great starting point for any high-horsepower forced-induction Mopar build. Its compact design allows for a seamless swap into most platforms eliminating the need for modifications to your engine bay or hood. #46127 includes an ECU with tune and a wiring harness.

All of our crate engines are warranted through us directly. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross country cruise, we've got you covered.



E-Force superchargers are manufactured in the USA for unsurpassed quality and performance.



SPECIFICATIONS

Displacement: 426 c.i.d. (4.090" bore x 4.050" stroke)	Rods: Forged H-Beam
Horsepower: 808 hp	Camshaft: Comp Cams 226°/234°, .619/.612, 116 LSA
Torque: 762 ft-lbs	Rocker Arms: Mopar OEM
Compression: 9.9:1	Induction: E-Force R2650 Supercharger System
Block: Iron Mopar 392	Cylinder Heads: Performer RPM #61099
Crankshaft: Forged 4340	Finish: Black Powder Coated
Pistons: Forged Aluminum - 5cc	Warranty: 2-Year / Unlimited Mileage

- Gen III 426 HEMI Crate Engine (long-block only) ●●●.....#46125
 Gen III 426 HEMI Crate Engine with Accessories ●●●.....#46126
 Gen III 426 HEMI Crate Engine with Accessories & Electronics ●●●.....#46127

Important Installation Notes: This engine will require an EFI compatible fuel delivery system with a minimum flow of 100 gph @ 70 PSI. Fuel pressure regulator with boost reference is required. Top of supercharger measures 20.74" from crank centerline. See our website for reference dimensions.

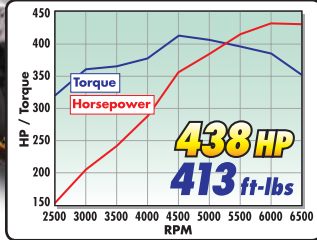
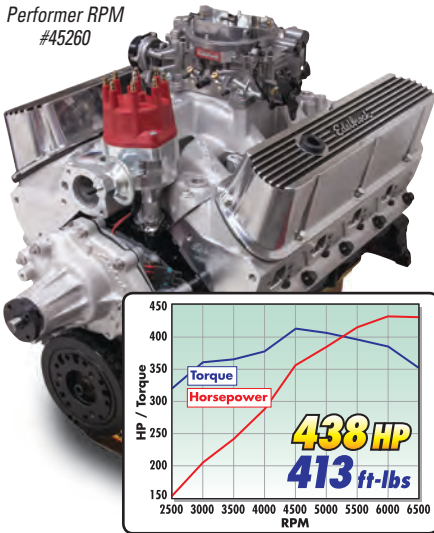
EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



CRATE ENGINES S/B FORD

Performer RPM
#45260



PERFORMER RPM 438 HP

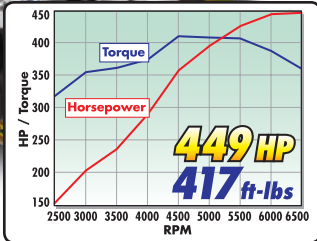
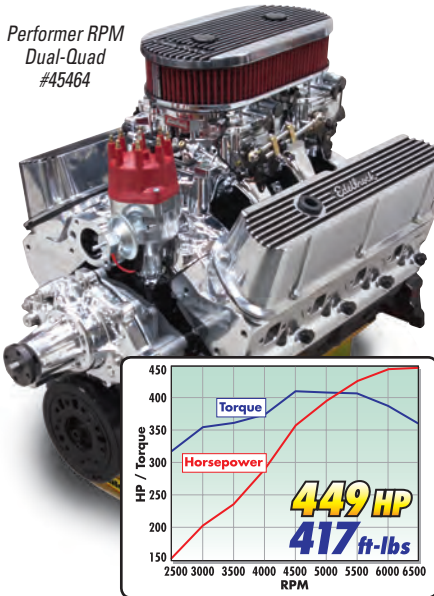
Edelbrock's RPM 347 small-block Ford crate engine offers the best of quality and performance. Customers can choose finish options that include: satin aluminum, polished or Edelbrock's exclusive EnduraShine® finish. Additional options include the choice of front sump or rear sump oil pan.

SPECIFICATIONS	
Displacement: 347 c.i.d. (4.030" bore x 3.400" stroke)	Manifold: RPM Air-Gap #7521, #75211 or #75214
Horsepower: 438 hp	Cylinder Heads: Performer RPM #60255 or #602515
Torque: 413 ft-lbs	Carburetor: AVS2 Series 800 cfm
Compression: 9.5:1	Water Pump: Victor Series Aluminum
Block: Small-Block (8.2" deck height)	Distributor: Included
Crankshaft: Forged Steel	Valve Covers: Cast Aluminum (style varies by application)
Pistons: Forged	Finish Options: Satin, Polished or EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2281	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.6:1 Roller #77780	

- Performer RPM 347 (Front Sump Oil Pan) ●●.....#45260.....N/A.....#45264
- Performer RPM 347 (Rear Sump Oil Pan) ●●.....#45270.....#45271.....#45274

Tech Note: Equipped with 3-bolt pulley damper, right-hand inlet water pump and left-hand timing pointer. Optional 4-bolt pulley damper, left-hand inlet water pump and right-hand timing pointer available by request. Requires a 28 ounce externally balanced flex-plate or flywheel.

Performer RPM
Dual-Quad
#45464



PERFORMER RPM DUAL-QUAD 449 HP

This RPM 347 small-block Ford Dual-Quad crate engine offers the same combination of high quality, high-performance goodies as its single-quad sibling – but with the addition of an Edelbrock RPM Air-Gap Dual-Quad induction package. Your choice of front sump or rear sump oil pan.

SPECIFICATIONS	
Displacement: 347 c.i.d. (4.030" bore x 3.400" stroke)	Induction: RPM Air-Gap Dual-Quad #75354
Horsepower: 449 hp	Cylinder Heads: Performer RPM #602515
Torque: 417 ft-lbs	Carburetor: AVS2 Series 500 cfm
Compression: 9.5:1	Water Pump: Victor Series Aluminum
Block: Small-Block (8.2" deck height)	Distributor: Included
Crankshaft: Forged Steel	Valve Covers: Elite Series with EnduraShine
Pistons: Forged	Finish Options: EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2281	Warranty: 2-Year / Unlimited Mileage
Rocker Arms: 1.6:1 Roller #77780	

- Performer RPM Dual-Quad (Front Sump Oil Pan) ●●.....#45464.....EnduraShine
- Performer RPM Dual-Quad (Rear Sump Oil Pan) ●●.....#45474.....EnduraShine

Tech Note: Equipped with 3-bolt pulley damper, right-hand inlet water pump and left-hand timing pointer. Optional 4-bolt pulley damper, left-hand inlet water pump and right-hand timing pointer available by request. Requires a 28 ounce externally balanced flex-plate or flywheel.



Edelbrock Performer RPM Dual-Quad Crate Engine installed on Vic Edelbrock's 1940 Ford Deluxe Coupe which has participated in many Hot Rod Magazine Power Tours

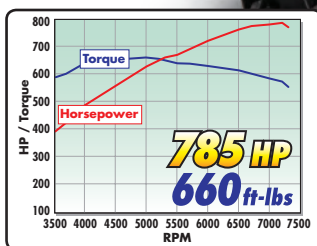
THE DP-3C INTERCOOLER

2650cc/rev Twin Vortices Series(TVS®) Rotor Group

DP-3C high-capacity air-to-water intercooler system with 160 square inch intercooler and dual-core low-temp radiator

COYOTE 5.0L CRATE ENGINES FEATURE THE DP-3C INTERCOOLER

DP-3C references the "Dual-Pass Three Core" design. With this new design, the intake air charge passes through the intercooler twice; first pass is from the rotors up through the center core and the second pass is when the air charge goes down into the runners. The DP-3C intercooler also features 45% more surface area over our previous design, allowing this system to achieve lower intake air temps for improved power output.



SUPERCHARGED FORD COYOTE 5.0L 785 HP AND 660 FT-LBS TORQUE

Now you can get a complete Edelbrock E-Force supercharged Coyote engine for your Ford project vehicle with the Eaton R2650 rotor assembly and an upgraded 8-rib belt drive. The core of this engine is a brand new Ford aluminum block built for high performance applications. The lightweight aluminum block features a forged and balanced crankshaft, forged Manley H-Beam connecting rods and Mahle forged aluminum pistons. This crate engine produced 785 hp and 660 ft-lbs of torque (with 93-octane fuel) at the flywheel when tested at the Edelbrock dyno facility. **The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.**

Helping this engine breathe is the Edelbrock E-Force supercharger system. This great looking system features Eaton TVS R2650 rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components, such as the electric intercooler water pump, intercooler plumbing and intercooler recovery tank, as well as fuel rails, 60 lb/hr fuel injectors, coils, mass air flow sensor (MAFS) housing and re-usable air filter. Includes all front-end drive accessories: water pump, alternator, idlers, tensioners, belts and hardware. Pair with universal heat exchangers for a complete installation. See page 163 for a complete listing and more information on our universal heat exchangers.

SPECIFICATIONS

Displacement:	5.0L (302 c.i.d.)	Rods:	Manley Forged H-Beam
Horsepower:	785 hp	Camshaft:	Stock Ford
Torque:	660 ft-lbs	Rocker Arms:	Stock Ford 2:1 Ratio
Compression:	9.5:1	Induction:	E-Force R2650 Supercharger System
Block:	Ford Aluminum	Cylinder Heads:	Stock Four-Valve Aluminum with Boss 302 Valve Springs
Crankshaft:	Forged	Finish:	Black Powder Coated
Pistons:	Mahle Forged Aluminum	Warranty:	2-Year / Unlimited Mileage



Included Components

E-Force superchargers are manufactured in the USA for unsurpassed quality and performance.



E-Force Supercharged Coyote 5.0L Crate Engine (with electronics) ●●●.....#46890
Crate engine #46890 is the ultimate solution for the Ford enthusiast transplanting a Coyote powerplant into their project vehicle. It includes a complete engine with an E-Force Supercharger system installed, wiring harness, pre-programmed ECU, electronic throttle pedal, oxygen sensors, MAFS, OBD-II diagnostic port, air filter, fuse box, water pump, hose, alternator, belts, idlers and hardware.

E-Force Supercharged Coyote 5.0L Crate Engine (without electronics) ●●●.....#46890
Important Note: This engine will require an EFI compatible fuel delivery system with a minimum flow of 90 gph @ 70 PSI. Fuel pressure regulator with boost reference is required. Top of supercharger measures 20.83" from crank centerline. See our website for reference dimensions.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

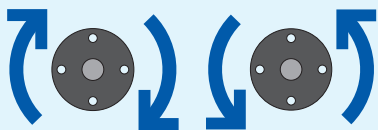


WATER PUMPS INTRODUCTION



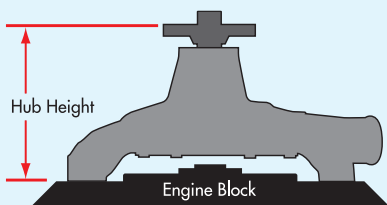
IMPORTANT WATER PUMP INFORMATION

Standard Rotation Reverse Rotation



HOW TO DETERMINE IF YOUR WATER PUMP IS SHORT OR LONG STYLE

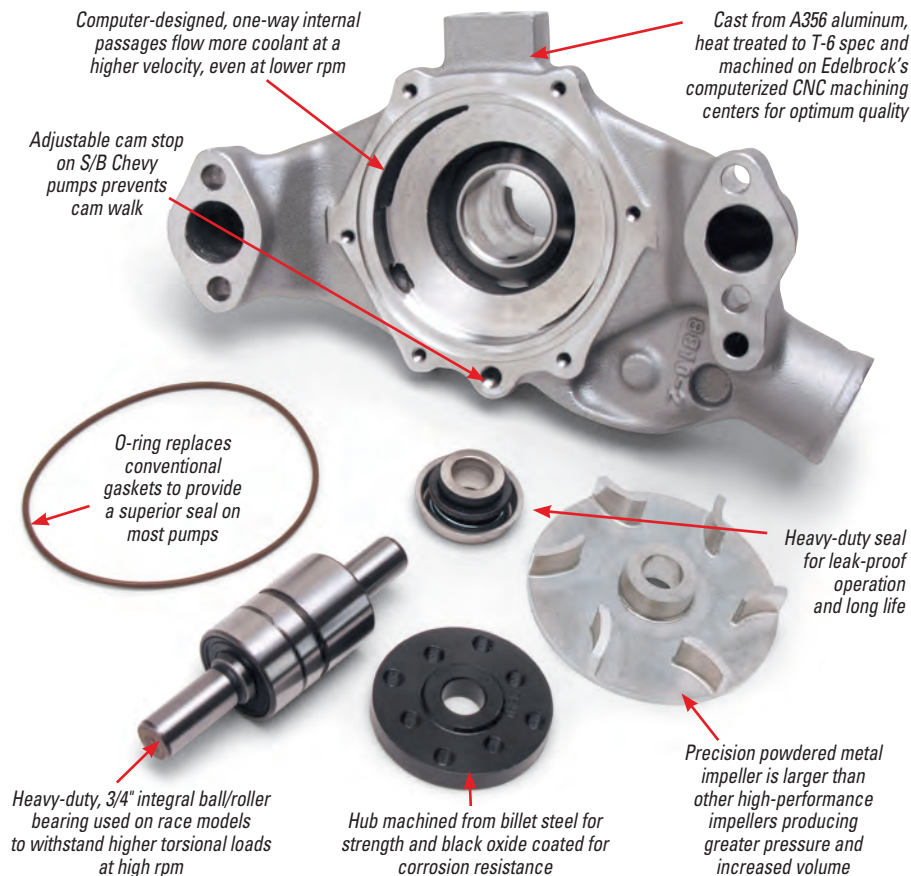
It is important to use the correct style water pump or the pulleys on the engine may not line up correctly. Determining hub height is simple; just measure the distance from the engine block to the mounting surface. Then match your results with the reference dimensions for your listing.



Edelbrock water pumps are manufactured in the USA for unsurpassed quality.

VICTOR SERIES ALUMINUM WATER PUMPS OPTIMUM COOLING FOR AMC/JEEP, CHEVY, CHRYSLER, FORD & PONTIAC

Designed and cast at the Edelbrock Foundry and machined at Edelbrock's manufacturing facility in the USA, Edelbrock water pumps are the best in quality and performance. Edelbrock Victor Series water pumps provide maximum cooling for the street and the race track. They're ideal to prevent overheating in street rods and street machines, as well as in tow rigs and motorhomes. Using state-of-the-art racing technology, Edelbrock has designed these "super cooling" water pumps to provide maximum flow, maximum pressure and equal distribution to both sides of the block within 1%. Available for most popular applications, these high-performance pumps flow in only one direction for optimum efficiency. The casting's computer-designed internal passages and precision powdered metal impeller produce the maximum flow rate possible. Four finishes are available on select water pumps: Satin Aluminum, Polished, Black Powder Coated and EnduraShine.



Be Cool, Billet Specialties, March Performance & Jones Racing rely on Edelbrock water pumps for maximum cooling system performance



WHY CHOOSE EDELBROCK WATER PUMPS?

Edelbrock beats the competition hands down with features just not found on competitor's water pumps...

Edelbrock water pumps are designed, cast, machined and tested right here in America for unbeatable quality.

A cleaner casting and precision machining ensures higher flow volume and greater cooling efficiency than other water pumps

Modern vane design vastly increases coolant flow over competitor's dated impeller design





#8831



#88103



#8820



#88104



#88113



GM/LS #8893



GM/LS #8896

AMC/JEEP STANDARD ROTATION

Victor Series Water Pump #8831 fits all 1968-72 AMC 290-401 and 1971-72 Jeep 304 and 360 V8 engines. This pump is a short-style pump and measures 4-7/16" from block surface to hub. Victor Series Water Pump #8832 is a long-style pump and measures 4-13/16" from the block to hub. It fits all 1973-91 AMC 304, 360, and 401 V8 engines and 1973-91 Jeep 304, 360, and 401 V8. Both pumps feature a 3/4" ball/ball bearing, 1.80" inlet diameter and 5/8" pilot shaft.

Short-Style Pump for 1968-72 290-304-360-401 (satin aluminum finish).....#8831
 Long-Style Pump for 1973-91 304-360-401 (satin aluminum finish).....#8832

CHEVROLET SMALL-BLOCK

Application	Rotation	Height	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Inlet Size	Finish	Part No.
Fits all 1955-68 S/B passenger cars, 1969-70 350 c.i.d. Corvettes and 1955-72 light duty trucks.	Standard	Short	5/8"	3/4"	5-5/8"	1.80"	Satin	#8810
							Polished	#8820
							Black	#88103
							EnduraShine	#88104
Fits all 1969-87 S/B Chevy or 90° V6 passenger cars and 1973-86 light duty trucks. Does not fit Corvettes (use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881).	Standard	Long	5/8"	3/4"	6-15/16"	1.80"	Satin	#8811
							Polished	#8821
							Black	#88113
							EnduraShine	#88114
Fits all 1971-82 S/B Corvettes.	Standard	Short	3/4"	3/4"	5-13/16"	1.80"	Satin	#8812
							Polished	#8822
							EnduraShine	#88124
Fits 1987-95 S/B Chevy V8s and 90° V6's using serpentine drive belt. Does not fit LT1 or Vettes. (No "V" belts)	Reverse	Long	5/8"	3/4"	6-15/16"	1.80"	Satin	#8881
							EnduraShine	#88814
Fits all 1984-91 350 c.i.d. Corvettes.	Reverse	Short	3/4"	3/4"	5.80"	1.54"	Satin	#8815
							Polished	#8825
Ideal for street rods with aftermarket serpentine belt pulleys.	Reverse	Short	5/8"	3/4"	5-5/8"	1.84"	Satin	#8882
							Polished	#8892
							EnduraShine	#88824

GM LS

Application	Rotation	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Finish	Part No.
Two-piece pump for Gen III	Reverse	3/4"	3/4"	6"	Satin	#8896
Fits 1997-04 GM LS1/LS6						
Fits 2005-07 LS2, 2008 LS3, 2007-08 LS7, 2008-09 Pontiac, 2008 L76 with right side return outlet	Reverse	3/4"	3/4"	5.31"	Satin	#8893
Fits 2009-10 LSA, 2009-10 LS3, 2009 L76 and 2009-10 LS7 with left side return outlet	Reverse	3/4"	3/4"	5.31"	Satin	#8894
Replacement cartridge for Edelbrock LS Gen III water pump #8896 only	Reverse	3/4"	3/4"	-	Satin	#8897
Billet pulley for Edelbrock LS water pump #8896 (5.850 diameter)	-	-	-	-	Black	#8898
Billet pulley for Edelbrock LS water pumps #8893 & #8894 (5.850 diameter)	-	-	-	-	Black	#8899

Billet pulley note: Not compatible with stock clutch fan for 2008 trucks. Passenger side outlets are threaded: 1-3/8"-18 NPSF and 1-1/2"-14 NPSF.



Pulley for GM/LS water pumps #8898

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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

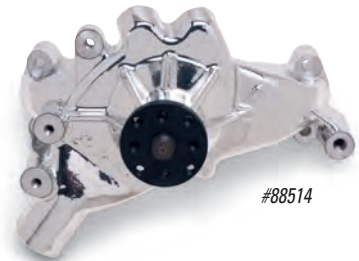
CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



#8850



#88513



#88514



#88413



#8849



4.6L Ford
short-style #8803



FE Ford
#8805

**CHEVROLET
BIG-BLOCK**

Application	Rotation	Height	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Inlet Size	Finish	Part No.
Fits all 1965-68 B/B Chevy, passenger cars 1966-72 trucks and 1969-70 B/B Corvettes.	Standard	Short	5/8"	3/4"	5-3/4"	1.95"	Satin	#8850
							Polished	#8860
							Black	#88503
							EnduraShine	#88504
Fits 1969-87 B/B and some 1988-91 heavy-duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton.	Standard	Long	5/8"	3/4"	7-5/16"	1.875"	Satin	#8851
							Polished	#8861
							Black	#88513
							EnduraShine	#88514
Fits all 1971-74 B/B Corvettes.	Standard	Short	3/4"	3/4"	5-3/4"	1.95"	Satin	#8852
							Polished	#8862
Fits 1958-65 B/B Chevy 348/409 "W-Series" engines.	Standard	-	5/8"	3/4"	5-1/2"	1.95"	Satin	#8858
							EnduraShine	#88584
Fits 1988 and later C/K pickups equipped with 454 B/B using serpentine drive belt (no "V" Belts).	Reverse	Long	5/8"	3/4"	7-5/16"	1.875"	Satin	#8853
							Polished	#8863
Ideal for street rods with aftermarket serpentine belt pulleys.	Reverse	Short	5/8"	3/4"	5-3/4"	2.00"	Satin	#8854
							Polished	#8864
							EnduraShine	#88544

**FORD
SMALL-BLOCK**

Application	Rotation	Height	Pilot Shaft	Ball/Ball Bearing	Block to Hub Height	Inlet Size	Finish	Part No.
Fits all 1965-68 289, 1968-69 302, 1969 351W engines, 1966-1977 Bronco and includes a right-hand inlet with back plate.	Standard	5/8"	5/8"	3/4"	5.42"	1.78"	Satin	#8841
							Polished	#8846
							Black	#88413
							EnduraShine	#88414
Designed for 1965-67 289 Special "K" engine code with right-hand inlet with no back plate.	Standard	5/8"	5/8"	3/4"	5.16"	1.78"	Satin	#8842
							Polished	#8847
Fits 1970-78 302, 1970-87 351W engines with left-hand inlet and back plate.	Standard	5/8"	5/8"	3/4"	5.70"	1.78"	Satin	#8843
							Polished	#8848
							Black	#88433
Fits 1970-79 351C and 351M/400 engines with left-hand inlet and no back plate.	Standard	5/8"	5/8"	3/4"	5.71"	1.78"	Satin	#8844
							Polished	#8849
Designed to fit 1986-93 Ford 5.0L V8 engines using a serpentine accessory drive belt. Not for early model 289-302 V8s.	Reverse	5/8"	5/8"	3/4"	5-3/4"	1.78"	Satin	#8840
							Polished	#8845
Fits 1993-97 Ford 5.0/5.8L V8 F-Series trucks using a serpentine accessory drive belt. Not for early model 289-302 V8s. Will not fit 1994-95 Mustangs.	Reverse	5/8"	5/8"	3/4"	5-3/4"	1.78"	Satin	#8045
							Polished	#8046

**FORD
4.6L**

These pumps feature a 3.80" powdered metal impeller and larger-than-stock 3/4" bearing. **Short-style pump #8803** is designed to fit **2002 Mustang GT and Cobra, 2003-04 Mustang GT, Cobra and Mach 1**. Measures 2.58" from block surface to hub. **Long-style pump #8804** fits **1996-01 Mustang GT and Cobra and 2005-10 Mustang GT**. Pump #8804 measures 3.43" from block surface to hub. Can be used on select 2001 Mustang GT and Cobras and will require measurement to determine long or short style.

- Short-Style Water Pump** (satin aluminum finish).....#8803
- Long-Style Water Pump** (satin aluminum finish).....#8804

**FORD
FE**

This pump is designed to fit all 1965-76 Ford FE V8s. Comes with heavy-duty 3/4" ball/ball bearing, 2.125" inlet diameter and 5/8" pilot shaft. Measures 7.56" from block surface to hub.

- 1965-76 352-428 Ford FE **Satin** #8805 **Polished** #8835



429/460 Ford
Polished #8876



S/B Chrysler
Polished #8887



Pontiac Standard
Rotation #8856

FORD 429/460

Fits all 1970-92 429/460 V8s in passenger cars, trucks, vans and motorhomes. Has heavy-duty 3/4" ball/roller bearing and 3/4" pilot shaft. Features 1.98" inlet diameter and measures 5-1/2" from block surface to hub. Left-hand inlet, includes new backing plate.

For 1970-92 429/460	Satin #8866	Polished #8876	Black #88663
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CHRYSLER SMALL-BLOCK

Available for 1970-85 Chrysler 318-360 engines, this pump is a direct replacement for stock and will accept all factory pulleys and accessories. Has heavy-duty 3/4" ball/ball bearing and seal. Dimension from block surface to hub: 5.55". Features an inlet diameter of 1.75" and the 5/8" pilot shaft.

For 1970-85 318-360 Chryslers	Satin #8877	Polished #8887
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CHRYSLER BIG-BLOCK

Designed for maximum cooling and performance in 1958-79 361-440 Chrysler engines (including 426 HEMI). Engineered to directly replace the stock pump in the factory cast-iron housing or work with the Mopar® Performance aluminum housing. Measures 3.07" from block surface to hub and features a 5/8" pilot shaft.

For 1958-79 361-440 Chryslers (incl. 426 HEMI)	Satin #8814	Polished #8824	Black #88143
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PONTIAC STANDARD ROTATION

Fits 1969-79 389-455 c.i.d Pontiac engines with 11-bolt front timing cover and back plate. Manufactured with a 3/4" ball/ball bearing. Measures 4-1/2" from block surface to hub and features a 5/8" pilot shaft.

Pump for 1969-79 389-455	Satin #8856	Black #88563
--------------------------------	-----------------------	------------------------

This pump features an aggressive 3.45" light weight impeller design. It's manufactured from A356-T6 aluminum in our Permanent Mold facility - creating a strong and durable casting!



VICTOR PRO SERIES RACING WATER PUMPS FOR SMALL-BLOCK AND LS CHEVY

These Victor Pro Series water pumps are designed for high-output racing engines, especially late-model dirt and circle track applications. They feature a two-piece cartridge style design for easy maintenance and improved performance. The two-piece design features improved symmetrical flow paths resulting in increased flow and requires less horsepower from the engine. A new aggressive 3.45" impeller with improved inlet and outlet port designs provides maximum cooling with equal distribution making these water pumps highly efficient. All of this helps eliminate hot spots in the engine, producing optimum power from every cylinder. Finally, they feature a -2 AN bleeder screw for quick coolant system bleeding. These water pumps will fit more aftermarket racing application pulley designs compared to other pumps on the market. **Victor Pro Series delivers 20% more output with 10% less parasitic loss, over a standard water pump!**

VICTOR PRO FOR SMALL-BLOCK CHEVY

This standard-rotation pump fits all 1955-95 S/B Chevy engines. Measures 5-13/16" from block surface to hub. The unique features of this water pump include -10 AN auxiliary outlet ports (90° to the block) and -6 AN top inlet port. This pump is designed primarily for use in racing applications and will require the use of longer-than-stock mounting bolts. Can be modified for street applications, but may not fit stock accessory brackets. 1.85" inlet diameter.

Victor Pro Two-Piece Water Pump for S/B Chevrolet	#8827
Replacement Cartridge	#8828



S/B Chevy
Two-Piece Pump #8827

VICTOR PRO FOR GM LS SERIES

This pump fits all GM LS series engines, but will require the use of aftermarket competition brackets. It measures 6" from block surface to hub and features a relocated thermostat housing on the top. It is a standard clockwise rotation design to accommodate racers using a simplified accessory drive setup. It is designed primarily for use in racing applications and will require the use of longer-than-stock mounting bolts. Can be modified for street applications, but will not fit stock accessory brackets. Cannot be used with a stock manifold, must be used with carbureted-style manifolds. 1.85" inlet diameter.

Victor Pro Two-Piece Water Pump for GM LS	#8895
Replacement Cartridge	#8828



GM LS Two-Piece Water Pump #8895

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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S/B Chevy Circle Track Pump #8817



S/B Chevy Circle Track Pump #8819



S/B Ford Circle Track Pump #8833



#7251



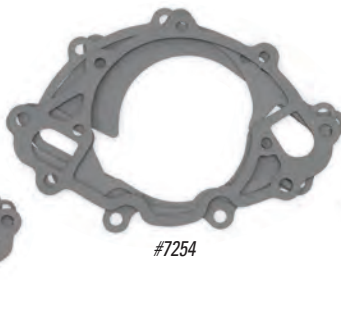
#7252



#7257



#7253



#7254



#7258

#9300



#8095

VICTOR SERIES CIRCLE TRACK WATER PUMPS

These competition water pumps are designed for circle track and endurance racing applications. They feature a revised impeller entry, a hard black anodized finish and .100" thicker rear cover for greater durability. Auxiliary water outlets ease fabrication of custom plumbing systems and auxiliary fittings are available as AN or NPT. These water pumps provide maximum cooling with equal distribution to both sides of the block within 1%. By eliminating hot spots, the engine produces optimum power from every cylinder without detonation and pre-ignition. **Other features include billet steel hub and heavy-duty ball/roller bearings.**

SMALL-BLOCK CHEVY

These pumps fit all 1955-95 S/B Chevy engines. They come with heavy-duty 3/4" ball/roller bearing and a 1.85" inlet diameter. Both measure 5-13/16" from block surface to hub and come with 3/4" pilot shaft.

Victor Circle Track Pump, -8 AN auxiliary fittings at 90° to the block#8816

Victor Circle Track Pump, 3/8" NPT auxiliary fittings at 45° to the block#8817

Victor Circle Track water pump #8819 is an upgraded version of water pump #8816. It features an improved right-side outlet passage, -10 AN side water outlet ports, aluminum back plate, marine seal, and a powdered metal impeller. Measures 5-13/16" from block surface to hub with a 1.84" inlet diameter and 3/4" pilot shaft.

Victor Circle Track Water Pump, -10 AN auxiliary fittings at 90° to the block#8819

SMALL-BLOCK FORD

Fits all Windsor-style blocks with S/B Ford timing cover. Comes with heavy-duty 3/4" ball/roller bearing and 3/4" pilot shaft. Also features a 1.78" diameter left-hand inlet with back plate. Measures 5.70" from the block surface to the hub.

Victor Circle Track Pump#8833

REPLACEMENT WATER PUMP GASKETS

For S/B Chevy#7251

For B/B Chevy#7252

For S/B & B/B Chrysler#7257

For early S/B Ford (standard rotation including 351W, 351C, and 351M/400)#7253

For late S/B Ford (reverse rotation)#7254

For B/B Ford & FE#7258

EDELBROCK GASKACINCH

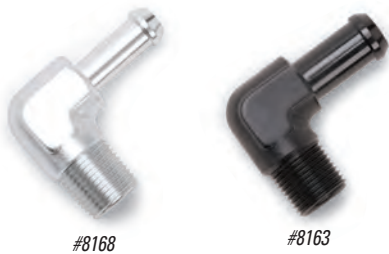
Gaskacinch gasket sealer assures proper sealing of all gaskets used during a manifold installation. It is also effective on water pump, oil pan and valve cover gaskets. Gaskacinch is water and oil resistant and allows easy gasket removal during parts disassembly.

Edelbrock Gaskacinch (4.0 oz.)#9300

WATER BYPASS KIT

Provides (2) bypass hoses, fittings and water neck adapter to plumb from the center of cylinder heads to the water neck. This is common on circle track 23° high-port, 18°, and 15° heads. **NOTE:** Not for plumbing front to rear on intake manifolds.

Water Bypass Kit#8095



#8168

#8163



#8186

#8187



#8603

#4814



#4816



#4809

#48093



#7260



Thermal Hose Clamp Installed

HEATER HOSE ENDS

These heater hose ends are designed to hold up to any plumbing task you have. They are made from high quality aluminum to ensure they won't rust or corrode. They are available clear anodized and black finish in a variety of sizes to suit your application.

	Black	Clear
90° with 3/8" NPT and 3/8" Barb	#8167	#8168
90° with 3/8" NPT and 1/2" Barb	#8163	#8164
90° with 1/2" NPT and 3/8" Barb	#8169	#8177
90° with 1/2" NPT and 5/8" Barb	#8178	#8179
90° with 1/2" NPT and 1/2" Barb	#8180	#8182
90° with 1/2" NPT and 3/4" Barb	#8165	#8166
Straight with 1/4" NPT and 3/8" Barb	#8191	#8199
Straight with 1/2" NPT and 3/8" Barb	#8185	#8186
Straight with 3/8" NPT and 3/8" Barb	#8117	#8118
Straight with 3/8" NPT and 1/2" Barb	#8114	#8115
Straight with 3/8" NPT and 5/8" Barb	#8187	#8188
Straight with 1/2" NPT and 1/2" Barb	#8119	#8121
Straight with 1/2" NPT and 5/8" Barb	#8159	#8160
Straight with 1/2" NPT and 3/4" Barb	#8183	#8184

HIGH PERFORMANCE THERMOSTATS

Edelbrock thermostats are designed to ensure consistent cooling in high-performance applications. These thermostats feature a brass and copper valve assembly with a stainless steel body for durability. They are bolt-on OE-style replacements and will fit many popular domestic and import applications.

Application	Temp (F)	53mm (2-3/32")	63mm (2-31/64")
High Performance Thermostats ●●	160°	#8603	#8606
High Performance Thermostats ●●	180°	#8604	#8607
High Performance Thermostats ●●	195°	#8605	N/A

WATERNECKS

These waternecks are a great way to finish off your engine. They feature an O-ring design for an improved seal, which also allows for removal without requiring a new gasket. Fits 1-1/2" diameter outlet hose.

	Chrome	Polished	Black
Straight Aluminum (Chevy 4.3L V6, Chevy V8)	N/A	#4816	N/A
15° Aluminum (small-block Ford V8)	N/A	#4814	#48143
15° Steel (Chevy 4.3L V6, Chevy V8)	#4809	N/A	#48093
45° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8)	N/A	#4817	N/A
90° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8)	N/A	#4818	N/A



#4817



#4818

WATERNECK GASKET

Water Outlet Gasket (small- and big-block Chevy V8).....#7260

THERMAL HOSE CLAMPS

Don't trust your engine to just any hose clamps... Get the ultimate seal with these revolutionary thermal hose clamps. This unique maintenance-free design retains tension and never needs retightening. Plus, they're easy to install and only require an ordinary heat gun. Simply place the thermal clamp over the fittings and hose, then apply heat to seal! They are ideal for preventing leaks on out-of-round applications and conform to any shape of hose, housing or fitting. These thermal hose clamps are made from a heat-sensitive thermoplastic with a memory to prevent over- or under-tightening. Can be used with all brands of silicone hose and is temperature rated from -40°F to 302°F. Sold individually and for use with coolant hose only.

Thermal Hose Clamp (O.D. 1.5" - 1.75")	#8460
Thermal Hose Clamp (O.D. 1.75" - 2")	#8461

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



ENGINE DRESS-UP



Pro-Flo 1000 Series Air Cleaner #1002



Pro-Flo 1000 Air Cleaner #10023



14" Air Cleaner #1223



14" Air Cleaner #1206



Air Cleaner Spacer #8092



Oval Air Cleaner #1235



Triangular Air Cleaner #1222



T.B.I. Air Cleaner Top #1213

PRO-FLO® 1000 SERIES REUSABLE AIR CLEANER

Pro-Flo 1000 Series, with the popular reusable air filter, offers superior flow capacity, low profile, good filtration, performance benefits and long-term savings. This air cleaner fits most popular domestic 4-bbl carburetors and provides minimum flow restriction with good filtering ability. These are an economical and effective way to keep clean air feeding into your engine without the expense of a new filter every few thousand miles. Inside every Edelbrock Pro-Flo 1000 Series, you'll find our exclusive reticulated urethane foam element. Maintaining Pro-Flo's foam element is simple. Just release the spring clip, remove the element, wash in hot, soapy water, rinse, dry and reassemble. If necessary, replace with element #1099.

	Overall Height	Chrome	Black
Pro-Flo 1000 Air Cleaner for 4-bbl. Carbs with 5-1/8" Air Horn ●	3"	#1002	#10023
Replacement Air Filter for Pro-Flo 1000 Series Air Cleaner #1002 & #10023		#1099	#1099

PRO-FLO® AIR CLEANERS

Top off your engine with a good looking Pro-Flo air cleaner. The Edelbrock signature and styling coordinate beautifully with Edelbrock Signature Series valve covers. These air cleaners are stamped from a high-quality 18-gauge steel. Available in two great finishes: triple chrome-plated with stamped Edelbrock logo and textured black finish with a screen-printed Edelbrock logo for a modern look.

ROUND AIR CLEANERS

Edelbrock Round Air Cleaners work with all popular 5-1/8" diameter carburetors (Performer Series, Thunder Series AVS, AVS2, Holley, Thermo-Quad, Quadrajets and Carter AFB). The 10" and 14" models have knock-outs in the air cleaner base for use with a crankcase ventilation adapter #1205 (sold separately on page 192). #1203, #1208, #1209, #1221 and #1223 fit all Edelbrock carburetors. Overall height is measured from the gasket flange to the top of the supplied retaining nut. Dimensions are accurate within 1/8".

14" DIAMETER AIR CLEANER	Overall Height	Chrome	Black
With 3" paper element ●	3-5/16"	#1207	N/A
With 3" pre-oiled cotton element (reusable) ●	3-5/16"	#1206	N/A
With 3" paper element, 3/8" deeper flange (A) ●	3-3/4"	#1221	#1223
With 3" pre-oiled cotton element, 3/8" deeper flange (A)(reusable) ●	3-3/4"	#1224	#1225
10" diameter with 2" paper element ●	3-1/2"	#1208	#1203
6" diameter with 2-1/2" paper element, 5-1/8" base ●	3-5/8"	#1209	N/A
Air Cleaner Spacer ●	3/4"	N/A	#8092
Air Cleaner Spacer ●	1/2"	N/A	#8093

Installation Notes: #1207/#1208 are stock height and require spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #1221, #1223, #1224 and #1225 fit all Edelbrock carbs and Q-jets (3/8" taller than #1207).

OVAL AIR CLEANERS

Available for Edelbrock single- and dual-quad applications, these oval air cleaners clear HEI distributors and all stock components. #1235 fits all Edelbrock dual-quad manifolds and others with 6-7/16" carb center-to-center. They come with a high-quality 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration. Overall dimension is 13-1/2" x 7".

Oval for Dual-Quads (overall height 3-1/2") ●	#1235
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TRIANGULAR AIR CLEANER

The Signature Series Triangular Air Cleaner is a style with a shape reminiscent of the muscle car era. This hot-looking chrome air cleaner has the classic Edelbrock signature. This triangular air cleaner comes with a high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration. Designed for use with 5-1/8" diameter carbs (Edelbrock square-bore, Q-Jet, etc.), the Pro-Flo #1222 clears HEI distributors and electric choke housings. Air cleaner dimensions: 14-1/8" wide x 13-3/8" long.

Pro-Flo Chrome Triangular Air Cleaner (overall height 3-1/2") ●	#1222
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PRO-FLO T.B.I. CHROME AIR CLEANER TOP FOR 1988-92 GM V8 ENGINES

These are direct replacements for stock air cleaner tops on S/B and B/B Chevy/GMC V8 cars and trucks with Throttle Body Injection. Stamped from 18-gauge steel and triple chrome-plated. Sealing ring included.

Chrome Air Cleaner Top for 1988-92 GM T.B.I. Vehicles ●	#1213
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Note: See page 217 for replacement elements.
(A) Will not fit turbo engine



AMC/Jeep #4431



Small-Block Chevy, Low Profile #4443



Small-Block Chevrolet, Centerbolt #4446



Big-Block Chevrolet, Low Profile #4483



Big-Block Chrysler #4491



Small-Block Chrysler #4473



Small-Block Ford #4460



Ford 429/460 #4463



#4410

#4403

#4405

SIGNATURE SERIES VALVE COVERS



Engineered for function and styled for great looks, Signature Series valve covers have stock-style breather baffles that prevent oil passage to the PCV valve. These quality valve covers accept all emissions equipment, including PCV valve holes. Rubber grommets for the breather and PCV valve holes are included. Matching breathers sold separately. Available in two great finishes: triple chrome-plated with stamped Edelbrock logo and textured black finish with a screen printed Edelbrock logo for a modern look.

	Overall Height	Chrome	Black
AMC/Jeep 290-304-343-360-390-401 V8 '67-91 (no baffle).....	3.0"	#4431	N/A
Buick 3.8L & 4.1L V6 '77 & later (no baffle) (A).....	3.1"	#4486	N/A
Chevrolet 194-292 1962-88 Inline 6 (USA) & 1962-2001 (South America).....	3.5"	#4477	N/A
Chevrolet 2.8L 60° V6 '82-93 (no baffle).....	2.6"	#4488	N/A
Chevrolet 262-400 '59-86 (low) (B).....	2.8"	#4449	#4443
Chevrolet 262-400 '59-86 (tall) (A) (B) ●.....	3.7"	#4649	#4643
Chevrolet 262-400 '87-95 Centerbolt (low).....	2.2"	#4446	N/A
Chevrolet 396-502 V8 '65 & later (low).....	2.6"	#4480	#4483
Chevrolet 396-502 V8 '65 & later (tall).....	3.8"	#4680	#4683
Chrysler 318-340-360 V8 '65-91.....	3.2"	#4495	#4473
Chrysler 361-383-400-413-426-440 V8 '58-79.....	3.6"	#4491	#4493
Ford 260-289-302 (not Boss) and 351W V8 (D).....	3.7"	#4460	#4603
Ford FE 332-352-360-390-406-410-427-428 V8 '58-76.....	3.9"	#4462	#4623
Ford 351M-400 and 351C V8.....	2.9"	#4461	N/A
Ford 429/460 V8.....	3.6"	#4463	N/A
Oldsmobile 350-455 V8 (fits 5- and 10-hole heads).....	2.9"	#4485	N/A
Pontiac 301-326-350-389-400-421-455 V8 - '62-79 (low - no baffle) (C).....	3.0"	#4456	#4453
Pontiac 301-326-350-389-400-421-455 V8 - '62-79 (tall) (C).....	3.4"	#4457	N/A

Installation Notes: Tall Profile are 1-1/4" taller than stock, and clear most aluminum roller rockers and valvetrain components with moderate lift cams. Low Profile valve covers clear air-conditioning and alternator brackets. Signature Series Tall Profile valve covers will not clear stud girdles due to breather baffle interference. **Check clearance prior to purchase.**



Chevy 194-292 Inline 6 #4477



Oldsmobile 350-455 #4485



Pontiac 301-455 #4457

VALVE COVER BREATHERS

Our push-on style valve cover breathers contain an effective filter which traps oil vapor and prevents engine compartment contamination. Breathers come with rubber grommets and match our chrome and black valve covers. Fits any 1-1/4" diameter valve cover hole. Available in two finishes: triple chrome-plated with inscribed Edelbrock logo and textured black finish with a screen printed Edelbrock logo for a modern look.

	Chrome	Black
Round Breather ●.....	#4405	#4403
Round Breather with 90° PCV Port ●.....	#4410	#4413

(A) Will not fit turbo engine
(B) Will not fit '86 & later Vette aluminum heads or 1987 and later Chevy cast iron heads

(C) Will not clear alternator on 1968 Firebird 400
(D) Will not clear 5.0L EFI intakes (except Victor #2945 and #3887) unless spacers on page 78 are used.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



ENGINE DRESS-UP



Elite II Series Air Cleaner #4266



Elite II Series Oval Air Cleaner #4272



Small-block Chevy Low Profile #4262



Small-block Chevy Tall Profile #4263



Big-block Chevy #4275



Big-block Chrysler #4276



Small-block Ford #4264



Ford FE #4277



#4204

ELITE II SERIES AIR CLEANER & VALVE COVERS

Introducing the next generation of Elite Series accessories... Elite II. This new line of accessories feature a design that is influenced by the original Elite Series originally released in 1985, but with a new modern take on this classic look. They're made from heavy-gauge, die-cast aluminum and are finished off with a show-quality high-luster polished finish. The raised fins are accented by a contrast gloss black finish between the fins for the definitive Elite Series look.

ELITE II AIR CLEANER

Our Elite II round air cleaners fit all popular 5-1/8" diameter carburetors and include a black-anodized knurled nut. They come with a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal filter with the exclusive Pro-Charge™ clean strip for easy maintenance and excellent filtration. Our oval air cleaners are designed to fit Edelbrock single- and dual-quad applications and should clear HEI distributors and stock parts. They come with high-quality 2-1/2" washable, pre-oiled reusable filter for excellent filtration. Overall oval air cleaner dimensions are 13-5/8" x 7-3/16".

	Overall Height	Polished
14" Diameter with 3" Element, 3/8" Deeper Flange for all Edelbrock Carbs ●	3.125"	#4266
14" Diameter with 3" Element ●	3.125"	#4268
14" Replacement Round 3" Element Only		#43666
Oval with 2-1/2" Element for Edelbrock Dual-Quads Carbs ●	3.50"	#4272
Oval with 2-1/2" Element for Single 4-Barrel Carburetor ●	3.50"	#4273
Replacement Pro-Flo Oval 2-1/2" Element Only		#1226

Installation Notes: #4268 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs.

Select Edelbrock crate engines feature Elite II valve covers and air cleaner

Elite II Air Cleaners include the exclusive air element with Edelbrock Pro-Charge Strip



ELITE II VALVE COVERS

Our Tall Profile valve covers are 2" taller than stock, and clear most roller rockers and valvetrain components. Our Low Profile valve covers clear all air-conditioning, alternator brackets and aluminum rockers. Overall height is measured from gasket flange to top at the highest point.

	Overall Height	Polished
Chevy 262-400 V8 1959-86, Low Profile (B)	2.93"	#4262
Chevy 262-400 V8 1959-86, Tall Profile (A,B) ●	4.40"	#4263
Chevy Big-Block V8 1965 & Later	3.00"	#4275
Chrysler Big-Block 383/440	3.62"	#4276
Ford 289/302/351W (except Boss) Tall Profile (A,C)	3.70"	#4264
Ford FE 1958-1976	3.55"	#4277

Installation Notes: #4275 and #4277 are designed to clear most roller rockers on factory cast iron and Edelbrock cylinder heads. They may interfere with some factory accessory brackets and power brake boosters. #4276 is designed to clear most roller rockers on factory cast iron and Edelbrock heads.

Footnotes:
 (A) Some tall profile valve covers will interfere with air-conditioning compressors, EGR valves and power brake boosters.
 (B) Will not fit 1986 & later Corvette aluminum heads or 1987 & later S/B Chevy cast iron heads.
 (C) Will not fit 1986 & later 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI manifolds.

ELITE SERIES BREATHER

The Elite Series breather is die-cast aluminum with a foam element. Will not fit Elite Series valve covers #4246, #4247 or #4252.

Push-in Style, Top-mounting (2-1/2" tall) ●	#4204
Replacement Grommet	#72-9940



Racing Series Air Cleaner #41663



Small-block Chevy Low Profile #41633



Small-block Chevy Tall Profile #41643



Small-block Ford #41653



Racing Series Accessories feature a raised Edelbrock Racing logo with a distinctive look

DON'T FORGET VALVE COVER GASKETS AND GASGACINCH!

See page 83 for Edelbrock engine gaskets and Gasgacinch for a quality valve cover installation.



RACING SERIES AIR CLEANER & VALVE COVERS

These new Racing Series accessories are the latest addition to our line of engine dress-up accessories. Made from heavy-gauge, die-cast aluminum, these valve covers feature a sleek flat-black textured finish with diamond-cut raised racing stripe and Edelbrock Racing logo. The modern high-tech look will give any engine an aggressive look to match its performance.

RACING SERIES AIR CLEANER

Fits all popular 5-1/8" diameter carburetors and includes a black-anodized knurled nut. Includes a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal Air Filter for excellent filtration. Our Pro-Flo Universal Air Filters feature the exclusive Pro-Charge™ clean strip for easy maintenance.

Overall Height

14" Diameter with 3" Element, 3/8" Deeper Flange for all Edelbrock Carbs ●	3.125"	#41663
14" Replacement Round 3" Element Only		#43666

RACING SERIES VALVE COVERS

Our Tall Profile covers are 2" taller than stock, and clear most roller rockers and valvetrain components. Our Low Profile valve covers clear all air-conditioning, alternator brackets and aluminum rockers. Overall height is measured from gasket flange to top at the highest point. Match with billet breather #42133, see page 213.

Overall Height

Chevy 262-400 V8 1959-86, Low Profile (B)	3.05"	#41633
Chevy 262-400 V8 1959-86, Tall Profile (A,B) ●	4.51"	#41643
Ford 289/302/351W (except Boss) Tall Profile (A,C)	3.70"	#41653

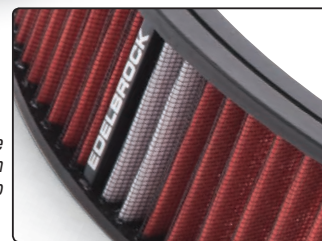
Installation Notes:

- (A) Some tall profile valve covers will interfere with air-conditioning compressors, EGR valves and power brake boosters.
- (B) Will not fit 1986 & later Corvette aluminum heads or 1987 & later S/B Chevy cast iron heads.
- (C) Will not fit 1986 & later 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI manifolds.



Racing Series Air Cleaner and Valve Covers are included with all Edelbrock E-Street Crate Engines

Racing Series Air Cleaners include the exclusive air element with Edelbrock Pro-Charge Strip



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Victor Small-Block Chevy Valve Cover #41733



Victor Small-Block Chevy Centerbolt Valve Cover #41723



Victor Big-Block Chevy Valve Cover #41813



Victor Series Air Cleaner #41613



Victor Series Air Cleaner #42203



Aluminum Breather #4407



Aluminum Breather #42133



Aluminum Racing Breathers #4203



Circle Track Breather #4420

VICTOR SERIES VALVE COVERS

Our Victor Series Valve Covers have a finely textured black powder coated finish for a pleasing and unique appearance. This is the same finish you'll find on our top-of-the-line Edelbrock/Musi 555 Crate Engine. These valve covers are manufactured from die-cast aluminum and machined with 1-1/4" breather hole. Overall height is measured from base to top at the highest point.

	Overall Height	Black
Chevy 262-400 1959-86, Low Profile	2.50"	#41713
Chevy 262-400 1959-86, Tall Profile ●	3.75"	#41733
Chevy 262-400 1986-95 with Left Breather Hole - (centerbolt)	2.50"	#41723
Chevy 396-502 1965 & Later, Tall Profile	3.75"	#41803
Chevy 396-502 1965 & Later, Low Profile	2.75"	#41813
Chrysler 361-383-400-413-426-440 1958-79	3.50"	#41783
Ford 289/302/351W (except Boss), Low Profile (A)	2.75"/3.90"	#41253
Ford 289/302/351W (except Boss), Tall Profile (A)	3.88"	#41263

(A) Ford #41253 low profile measures 2.75" tall on the intake and 3.90" tall on the exhaust side; #41263 tall profile measures 3.88" tall on the intake and 3.88" tall on the exhaust side.



Victor Small-Block Ford Valve Cover #41253



Victor Small-Block Ford Valve Cover #41263

VICTOR SERIES AIR CLEANERS

Edelbrock Victor Series Air Cleaners feature a die-cast aluminum lid with a finely textured black powder coated finish for a pleasing and unique appearance. This is the same finish you'll find on our other Victor Series accessories. These air cleaners work with all popular 5-1/8" carburetors or 4-bbl. throttle bodies and includes a knock-out in the base for use with a crankcase ventilation adapter (sold separately below). They come with high-quality 3" washable, pre-oiled cotton gauze element for excellent filtration. Overall height is measured from base to top at the highest point. See page 215 for replacement elements.

	Overall Height	Black
Round Air Cleaner, 14" diameter with 3" element ●	3-1/8"	#41613
Oval Air Cleaner, 11-7/8" x 8-1/4" with 2.4" element ●	3-3/4"	#42203



VALVE COVER BREATHERS

AVAILABLE IN POLISHED OR BLACK FINISH

Edelbrock Billet Aluminum Breathers #4213 and #42133 are a great way to finish off any engine bay. These push-in style valve cover breathers contain a foam element that allows the engine to properly breathe, traps oil vapor and prevents engine compartment contamination. They are available chrome or with a black textured finish to match Edelbrock valve covers. Fits any 1-1/4" diameter valve cover hole. Racing Breather #4203 is made from die-cast aluminum and is designed for competition use. It features a polished finish with an etched Edelbrock script logo on top. Circle Track Breather #4420 is ideal for high-performance competition applications. This push-in style breather is chrome finished and stamped with the Edelbrock name. It has an oiled-cotton gauze washable element and screen that provides low air flow restriction

	Chrome	Polished	Black
Billet Aluminum Breather ●	N/A	#4213	#42133
Billet Aluminum Breather with 90° PCV Port ●	N/A	#4407	#4406
Aluminum Racing Breather (4-3/4" tall, 3-1/8" bolt space) ●	N/A	#4203	N/A
Circle Track Breather ●	#4420	N/A	N/A



Classic AMC Valve Cover #41993



Classic Small-Block Chevy Valve Cover #4144



Classic 348/409 W-Series Chevy Valve Cover #41403



Classic Series Chevy Valve Cover #4143



Classic B/B Chevy Valve Cover #41853



Classic Chrysler Small-Block LA Valve Cover #4176



Classic Small-Block Ford Valve Cover #4160



Classic Ford FE Valve Cover #41623



Classic Pontiac Valve Cover #4130

CLASSIC SERIES AIR CLEANERS

The Classic Series Air Cleaners were created to perfectly match our popular classic aluminum finned valve covers. Three models for single- or dual-quads give you plenty of options for that "just right" look on any nostalgic rod or muscle car. Additionally, the small oval air cleaner provides adequate hood clearance in demanding applications as well as a coordinated appearance with the classic finned look. **They come with high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration.** These Air Cleaners work with all popular 5-1/8" necks, for all carburetors or throttle bodies. Our Classic Series air cleaners are available in either a satin, polished or durable black powder coated finish. See page 219 for replacement elements.

	Overall Height	Satin	Polished	Black
Small Oval Cast Air Cleaner for Single 4-barrel Carb with 2.4" Element ●●	3.9"	#41159	#4115	#41153
Round Cast Air Cleaner for Single 4-barrel Carb with 3" Element ●●	3.9"	#41179	#4117	#41173
Large Oval Cast Air Cleaner for Dual-Quads with 2.4" Element, 6-7/16" Center to Center (A) ●●	4.45"	#41199	#4119	#41193

(A) Will not fit C-26 intake manifolds #5425, #54251, #54254 and #5426 due to distributor clearance.

Classic Series Finned Air Cleaner #4115 with Polished Finish



Classic Series Finned Air Cleaner #41173 with Black Powder Coated Finish

Classic Series Finned Air Cleaner #41179 with Satin Finish



Classic Series Air Cleaner housings are cast and machined proudly in the USA, filter element and hardware supplied from foreign sources

CLASSIC SERIES VALVE COVERS

Edelbrock first made these aluminum valve covers in the late '50s and they're still a classic. Made of heavy-gauge sand-cast aluminum, our classic finned valve covers are available in either a satin, polished or durable black powder coated finish. Overall height is measured from base to top at the highest point. Edelbrock classic valve covers can be machined to accept breathers if desired.

	Overall Height	Satin	Polished	Black
AMC/Jeep 290-401 V8 1967-91	3-3/8"	#41999	#4199	#41993
Chevy 262-400 V8 1959-86 (no breather holes) ●	3-1/2"	#41459	#4145	#41453
Chevy 262-400 V8 1959-86 (with breather holes)	3-1/2"	#41439	#4143	#41433
Chevy 262-400 V8 1959-86 (with oil fill hole)	3-1/2"	#41449	#4144	#41443
348/409 W-Series Chevy	3-13/16"	#41409	#4140	#41403
Chevy Big-Block V8 1965 & Later	3-1/2"	#41859	#4185	#41853
Chrysler Small-Block LA 318-340-360	3-3/4"	#41769	#4176	#41763
Chrysler Small-Block Magnum	3-3/4"	#41779	#4177	#41773
Chrysler Big-Block 383/440	4"	#41929	#4192	#41923
Ford 221-351W V8 1962-95 ●	3-3/4"	#41609	#4160	#41603
Ford FE V8 1958-1976 (see note below)	5"	#41629	#4162	#41623
Pontiac 301-455 V8 1962-79 ●	3-1/8"	#41309	#4130	#41303

Installation Notes: May not clear some power brake boosters on Ford FE applications.

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



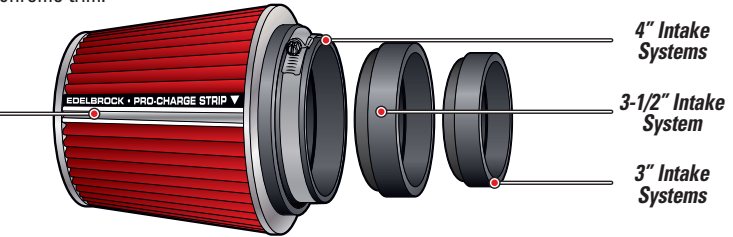
PRO-FLO® UNIVERSAL AIR FILTERS

Edelbrock's Pro-Flo Universal Air Filters are an economical way to ensure your engine is getting clean air, without the expense of buying a new filter every few thousand miles. They are constructed for superior filtration and airflow performance. They also feature the Edelbrock exclusive Pro-Charge™ clean strip for easy maintenance. The Pro-Charge strip will let you know when it's time to clean your filter. Each filter is washable and reusable. **Use Edelbrock Pro-Charge™ Cleaning Kit #43600 to clean and re-oil.**

The Pro-Flo Universal Fit Conical Series features triple chrome plated trim for a show-quality look. They are also designed with three inlet adapter rings for use on 3", 3.5" and 4" inlet tube systems. Available in black, red and blue to complement any engine bay.

Our Pro-Flo 14" round air cleaners feature a high-flow element top and are designed to be used with all popular 5-1/8" diameter carburetors. **In testing, the high-flow element top delivered improved performance over a traditional air cleaner top.** Available in black with black trim, red with chrome trim and blue with chrome trim.

Pro-Charge™ Strip
Patent pending technology informs you when it's time to clean your reusable air filter.



CONICAL AIR FILTERS

Description	HP Range	Length	Width	Emissions Code	Black	Red	Blue
Pro-Flo Valve Cover Breather with 9mm Inlet	–	2.5"	2"	●●●	#43510	#43511	#43513
Pro-Flo Cone Air Filter with 3" Inlet and Red Element	250-370	6.5"	6"	●●●	–	#43651	–
Pro-Flo Universal Fit Compact Cone Air Filter	240-340	3.7"	6"	●●●	#43610	#43611	#43613
Pro-Flo Universal Fit Medium Cone Air Filter	330-470	6.7"	6"	●●●	#43640	#43641	#43643
Pro-Flo Universal Fit Tall Cone Air Filter	350-500	10"	6"	●●●	#43690	#43691	#43693



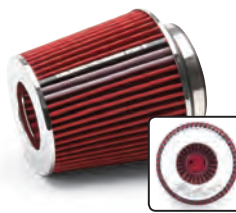
Valve Cover Breather #43513



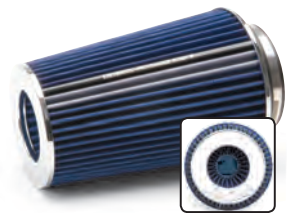
Medium Air Filter #43651



Compact Air Filter Black #43610



Medium Air Filter Red #43641



Tall Air Filter Blue #43693

ROUND AIR CLEANERS

Description	Width	Height	Emissions Code	Black	Red	Blue
Pro-Flo High-Flow 14" Round Air Cleaner with Chrome Trim	14"	3.5"	●●●	–	#43660	#43661
Pro-Flo High-Flow 14" Round Air Cleaner with Black Trim	14"	3.5"	●●●	#43662	–	–
Pro-Flo High-Flow 14" Round Air Cleaner Element Only	14"	3.5"	–	#43668	#43666	#43667



#43668



#43660



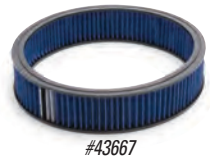
#43661



#43662



#43666



#43667

ACCESSORIES

Description	Part-No.
Pro-Charge Air Filter Cleaning Kit	#43600
Pro-Charge Air Filter Cleaner (12 qty - 10.14 oz bottles)	#43601
Pro-Charge Air Filter Oil (12 qty - 10.14 oz bottles)	#43602
E Logo Black Anodized Round Nut	#4270
E Logo Black Anodized Round Nut with Machined "E"	#4271
Black Anodized Knurled Round Nut	#4209



Cleaning Kit #43600



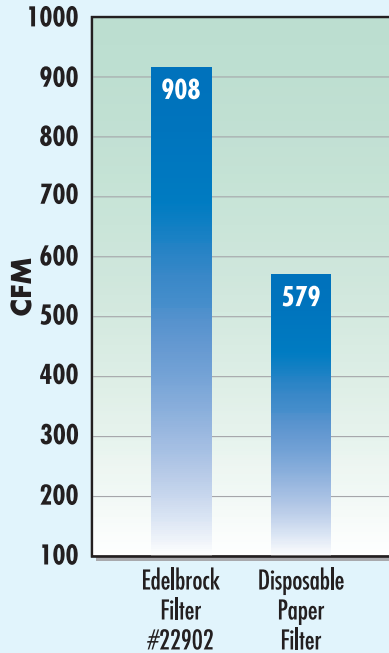
#4271



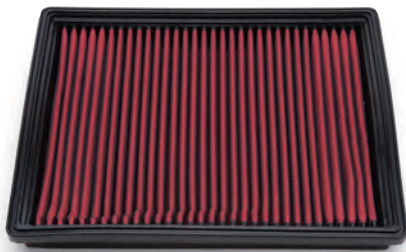
#4270

GET MORE OUT OF YOUR DAILY DRIVER!

In testing, the Edelbrock Pro-Flo Replacement Air Filters delivered improved airflow over low-cost disposable paper filters.



Edelbrock Pro-Flo Replacement Air Filters are manufactured in the USA for unsurpassed quality and performance



PRO-FLO® REPLACEMENT AIR FILTERS

Since 1938, Edelbrock has been the pioneer in intake air flow performance. If there's one thing we know... clean air is essential for every engine and more is always better. Improving engine performance is achieved when you limit restriction and increase airflow. A high-quality air filter is the key to making this happen. Our new Pro-Flo Replacement Air Filters are designed to do just that! **They feature a synthetic media that delivers the right balance of clean air with the least amount of restriction. They are made from a washable and reusable dry design that does not require oiling after cleaning.** This combination makes them easier to use and maintain compared to cotton gauze air filters that depend on the right amount of oil for proper filtration without over oiling and fouling the MAF sensor.

Edelbrock Replacement Air Filters are constructed from a poly synthetic media that delivers improved filtration and performance over paper air filters. The high-quality steel wire mesh protects the filter media while providing strength to ensure the filter keeps its shape. They also feature a precision molded rubber edge that provides strength as well as making a perfect fit with a tight seal on OEM air filter boxes.

Modern vehicles require modern technology like the Edelbrock Pro-Flo Air Filter. Disposable paper air filters have been in use for over 100 years and cotton gauze air filters for over 45 years. An air filter is the easiest upgrade, it only takes seconds, and will improve your engine's performance. When you factor maintenance costs of cotton gauze air filters and the frequency of replacement with paper air filters... **an Edelbrock Pro-Flo filter is the most economical and easy to maintain solution for your engine.**

FEATURES & BENEFITS INCLUDE:

- High-flow poly synthetic media for improved performance over paper media designs
- Features a "dry" media – No need to re-oil after washing, reducing the potential for over oiling and damaging the MAF (Mass Air Flow) sensor
- Reduced cost of ownership and easier to maintain when compared to cotton gauze designs... no need for oil
- Direct-fit replacement in OEM air boxes
- 100% washable and reusable synthetic media for a quicker drying time – Simply clean with soap and water
- Designed to last over 6-times longer than low-cost disposable paper filters
- Round, panel and conical designs available for many popular car, truck and SUV applications

APPLICATION CHART

Type	Size (Length x Width x Depth)	Emissions Code	Part No.
Panel	11" x 6.60" x 1.26"	●	#22900
Conical	8.08" x 8.08" x 7.65"	●	#22901
Round	11.75" x 11.75" x 3.25"	●	#22902
Panel	12.31" x 9.75" x 1.39"	●	#22903
Panel	13.55" x 6.66" x 1.30"	●	#22904
Panel	10.61" x 7.91" x 1.08"	●	#22905
Panel	11.56" x 6" x 1.29"	●	#22906
Panel	9" x 7.75" x 1.20"	●	#22907
Panel	9.57" x 7.27" x 1.20"	●	#22908
Panel	12.89" x 5.85" x 1.25"	●	#22909

Type	Size (Length x Width x Depth)	Emissions Code	Part No.
Panel	10.81" x 5.30" x 1.12"	●	#22910
Panel	7.66" x 6.17" x 1.19"	●	#22911
Panel	9.28" x 8.46" x 1.15"	●	#22912
Panel	12.17" x 7.32" x 1.14"	●	#22913
Panel	9.90" x 7.20" x 0.93"	●	#22914
Panel	11.45" x 9.69" x 0.96"	●	#22915
Panel	11.32" x 8.51" x 0.93"	●	#22916
Panel	11.24" x 7.60" x 1.11"	●	#22917
Panel	11.17" x 6.13" x 1.06"	●	#22918
Panel	12.74" x 7.72" x 1.16"	●	#22919

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP

PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



ENGINE DRESS-UP



Edelbrock LS series coil covers are cast and machined in the USA

COIL COVERS FOR GM GEN III LS SERIES ENGINES

Edelbrock's sand-cast aluminum LS Series Coil Covers are a great way to dress up the LS1 in your street rod or muscle car. These coil covers are designed to eliminate the stock mounting brackets on transplanted LS1 engines by way of fitting coils directly to the underside of the Edelbrock cover. They are intended to create a clean under-the-hood custom appearance and **will not fit stock vehicles**. These covers accept GM #12558948 coils or aftermarket equivalent replacement coils such as MSD #8245.

	<i>Satin</i>	<i>Polished</i>	<i>Black</i>
Coil Covers for LS Series Engines.....	#4118	#41181	#41183

Installation Notes: For use on 1999-later factory GM center-bolt valve covers. Designed for street rod and muscle car applications. Will not clear under-hood accessories on production vehicles.



Coil Covers #4118 for LS Series Engines



Coil Covers #41181 for LS Series Engines



Coil Covers #41183 for LS Series Engines

REPLACEMENT ELEMENTS FOR EDELBROCK AIR CLEANERS

To keep your engine running clean, choose from replaceable paper elements or our premium pre-oiled cotton gauze elements for a lifetime of service.

3" tall, 14" diameter for #1207, #1221, #1223, #4207 & #4221 (paper element)	#1217
2-1/2" tall, 10" diameter for #1208 & #1203 (paper element).....	#1218
2-1/2" tall, 6-3/8" diameter for #1209 & #1210 (paper element)	#1219
Oval filter element for #1235, #1236, #4235, #4236 & #4237 (pre-oiled reusable element).....	#1220
Triangular filter element for #1222 & #4222 (pre-oiled reusable element)	#4226



CRANKCASE VENTILATION HOSE CONNECTION KIT

This kit mounts to the base of the air cleaner, providing a connection for the crankcase ventilation breather hose from the valve cover with Edelbrock air cleaners #1207, #1221, #1223 and aluminum air cleaners #4207, #4221, #4266 and #41663. This kit includes a hose connector and hardware.

PCV Hose Connection Kit ●●.....	#1205
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WING BOLTS AND HOLD-DOWN TABS

Universal valve cover hold-down kits may be used on all Edelbrock and similar design chrome valve covers, our Elite Series and Elite II valve covers, our Classic Series valve covers and our Victor Series valve covers. All hold-down kits have 4 items per pack, except #4414, #4427 and #44273.

	<i>Chrome</i>	<i>Black</i>
2-piece Wing Bolts (3-3/4" long, set of 4).....	#4400	N/A
2-piece Wing Bolts (4-1/4" long, set of 4).....	#4401	N/A
2-piece Wing Bolts with T-Top (5" long, set of 4)	#4402	#44023
Hold-down Tab Kit (small-block Chevy, set of 4).....	#4404	N/A
Hold-down Tab Kit (small-block Chevy, set of 4, 5" long)	#4426	#44263
Hold-down Tab Kit (big-block Chevy, set of 7, 5" long)	#4414	#44143
Hold-down Tab Kit (universal, set of 8, 1.5" long)	#4427	#44273



OIL FILL HOLE PLUGS

Designed to plug the oil fill hole on any of Edelbrock's Signature Series valve covers or any 1-1/4" diameter fill hole on similar designs.

Chrome Oil Fill Hole Plug	#4415
Rubber PCV Valve Grommets (pair).....	#8094

EDELBRÖCK NITROUS SYSTEM CONFIGURATIONS AND FEATURES...

Edelbrock Nitrous Systems are calibrated to deliver safe and accurate horsepower gains with even distribution to all cylinders. Dyno-testing determines calibrations, not simple mathematical formulas, which don't take into account real-world variables. Available from 20 to 500+ hp, **Edelbrock Nitrous Systems are the quickest and easiest way to get large horsepower gains with minimum modifications and expense.** With the **Performer and Performer RPM Line**, you get a 50- to 250-horsepower increase at the flip of a switch with an installation time of approximately four hours. **Performer RPM II** systems include high-flow solenoids and stainless steel spray bars for 400+ hp capability. **Victor Jr.** racing systems produce serious horsepower with jetting supplied from 100 to 500+ horsepower. At the extreme level, we have the Edelbrock Series E1, Series E2, Series E3 and M3 Series Direct-Port systems which yield a huge gain of 500+ hp!

CARB/PLATE SYSTEMS

Nitrous Systems	Hp Added	Injector/Plate Type	Solenoids (Qty)	Nitrous Bottle	Brackets
Performer	50-75-100	Square-bore or Spread-bore	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	100-150-175-200-250	Square-bore	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	100-150-175	Spread-bore	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	100-150-200-250	4500 Series	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM Dual-Stage	75-250	Square-bore	Performer (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM Dual-Stage	100-250	4500 Series	Performer (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM Dual-Quad	100-150-200-250	Square-bore or 4500 Series	Victor Pro (1), Perf. RPM (1)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM II	200-400+	Square-bore or 4500 Series	Victor Pro (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM II Dual-Stage	100-400+	Square-bore or 4500 Series	Victor Pro (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Victor Jr.	200-400+	Square-bore or 4500 Series	Performer RPM (4)	10 lb. Powder Coated	Hinged Steel
Victor Jr. Dual-Stage	100-500	Square-bore or 4500 Series	Performer RPM (4)	10 lb. Powder Coated	Hinged Steel

DIRECT PORT SYSTEMS

Nitrous Systems	Hp Added	Qty. Jets Included	Nozzles	Solenoids Nitrous/Fuel	Distribution Blocks	Wiring Harness & Relays	Bottle & Brackets
Super Victor Direct Port Kit for V8 (E1)	200-300-400-500	56	E1 Aluminum, 1/8" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Super Victor Direct Port Kit for V8 (E2)	200-300-400-500	56	E2 Stainless Steel, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Super Victor Direct Port Plumb Kit for V8 (E3)	200-300-400-500	56	E3 Titanium, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Custom Manifold Plumb Kit for V8 (E2)	300	16	E2 Stainless Steel, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	-	Sold Separately
Custom Manifold Plumb Kit for V8 (E3)	300	16	E3 Titanium, 1/16" NPT (8)	Victor Pro (2) / Victor Pro (2)	1/8" NPT 5-port (4)	-	Sold Separately



Pre-assembled system #72975

INTAKE MANIFOLDS WITH PRE-ASSEMBLED DIRECT PORT NITROUS SYSTEM READY TO BOLT ON, RIGHT OUT OF THE BOX!

Are you looking to build a nitrous system for your high-performance vehicle, but don't have the time or expertise to plumb an intake manifold? Now you can purchase a high-quality Edelbrock intake manifold with a direct port nitrous system pre-assembled and ready to install right out of the box. These systems are compatible with any 4150 flange carburetor. They include an Edelbrock Victor Jr. intake manifold, Performer Series fuel and nitrous solenoids, distribution blocks and high-flow lines with E2 Series nozzles. These systems are capable of up to 300 additional horsepower. All the supply hard lines have been plumbed to deliver optimal nitrous and fuel flow on various applications. Kits include jetting for 100 and 150 horsepower. These systems do not include the bottle or supply lines.

- Victor Jr. for Chevrolet 262-400 small-block ●#72975
- Super Victor for Chevrolet 262-400 small-block ●#72925
- Victor Jr. 454-R for Chevrolet 396-502 big-block ●#72902

PERFORMER NITROUS PLATE SYSTEMS SINGLE-STAGE (50-100 HP)

Designed to be the best carb/plate kits available, Edelbrock kits include more jets than other brands giving you greater tuneability. Our spray bars are precision machined on an EDM machine instead of standard drilling, giving you the best flow characteristics available. Performer single-stage nitrous systems are designed for use on carbureted V6 and V8 engines. Power increases can be adjusted from 50-100 horsepower. Edelbrock nitrous systems are simple to install with a 1/2" thick aluminum plate that fits between the carb and the intake manifold.

- Square-bore Carburetors (50-75-100 HP) ●#70001
- Spread-bore (Q-Jet) Carburetors (50-75-100 HP) ●#70002

PERFORMER PLATE KITS (50-100 HP)

Performer Plate Kits are an easy way to upgrade your existing system with Edelbrock Nitrous. Each kit includes plate, stainless steel jet assortment, and braided stainless steel fuel and nitrous lines.

- Square-bore Carburetors (50-75-100 HP) ●#70011



Nitrous System #70001

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Performer EFI Nitrous System #70400



Performer RPM Nitrous System #70050



Performer RPM 4500 Series Plate Kit #70063



Performer RPM Dual-Quad Kit #70090



Performer RPM II Nitrous System #70080

EFI NITROUS SYSTEMS

FORD EFI DRY SYSTEMS (80 HP)

Performer EFI Nitrous Systems are the best way to get a major power increase in your fuel injected late-model street machine. These systems work with your stock ECU for a simple installation. Performer EFI "Dry" Nitrous Systems supply nitrous directly into the intake stream, and the extra fuel is supplied through the OE injectors by raising the fuel pressure or changing the duty cycle.

1986-95 Mustang 5.0L & 1996-98 4.6L (80 HP) ●#70400

PERFORMER RPM NITROUS PLATE SYSTEMS

SINGLE-STAGE (100-250 HP)

Performer RPM Single-Stage Nitrous Systems are designed for use on carbureted V8s. The solenoids are larger than our Performer systems and power increases can be adjusted from 100-250 horsepower. Edelbrock Nitrous Systems are simple to install with a 1/2" thick aluminum plate that fits between the carburetor and the intake manifold.

	<i>Silver Bottle</i>	<i>Polished Bottle</i>
Square-bore Carburetors (100-150-175-200-250 HP) ●	#70050	#70033
4500 Series Carburetors (100-150-200-250 HP) ●	#70053	N/A

PERFORMER RPM PLATE KITS (100-150-175-200-250 HP)

Performer RPM Plate Kits are an easy way to upgrade your existing system to Edelbrock Performer RPM spec. Each kit includes plate, stainless steel jet assortment, and braided stainless steel fuel and nitrous lines.

Square-bore Carburetors (100-250 HP) ●	#70060
Spread-bore (Q-Jet) Carburetors (100-175 HP) ●	#70061
4500 Series Carburetors (100-250 HP) ●	#70063

PERFORMER RPM UPGRADE KITS (100-150-175-200-250 HP)

Upgrade Kits include everything needed to upgrade Performer nitrous systems to a Performer RPM system including plate, solenoids, jets and all hardware.

Performer RPM Square-bore Upgrade Kit (100-150-175-200-250 HP) ●#70021

PERFORMER RPM NITROUS CARB/PLATE KITS (DUAL-QUAD) (100-250 HP)

Performer RPM Single-Stage Nitrous Systems are designed for use on carbureted V8s with dual-quad square-bore carburetors. The solenoids are larger than our Performer systems and power increases can be adjusted from 100 to 250 horsepower. Edelbrock Nitrous Systems are simple to install with two 1/2" thick aluminum plates that fit between the carburetors and the manifold.

Performer RPM Square-Bore Carbs Dual-Quad (100-250 HP) silver powder coated bottle ●#70090

PERFORMER RPM II NITROUS PLATE SYSTEMS SINGLE- OR DUAL-STAGE

Performer RPM II Nitrous Carb/Plate Systems are available in single- or dual-stage configurations for power gains from 200 to 400+ horsepower. Performer RPM II Single-Stage systems are designed for use on carbureted V8 engines. Performer RPM II Dual-Stage systems are designed for those who want to add power in stages to soften the "hit" of the nitrous system and control excessive tire spin or violent chassis reaction. Both kits feature Victor Pro fuel solenoids and Victor Pro bottom discharge nitrous solenoids for enhanced flow capacity. The 1/2" thick aluminum spray bar plate fits between the carburetor and the intake manifold and features stainless steel spray bars with more discharge holes than Performer RPM systems for more flow and superior atomization. Kits include silver nitrous bottle.

	<i>Single-Stage</i>	<i>Dual-Stage</i>
Square-bore Carburetors (200-400+ HP) ●	#70080	#70082
4500 Series Carburetors (200-400+ HP) ●	#70081	#70083

VICTOR JR. NITROUS PLATE SYSTEMS SINGLE-STAGE (200-400 HP)

These systems feature four nitrous and four fuel jets, offering more tuning capabilities than any plate system currently available. The efficient design, with a billet aluminum plate that's only 11/16" thick, uses less nitrous than conventional plate systems at the same power levels. Dyno tests on a 500-inch Chevy with 400 HP jetting, proved EGTs varied less than 5% from cylinder to cylinder. Additional features include shorter spray bars that inject more liquid nitrous into the intake for more equal distribution across the plenum, more balanced air/fuel ratio and a quicker response time. Kits includes a 10-lb. silver nitrous bottle (shipped empty), stainless steel jet selection, hardware and installation/owner's manual.

Square-bore Carburetors (200-300-400+ HP) ●#70056

DIRECT PORT NITROUS NOZZLES CHOICE OF FIVE NOZZLE DESIGNS



M3 DUAL-STAGE
Designed and developed in conjunction with 8-time Pro Street World Champion Pat Musi. The M3 Dual-Stage Dry Nitrous Nozzle is the latest in direct port nitrous technology for use in 1,000+ horsepower multi-stage nitrous drag racing applications. Titanium construction makes this the strongest and simply best nozzle available for this application. 1/16" NPT threads make this an easy upgrade for existing nitrous systems.

(Single) #72557
(Set of 8) #72567



E1 SERIES:
Constructed from lightweight aluminum and black anodized. Features a unique fuel passage design for extremely high atomization, Direct bolt-on upgrade for other brands that use a 90° 1/8" NPT design.

(Single) #72550
(Set of 8) #72560



E3 SERIES:
Features an exclusive titanium construction. The "Straight-Shot" configuration produces excellent fuel atomization. Direct upgrade for other brands that use a 1/16" NPT "annular discharge" design.

(Single) #72553
(Set of 8) #72563



E2 SERIES:
Designed with noted drag racer Billy Glidden and features a durable stainless steel construction. Direct bolt-on upgrade for other brands that use a 90° 1/16" NPT design.

(Single) #72552
(Set of 8) #72562



SS DRY SERIES:
Constructed from durable stainless steel. Nitrous-only nozzle for use with Electronic Fuel Injection. Direct upgrade for other brands that use a 90° 1/16" NPT "dry" design.

(Single) #72556



Super Victor 8-Cyl Direct Port E3 Nozzle #71852

SUPER VICTOR DIRECT PORT NITROUS SYSTEMS UNIVERSAL (200-500+ HP)

Our most sophisticated nitrous system allows you to tune each individual cylinder for superior performance! Utilizing your choice of either Edelbrock E1, Edelbrock/Glidden E2 stainless steel, or E3 "Straight-Shot" titanium nitrous nozzles, this is a direct port kit designed for serious competition with power increases of 200-500+ hp. They include Victor Pro Bottom-Exit nitrous solenoids and Victor Pro fuel solenoids for improved flow characteristics. Match with an Edelbrock Bottle Kit for maximum race-level performance with the bottle/bracket combination you want. Kits include 56 stainless steel jets, 8 each of 7 sizes.

	E1 Nozzle	E2 Nozzle	E3 Nozzle
Super Victor 8-cyl. Direct Port (200-300-400-500+ HP) ●	#71831	#71850	#71852

FOR CUSTOM APPLICATIONS (100-500+ HP)

This kit includes E3 Nozzles, (2) Victor Pro N20 solenoids, (2) Performer fuel solenoids, billet distribution blocks, hard line and hardware. For custom fabrication; consult your nitrous plumbing expert.

Super Victor V8 Direct Port ●	E3 Nozzle
	#71848



Super Victor V8 Direct Port #71848

CUSTOM PLUMBING KITS (200-500+ HP)

Developed with racers in mind, this kit contains the very basics for a direct port nitrous system installation on an existing manifold. This kit is for racers who already have their wiring done, or who want to configure their wiring to custom specifications. This helps keep the cost down while still giving you all of the outstanding features of an Edelbrock Direct Port Nitrous Kit with either our stainless steel E2 nozzles or our unique E3 titanium "Straight-Shot" nozzles. Supplied with 300 horsepower jetting.

- Victor Pro bottom-exit nitrous solenoids for improved flow characteristics
- 1/16" NPT nozzle size for a compact installation
- Choice of E2 stainless steel or unique E3 titanium "Straight-Shot" nozzles for better nitrous and fuel delivery
- Billet distribution blocks with hard lines for many different tight-fit options
- 16 stainless steel jets for longevity and tighter tolerances (8 each of 2 sizes)

	E2 Nozzle	E3 Nozzle
Custom Manifold V8 Plumb Kit (200-500+ HP) ●	#71851	#71853

DIRECT PORT V8 RE-PLUMB KIT

This kit is intended for racers who have a Victor Direct Port Kit and want to transfer it to a different intake manifold. This kit provides everything needed without the hassle of having to buy each component individually.

Direct Port Re-Plumb Kit ●	#71880
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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



NITROUS



Progressive Nitrous Controller #71900

PROGRESSIVE NITROUS CONTROLLER

The Edelbrock Progressive Nitrous Controller offers complete control over your nitrous system in a powerful and compact package. Pulse width modulation regulates the amount of nitrous being delivered over a specified period of time by the nitrous and fuel solenoids. The digital display is easy to read and very simple to program, thanks to touch switch programming. You have the ability to select and individually program the nitrous parameters that you need in order to optimize traction, control your chassis and ramp up your nitrous system safely. The end result leads to quicker ETs and lessens the risk of engine and chassis abuse. The compact controller is also great for automotive and motorcycle applications.

- **Quicker ETs and less risk of engine and chassis abuse**
- **Utilizes pulse width modulation to regulate the amount of nitrous being delivered over specified time**
- **Select and individually program nitrous parameters to optimize traction and chassis control**
- **Integrated battery voltage monitor**
- **Non-volatile data memory retains your settings**
- **+12-volt timer output for auxiliary output**
- **Complete with wiring harness and manual**
- **Single- or dual-ramp adjustable from 0 to 9.999 seconds**
- **Full digital circuitry with easy-to-read LCD display**
- **Epoxy-potted for durability**

Progressive Nitrous Controller ●#71900



10-lb. Polished #72400



Brackets #72600 for 10- and 15-lb bottles

ALUMINUM NITROUS BOTTLES

Edelbrock nitrous bottles are made of aluminum alloy, are D.O.T. approved and include an Edelbrock high-flow CGA approved valve with a built-in siphon tube (unless noted otherwise) for consistent performance. Edelbrock bottles are available polished to a high luster. They include a pressure venting system to prevent pressure increases beyond the safety level. **Note: All bottles are shipped empty.**

Capacity	Gauge Included	Dimensions (len. x dia.)	Silver Bottle	Polished Bottle
10-lb. ●	No	20" x 6-7/8"	#72300	#72400

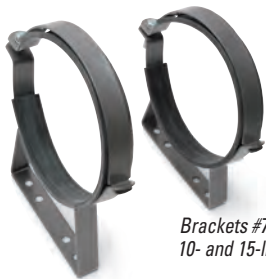
BOTTLES WITH RACER SAFETY ADAPTER AND GAUGE

These nitrous bottles come with the Racer Safety Blow-Off Adapter and a liquid-filled nitrous pressure gauge pre-installed. This is a popular item for the racing community since many associations require the use of a Racer Safety Adapter if the bottle is installed in the passenger compartment.

10-lb. Silver Powder Coated Bottle (with Racer Safety Adapter & Liquid-filled Gauge) ●#72311

15-lb. Silver Powder Coated Bottle (with Racer Safety Adapter & Liquid-filled Gauge) ●#72315

Replacement Pressure Relief Disks (10, 12.5, 15 & 20 lb. bottles) (qty. 2) ●#72900



Brackets #76204 for 10- and 15-lb bottles

Racer Safety Blow-Off Adapter #72961 includes a diffuser cap for safer handling when bottle is not mounted



Nitrous Blow-Down Tube #72960

HINGED STEEL BRACKETS

Powder coated and made of steel, these hinged brackets are designed for use with Edelbrock or other brands of 10- and 15-lb., 7" diameter aluminum bottles. Includes rubber isolators to protect the finish.

Red Hinged Steel Brackets (for 10-lb. and 15-lb. aluminum bottles).....#72600

Grey Hinged Steel Brackets (for 10-lb. and 15-lb. aluminum bottles)#76204

NITROUS BLOW-DOWN TUBE, RACER SAFETY BLOW-OFF ADAPTER & SAFETY VALVE

CNC-machined Racer Safety Blow-Off Adapter replaces the standard safety valve to allow the use of a hard line blow-down tube. A blow-down tube safely vents nitrous outside the car should the safety blow. This is an essential safety feature for hatchbacks or cars with the bottle mounted in the passenger compartment.

Nitrous Blow-Down Tube (22" long) ●#72960

Racer Safety Blow-Off Adapter (for use with Blow-Down Tube) ●#72961



Nitrous Power Panel for 1987-97 Mustangs #72283

NITROUS POWER PANEL FOR 1987-97 MUSTANGS

Perfect for street or strip, this brushed aluminum power panel hides in the ashtray of your Mustang. It contains the highest quality switches available, plus high-temp TXL wire for maximum durability and performance. Fully fused and insulated.

Nitrous Power Panel (for 1987-97 Mustangs) ●#72283



-6AN Purge Valve Kit #72178

PURGE VALVE KITS

Keeps the supply of fresh liquid nitrous at the solenoid(s) for instant and repeatable nitrous injection. This purge kit bleeds accumulated nitrous vapor from the supply lines. Includes solenoid, activation switch, filter, aircraft-quality fittings and wiring.

- 4AN Purge Valve Kit ●#72176
- 6AN Purge Valve Kit ●#72178

EDELBROCK SOLENOIDS

Designed for Edelbrock Nitrous systems, these stainless steel solenoids have a very low amp draw. They feature a stainless steel base for corrosion resistance and tighter tolerances, a low current-consumption coil, a Teflon® plunger for reliability and longevity, and a powder coated coil cover for durability and appearance. The **Victor Pro nitrous solenoid** features a bottom outlet design that restricts flow much less than standard designs. A .115" internal metering orifice makes this our **highest flowing nitrous solenoid**. The Victor Pro fuel solenoid features a shorter body with a smaller diameter stainless steel base for use where space is limited.



Nitrous Solenoids - Amp Draw: 9.2 amps @ 12.6 volts and 11 amps @ 13.8 volts

- Performer Nitrous Solenoid (up to 150 HP with 1/8" NPT inlet & outlet) ●#72001
- Performer RPM Nitrous Solenoid (400+ HP with 1/4" NPT inlet & 1/8" NPT outlet) ●#72052
- Victor Pro "Bottom-Exit" Fuel Solenoid (500+ HP with 1/4" NPT inlet & 1/8" NPT outlet) ●#72002
- Fuel Solenoids - Amp Draw: 1.29 amps @ 12.6 volts and 1.5 amps @ 13.8 volts**
- Performer Fuel Solenoid (up to 175 HP at 6 PSI with 1/8" NPT inlet & outlet) ●#72050
- Performer RPM Fuel Solenoid (400+ HP at 6 PSI with 1/4" NPT inlet & 1/8" NPT outlet) ●#72051
- Victor Pro "Small-Base" Fuel Solenoid (500+ HP at 6 PSI with 1/8" NPT inlet & outlet) ●#72052



Solenoid Rebuild Kit #72200

SOLENOID REBUILD KITS

Edelbrock Nitrous and Fuel Solenoid Rebuild kits contain everything needed to rebuild the internal components including a specialty wrench.

- Performer Nitrous Solenoid Repair Kit ●#72200
- Performer RPM Fuel Solenoid Repair Kit ●#72203
- Victor Pro & Performer RPM Nitrous Solenoid Repair Kit ●#72219



Two-Solenoid Bracket #72289 for square-flange carbs

BOLT-ON SOLENOID BRACKETS

Billet aluminum, CNC-machined plate for two- or four-solenoid applications. Two-solenoid brackets can be used with Performer and Performer RPM systems for a professional-looking installation. Match the four-solenoid bracket with our Performer RPM Dual-Stage, or Victor Jr. Plate System.

- | | 2-Solenoid
Bracket | 4-Solenoid
Bracket |
|--|-----------------------|-----------------------|
| 4500 Series Carbs ●#72288 | #72288 | #72286 |
| Square-flange (4150) Carbs ●#72289 | #72289 | #72287 |
| Solenoid Adapter
(Required for Performer Solenoids when used with the above brackets) ●#72294 | #72294 | #72294 |

SWITCHES AND BRACKETS

Designed especially for Edelbrock, Barry Grant and Holley carburetors, these kits include a snap-action microswitch, mounting hardware and a CNC-machined, red-anodized billet aluminum bracket. #72279 comes with a bendable universal bracket for easy installation.



- Microswitch with Universal Bracket ●#72279
- For Edelbrock Performer and Thunder Series AVS Carburetors ●#72280
- For Holley 4500 Series Carburetors ●#72281
- For Holley Standard-flange Carburetors without Choke (will not fit H.P. series) ●#72282
- Holley HP Series Bracket Kit ●#72277
- For Barry Grant Race Demon Carburetors ●#72284
- For Barry Grant King Demon Carburetors ●#72285
- Lighted Toggle Switch ●#72271
- Covered Toggle Switch ●#72272
- Miniature Lighted Rocker Switch ●#72273
- Push Button Switch ●#72274

REPLACEMENT JETS

Jets are available individually or in packs of 8. To order individually packed jets, add the jet size desired to #73 (#73014 is a .014" jet).



Precision CNC-machined stainless steel jets won't erode like brass jets

- Individual Taper Face Jets (Last 3 digits indicate size, .014" thru .120") ●#73014 thru #73120
- Packs of 8 Taper Face Jets (Last 2 digits indicate size, .018" thru .048") ●#73218 thru #73248
- Individual Taper Face Jets (Undrilled blank) ●#73013

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



NITROUS



Replacement Jet Kit #73001

REPLACEMENT JET KITS

Replacement Jet Kits contain all of the jets originally supplied with Edelbrock Plate Nitrous Kits.

- For Performer Square-bore (3 steps - .038, .046, .053, .057, .065) ●#73001
- For Performer RPM Square-bore (5 steps - .055, .061, .071, .075, .078, .082, .085, .089, .099, .102) ●#73002
- For Performer RPM Spread-bore (3 steps - .059, .062, .071, .075, .081, .086) ●#73010
- For Performer RPM 4500 Series Square-bore (4 steps - .057, .063, .071, .075, .085, .089, .104, .108) ● ..#73011

Tuner Kit #73005



TUNER JET KITS

Edelbrock CNC-machined stainless steel jets are available in Tuner Jet Kits packaged in indexed, heavy-duty plastic cases. They include a variety of Edelbrock jets to fine tune your nitrous system for maximum performance.

- Street Kit - 80 jets, 4 each of 20 sizes ●#73005



Super Victor Jet Pack #73012



SUPER VICTOR DIRECT PORT JET PACK

This kit was developed for the Super Victor Direct Port Nitrous System and includes 56 jets, 8 each of .020", .024", .028", .032", .036", .040", and .044". Edelbrock CNC-machined stainless steel jets won't erode like brass jets and maintain precise dimensions for accurate and safe horsepower gains. Use this kit to fine tune your nitrous system for maximum performance. Will also work with most other brands of nitrous systems (except NX).

- Super Victor Direct Port Jet Pack ●#73012

REPLACEMENT SOLENOID BRACKETS

- For Performer RPM Nitrous/Fuel/Alcohol and Victor Pro Nitrous Solenoids ●#72275
- For Performer Fuel and Nitrous Solenoids ●#72276
- For Victor Pro Fuel Solenoids ●#72278

Dry EFI Nitrous Nozzle #72551



Nitrous exits here

DRY EFI NOZZLES

Used in all Performer EFI "dry" nitrous systems, the Edelbrock Dry Nitrous Nozzle is one of the most advanced in the industry. The unique nitrous passage design gives extremely high atomization and is the key to the outstanding performance. Specially designed nitrous outlet enhances atomization.

- Aluminum EFI 90° Nozzle (1/16" NPT) ●#72551
- Stainless Steel EFI 90° Nozzle (1/16" NPT) ●#72556



Nozzle Pipe Taps

NOZZLE INSTALLATION BUNGS

These aluminum bungs allow installation of Edelbrock nozzles in the intake tract of thin-walled sheet metal manifolds. Requires welding, drilling and tapping for installation.

- Nozzle Installation Bungs (4 per package) ●#72555



Distribution Block #76574

NITROUS NOZZLE PIPE TAPS

Use these NPT taps to cut threads for custom installation of Edelbrock nitrous nozzles. Use Pipe Tap #76549 for Edelbrock E2, E3, M3 and dry nozzles, #76559 is designed for E1 nozzles.

- 1/16" NPT Pipe Tap (for E2, E3, M3 and dry nozzles) ●#76549
- 1/8" NPT Pipe Tap (for E1 nozzles) ●#76559

BILLET DISTRIBUTION BLOCKS

Use these high-quality distribution blocks to build a custom nitrous system. Machined from billet aluminum and anodized, they deliver even distribution and optimum flow. Inlets/outlets are 1/8" NPT.

- One-in, Four-out Distribution Block (black) ●#76574
- One-in, Four-out Distribution Block (blue, -6 for nitrous or fuel lines) ●#76538
- One-in, Eight-out Distribution Block (black) ●#76578
- One-in, Six-out Distribution Block (black) ●#76576



Billet Distribution Fitting #76535

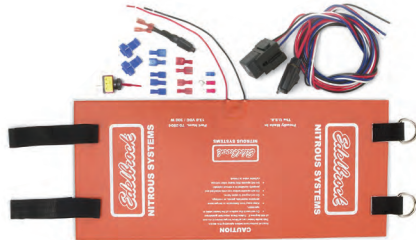
BILLET DISTRIBUTION FITTINGS

Fittings provide a clean compact plumbing assembly when positioned in the intake manifold valley.

- One-In, Four-Out Pro Flo Distribution Fitting, 3/8" NPT to 1/8" NPT, Nitrous ●#76535



Edelbrock Flow Test Tool #76506 includes an assortment of easy-to-change calibration jets



Nitrous Bottle Heater #72700



Bottle Blanket #72705

1/4-Turn Ball Valve Kit #72952



Bottle Nut Combo Wrench #76504



1-1/2" Fuel Pressure Gauge #73825



1-1/2" Nitrous Pressure Gauge #73800



1-1/2" Fuel Pressure Gauge #73831



2-5/8" Liquid-Filled Fuel Pressure Gauge #73828

EDELBROCK FLOW TEST TOOL

The only way to ensure that you have adequate fuel pressure for your nitrous system is to measure the "flowing pressure" using a flow test tool like our #76506. This tool features an easy-to-read fuel pressure gauge, a variety of jets to set the correct flow restriction, and easy attachment to your existing fuel line.

Edelbrock Flow Test Tool.....#76506

NITROUS BOTTLE HEATER

Consistent bottle pressure (900-950 psi) is an important element for proper operation of your nitrous system. The Edelbrock Nitrous Bottle Heater thermostatically raises the pressure when necessary by applying heat to the bottle. Comes with all necessary hardware and includes Hook and loop fastener straps for quick and easy bottle removal. **Note: Not for use on carbon fiber bottles.**

Bottle Heater - 12 volt (for 10-lb. and 15-lb. bottles).....#72700

Bottle Heater Thermostat - 12 volt (for 10-lb. and 15-lb. bottles).....#72702

NITROUS BOTTLE BLANKET

This blanket helps to maintain consistent bottle pressure by keeping heat in the bottle when it's cold, and by protecting the bottle from direct sunlight and the possibility of over-pressurization.

Bottle Blanket (for 10-lb. bottles).....#72705

1/4-TURN BALL VALVE KIT

Our 1/4-Turn Ball Valve Kit is designed as an emergency shut off to isolate the nitrous in the bottle from the engine compartment in case of an emergency. The valve is typically installed in the driver's compartment within reach of the driver. If an accident or fire occurs, the driver or emergency personnel need only turn the handle a 1/4 of a turn to shut off nitrous flow to the solenoids.

1/4-Turn Ball Valve Kit (.375 orifice, rated to 2,000 psi) ●.....#72952

BOTTLE NUT COMBO WRENCH

This is one handy item to keep with your bottle. Compatible with all nitrous brands, fits in your glove box, under your seat, or even in your pocket. This wrench features -3AN, -4AN, -6AN, and 1-1/4" bottle nut wrenches all in one package. Black anodized aluminum and laser etched for a sharp, clean look!

Bottle Nut Combo Wrench.....#76504

BOTTLE NUT AND WASHER

These kits contain a replacement -6AN or -4AN bottle nut and Teflon® washer to seal the bottle nut to the bottle valve.



-4AN Bottle Nut and Teflon Washer ●.....#76507

-6AN Bottle Nut and Teflon Washer ●.....#76505

Teflon Washer for -6AN and -4AN Bottle Nuts (qty. 1) ●.....#77580

NITROUS AND FUEL PRESSURE GAUGES

Pressure gauges are an important element in getting maximum performance and consistency from your nitrous system. The 1-1/2" nitrous gauges may be fitted onto a nitrous bottle or just in front of the nitrous solenoid. Braided stainless steel lines are required for all remote-mounted nitrous gauges. 2-5/8" gauges are illuminated and come with adapter fittings. **Liquid-filled gauges offer additional vibration dampening for durability and long-term accuracy. They are the best choice for competition or severe-duty applications.**

Nitrous Pressure Gauges, 0-1400 PSI

1-1/2" Standard Gauge.....#73800

1-1/2" Liquid-Filled Gauge.....#73801

2-5/8" Standard Gauge.....#73802

Fuel Pressure Gauges, 0-100 PSI

1-1/2" Standard Gauge.....#73825

1-1/2" Liquid-Filled Gauge.....#73826

2-5/8" Standard Gauge.....#73829

2-5/8" Liquid-Filled Gauge.....#73830

Fuel Pressure Gauges, 0-15 PSI

1-1/2" Standard Gauge.....#73831

1-1/2" Liquid-Filled Gauge.....#73832

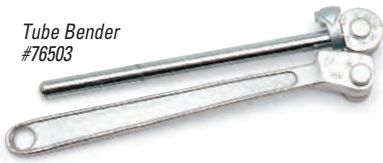
2-5/8" Standard Gauge.....#73827

2-5/8" Liquid-Filled Gauge.....#73828

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Tube Bender
#76503



TUBE BENDER

Makes installation of those tough-to-bend direct port nitrous lines a breeze. Get a professional looking installation every time. Can also be used on other 3/16" hard lines.

3/16" Tube Bending Tool#76503

Digital Delay
Timer #71907



DIGITAL DELAY TIMER

The Digital Delay Timer is used to activate a second or third stage of nitrous at adjustable pre-set intervals. Timer activation begins when the unit receives a 12V trigger signal, such as transbrake release, and is adjustable in increments of 1/10th of a second or less.

Digital Delay Timer ●#71907

30-Amp
Relay Assembly
#72270



RELAY ASSEMBLY

Use the Edelbrock Relay Assembly as a replacement harness if you are transferring a nitrous system into a different vehicle or with many other devices which require a wide-open throttle activation.

30-Amp Relay Assembly (includes switches, relay, wiring and connectors) ●#72270

PRESSURE DEACTIVATION SWITCH

This Pressure Deactivation Switch is adjustable from 3 to 25 PSI to disengage the nitrous system once the turbo has achieved the set boost pressure level. Factory pre-set at 7 PSI, this switch is ideal for hard-core racing applications to prevent wheel spin and over-boost.

Pressure Deactivation Switch (adjustable from 3-25 PSI) ●#72209



Pressure
Switch #72209



Safety
Switch #72210

FUEL PRESSURE SAFETY SWITCHES

Maintaining adequate fuel pressure is critical when it comes to nitrous. These fuel pressure safety switches can be used in conjunction with your nitrous systems to safeguard against inadequate fuel pressure.

Fuel Pressure Switch 5 PSI ●#72210

Fuel Pressure Switch 30 PSI ●#72213

Fuel Pressure Switch 50 PSI ●#72214

NITROUS AND FUEL ADAPTER FITTINGS

Manufactured by Russell, our wide variety of lightweight aluminum, stainless and brass adapter fittings allow for the connection of Russell nitrous hose ends to almost any component. Use the AN size that matches your hose and NPT (National Pipe Thread) size that matches the component you are plumbing.

#76544



#76514



HIGH PRESSURE NITROUS AND FUEL FILTER FITTINGS: STRAIGHT

Filters are a key element to prevent debris from clogging nitrous or fuel jets and causing solenoids to leak. These filter fittings are designed to be used in-line with your nitrous system in place of standard fittings to help filter your nitrous and fuel.

4AN to 1/8" NPT nitrous (blue).....#76514

6AN to 1/4" NPT nitrous (blue).....#76515

6AN to 1/4" NPT fuel (red).....#76544

#76512



#76524



PURGE KIT/NITROUS GAUGE ADAPTER

4AN Purge/Nitrous Gauge Adapter (brass)#76512

FLARE TO PIPE FITTING: 90°

3AN x1/8" NPT 90° (blue).....#76524

FLARE TO PIPE FITTINGS: STRAIGHT

3AN - 5/16"-24 (stainless).....#76525

3AN - 1/8" NPT (red).....#76531

#76531



#76568



PIPE REDUCER BUSHING

1/4" NPT female -1/8" NPT male (red).....#76568

FLARE TO FLARE "Y" FITTINGS

3AN - 3AN - 3AN (red)#76519

4AN - 4AN - 4AN (red)#76537

6AN - 6AN - 6AN (blue).....#76546

#76519



GO TO OUR WEBSITE FOR COMPLETE ADAPTER LISTINGS!



Performer RPM 110 GPH Fuel Pump #1721 for S/B and W-Series Chevy



Performer RPM 110 GPH Fuel Pump #1722 for B/B Chevy



Victor Series 130 GPH Fuel Pump #1715 for 289-351W Ford



Victor Series 130 GPH Fuel Pump #1718 for 429/460 Ford

PERFORMER RPM SERIES 110 GPH FUEL PUMPS

Designed for use with all Edelbrock carburetors used in Performer or Performer RPM applications. These high-performance Street Fuel Pumps feature a high-quality three-stage polished finish. The unique valve design improves flow quantity and quality, and will support engines up to 600 hp. High-volume, 3/8" NPT inlet and outlet surpasses the capacity of conventional models. Produces 6 PSI and does not require a regulator. **Use with gasoline only. Clockable lower housing can be rotated in 60° increments for best inlet/outlet alignment.**

For Small-Block and "W Series" Chevrolet	#1721
For Big-Block Chevrolet.....	#1722
For Small-Block Chrysler.....	#1720
For Big-Block Chrysler.....	#1723
For 289-351W Ford.....	#1725
For 352-428 FE Ford.....	#1724
For 429/460 Ford	#1726
For Pontiac V8.....	#1713

VICTOR SERIES 130 GPH FUEL PUMPS

A must for drag racing, circle track racing, street machines or any application that demands a high-volume fuel delivery, these fuel pumps feature a high-quality three-stage polished finish. High-volume 3/8" NPT inlet and outlet orifices surpass the capacity of conventional models. Produces 10 PSI and must be used with an external fuel pressure regulator such as our Fuel Pressure Regulator #8190 or #1727. **For gasoline only. Clockable lower housing can be rotated in 60° increments for best inlet/outlet alignment.**

For Small-Block and "W" Series Chevrolet	#1711
For Big-Block Chevrolet.....	#1712
For 289-351W Ford	#1715
For 429/460 Ford	#1718

FUEL PUMP BLOCK-OFF PLATES

Block off your mechanical fuel pump mounting flange in style with these great looking plates from Edelbrock. They're made from billet aluminum and are black anodized with a machined Edelbrock "E". Includes gasket and high-quality mounting hardware.

Small-Block Chevrolet	#4020
AMC 290-401, Buick 350-455, Chevrolet 396-502, Chevrolet 348/409 & Ford 260-460 (will not fit Ford 351C, 351M/400, Holden, Olds or Pontiac)	#4021



#4020

#4021

FUEL PRESSURE REGULATOR KITS FOR HOLLEY STANDARD-FLANGE DUAL-FEED OR 4500 SERIES CARBS

These kits allow for the adjustment of fuel pressure from 4-1/2 to 9 psi. Match with Edelbrock racing fuel pumps. Kits include fittings, mounting plate, fuel line and regulator. Fuel line from fuel pump to regulator is not included; use #8122 or #8127 below for fuel pumps with 1/2" NPT outlets.

Single Regulator, Dual Outlet, Standard-Flange.....	#8192
Single Regulator, Dual Outlet, 4500 Flange.....	#8193
Single Regulator Plate Only, Standard-Flange.....	#8189



Regulator Kit #8192



Regulator Kit #8193



Single Regulator Plate #8189



#8122



#8127

STAINLESS STEEL BRAIDED FUEL LINE KITS FOR RACING FUEL PUMPS TO REGULATOR KITS

Connects mechanical fuel pumps with 1/2" NPT outlets to Edelbrock Fuel Pressure Regulator Kits. Made of the highest quality materials. Pre-assembled hose with hose ends.

22" Braided Fuel Line Kit (for S/B applications)	#8122
27" Braided Fuel Line Kit (for B/B applications)	#8127

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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Return-Style Fuel Kit #17303



Return-Style Fuel Kit #17302

UNIVERSAL MICRO ELECTRIC FUEL PUMPS FOR CARBURETED & DIESEL APPLICATIONS

Edelbrock Universal Micro Electric Fuel Pumps deliver maximum performance in a compact package. They feature a durable simple design that reduces the chance of vapor lock and flooding. Edelbrock Universal Micro Electric Fuel Pumps are easy to install and operate quietly so you won't know it's there! Includes fuel pump, filter, mounting hardware and instructions for a hassle-free installation. Available for gasoline and diesel applications.

- For use with standard 12-volt negative ground systems with 1-amp draw at maximum delivery
- Features an easy-to-setup 2-wire design
- Features a gravity-fed in-line, self-priming and regulating design
- Can also be used as a lift or transfer pump
- Designed for use with automotive and industrial applications
- Includes filter and all of the necessary hardware for installation

Max Flow Rate	Fuel Type	PSI Range	Inlet Port	Outlet Port	Part No.
30 GPH / 114 LPH	Gasoline & E85	2-3.5	5/16"	5/16" Barb	#17303
38 GPH / 144 LPH	Gasoline & E85	4-7	5/16"	5/16" Barb	#17301
38 GPH / 144 LPH	Diesel	4-7	5/16"	5/16" Barb	#17302
Replacement Filter Element for #17301 and #17303 (40 micron)					#17311
Replacement Filter Element for #17302 (100 micron)					#17312

ELECTRIC FUEL PUMPS

These state-of-the-art Electric Fuel Pumps offer maximum performance in a compact package. With anodized aluminum housings and high-quality internals, they are both strong and durable. The carbon vanes and composite rotor give these pumps the added boost for maximum performance. The high-quality construction results in a pump that is **4 to 14 dB quieter than competitors' pumps at the same pressure. #1791 is factory preset to 6.5 psi and no regulator is required.** With a replaceable screen-type inlet filter and the free flow rate of 120 GPH it is sufficient to supply 480 HP. **#1792 has a free flow rate of 160 GPH, enough to feed a 1,000 hp engine.** This pump is factory preset to 12 PSI and requires an external regulator such as the Edelbrock regulator #1727.



Electric Fuel Pump #182061

GPH	Factory Pressure Setting (PSI)	Inlet Port (NPT)	Outlet Port (NPT)	External Regulator Required	Supported HP	Color		
						Red	Blue	Black
120	6.5	3/8"	3/8"	No	480+	#182051	#182052	#1791
160	12	1/2"	1/2"	Yes	1,000+	#182061	#182062	#1792

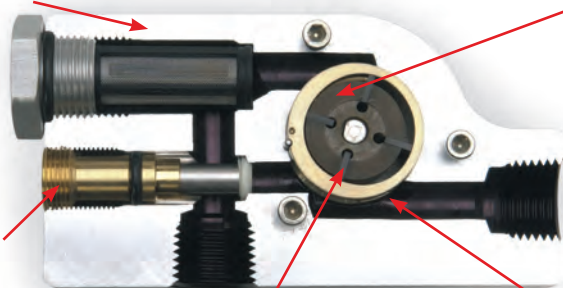
Important Notes: These pumps should be mounted as close to the fuel tank as possible, at or below the fuel level. For proper installation and voltage requirements, use fuel pump relay kit #1795. All fuel pumps are for gasoline only. Edelbrock offers fuel pump rebuilding services – call for more information.

The body is machined from aluminum billet stock and anodized for protection from corrosion

Precision molded composite rotor reduces inertia loads for longer fuel pump life



Electric Fuel Pump #1792



Cutaway of Pump #1791

Accurately set to factory specs and can be easily adjusted with this screw if needed

Lightweight carbon vanes reduce the centrifugal force for less friction and wear

Internal race is machined to minimize wear, improve performance, and reduce noise

Part No.	HP Rating	Current Draw
#1791, #182051, #182052	384 HP @ 12.0 VDC	3.2 amps @ 12.0 VDC
	480 HP @ 14.0 VDC @ 6.5 PSI	3.6 amps @ 14.0 VDC @ 6.5 PSI
#1792, #182061, #182062	864 HP @ 12.0 VDC	3.8 amps @ 12.0 VDC
	1,008 HP @ 14.0 VDC @ 7.5 PSI	4.3 amps @ 14.0 VDC @ 7.5 PSI



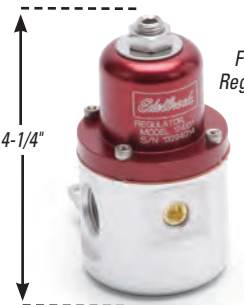
Regulator #8190



Regulator #1789



Fuel Pressure Regulator #1727



Fuel Pressure Regulator #174131



Fuel Pressure Regulator #174052



Regulator Rebuild Kit #178040

FUEL PRESSURE REGULATORS FOR CARBURETED APPLICATIONS

Fuel Pressure Regulator #8190 is for carburetor applications that require consistent pressure from 4-1/2 to 9 PSI. It features two 3/8" NPT outlets, one 3/8" NPT inlet, 1/8" NPT gauge port and is adjustable from 5 to 12 PSI. This regulator is manufactured from billet aluminum and features a Nylon-reinforced Nitrile diaphragm for excellent heat and leak resistance.

Fuel Pressure Regulator #1789 is ideal for providing consistent pressure in Edelbrock 94 or other low-pressure carburetor applications. It features two 3/8" NPT outlets, one 3/8" NPT inlet and is adjustable from 1 to 4 PSI. Finished off in chrome for a great look when installed.

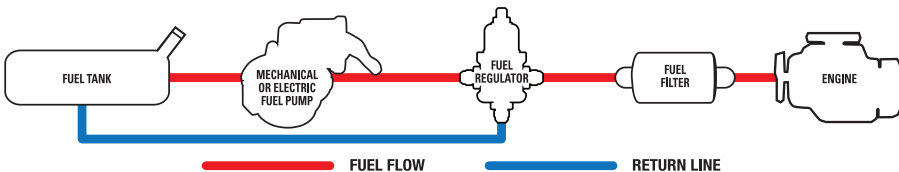
Adjustable Billet Fuel Pressure Regulator (Satin/Black Finish - 4-1/2 to 9 PSI) ●●●.....#8190
Adjustable Fuel Pressure Regulator (Chrome Finish - 1 to 4 PSI) ●●●.....#1789

ADJUSTABLE FOR CARBURETED APPLICATIONS

Edelbrock fuel pressure regulators are machined from aircraft quality aluminum for those who demand the best. These carbureted fuel pressure regulators have an internal diaphragm made of fluorosilicone to ensure high temperature protection resulting in an extended life. They are compatible with all grades of gasoline, ethanol, methanol and E85 fuels. Select regulators available with 1/8" NPT gauge port and a boost reference fitting for blow through or pressurized carburetor applications (even beyond 30 PSI of boost). Pressure regulation slope is 0.75 PSI/GAL of flow rate change. Will hold fuel system pressure for at least 20 minutes after pump shutdown. Developed for optimum compatibility with Edelbrock electric fuel pumps. **Emissions Code:** ●●●

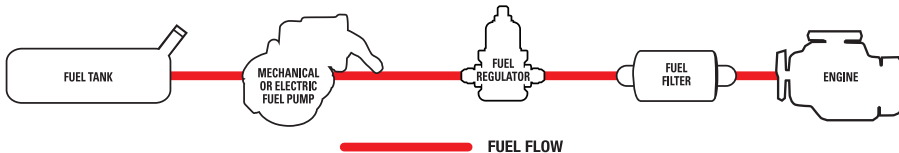
Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port				
							Red/Clear	Blue/Clear	Black	Black/Clear
Non-Bypass Style										
160	5-10	3/8" NPT	3/8" NPT	No	No	Yes	#174121	#174122	#174123	#1727
Bypass Style										
160	5-10	3/8" NPT	3/8" NPT	3/8" NPT	No	Yes	#174131	#174132	#174133	#1778
180	5-10	-10	-10	-6	Yes	Yes	#174051	#174052	#174053	-

WHAT IS THE DIFFERENCE BETWEEN A BYPASS AND NON-BYPASS REGULATOR? REGULATOR WITH BYPASS SETUP



A bypass-style fuel regulator supplies the engine with a consistent fuel pressure at all times, bleeding off the excess pressure through the bypass port at the bottom through a fuel line back into the fuel tank. This eliminates fuel pressure creep, maintaining a consistent fuel pressure. As an added benefit, the fuel is allowed to remain cool rather than dead heading up against the regulator valve while it waits it turn to enter the engine and pre-heating the fuel under the hood. In most cases, the system creates a stable fuel pressure curve ensuring the most efficient horsepower and torque benefit.

REGULATOR WITH NON-BYPASS SETUP



Non-Bypass regulator systems are easier to build and less costly since they do not require the return line or the bypass regulator. For years this was the go-to style of fuel delivery and worked well for those looking for a no-frills system that delivered the utmost in reliability.

CARBURETED REGULATOR SERVICE PARTS

Carbureted Diaphragm & Hardware Rebuild Kit (for use with #174051, #174052 & #174053).....#178040

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



FUEL PUMPS KITS & EFI ELECTRIC PUMPS



Electric Pump and Regulator Combo Kit #17923

FUEL PUMP & REGULATOR KITS FOR CARBURETED & EFI APPLICATIONS

Edelbrock Fuel Pump and Regulator kits take the guesswork out of selecting the right fuel pump and regulator combination for your application. These kits are made up of our top selling combinations for both carbureted and EFI applications.

Fuel Pump & Regulator Kit #17923 includes an electric fuel pump #1792 and regulator #1727. This combination flows up to 160 GPH, allowing it to support up to 1,000 HP for carbureted applications. For EFI applications we have two options; **Fuel Pump & Regulator Kit #17943** which includes fuel pump #1794 and regulator #1729, as well as **Fuel Pump & Regulator Kit #35943** which includes our in-line street/strip fuel pump #3594 and regulator #1728, for a combination that flows 57 GPH and can support up to 600 HP.

Fuel Pump & Regulator Kit (includes electric fuel pump #1792 & regulator #1727) ●●●.....#17923

Fuel Pump & Regulator Kit (includes electric fuel pump #1794 & regulator #1729) ●●●.....#17943

Fuel Pump & Regulator Kit (includes electric fuel pump #3594 & regulator #1728) ●●●.....#35943



Universal Fuel Pump Relay Kit #1795

UNIVERSAL FUEL PUMP RELAY KIT

Designed specifically for proper fuel pump wiring, this 30-amp relay kit is strongly recommended when installing Edelbrock electric fuel pumps #1791 and #1792 but can also be used as a universal relay on competitors' pumps. Constructed of the highest quality wire and weather pack 30-amp relay, this industrial grade kit allows you to mount the relay in virtually any location. The relay assures proper voltage to the fuel pump at all times, for consistent and accurate fuel pressure. Each kit is complete with: 18' of 12-volt activation wire lead, 18' of 12-volt battery wire lead, 18' fuel pump 12-volt lead, 18' of ground wire lead, two red 12 ga. and one 18 ga. pink and black wire, 30-amp weather resistant relay and complete instructions.

Fuel Pump Relay Kit.....#1795



Fuel Pump Rebuild Kit #178050

FUEL PUMP SERVICE PARTS

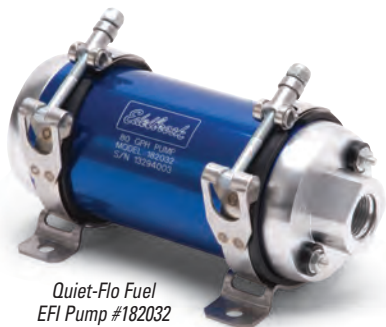
Quiet-Flo Fuel Pump Rebuild Kit (for use with #1791, #182051, #182052).....#178050

Quiet-Flo Fuel Pump Rebuild Kit (for use with #1792, #182061, #182062).....#178060

IN-LINE ELECTRIC FUEL PUMPS

EFI & CARB APPLICATIONS

These fuel pumps feature an anodized aluminum housing and high-quality internals, resulting in both a strong and durable design. The in-line design keeps the pump motor and components cool even under harsh conditions. Compatible with all grades of gasoline and methanol type fuels only. Each pump is factory-tested and includes mounting brackets.



Quiet-Flo Fuel EFI Pump #182032

GPH	Inlet Port	Outlet Port	Red	Blue	Black
80 @ 45 PSI	-10 (SAE)	-10 (SAE)	#182031	#182032	#1790
120 @ 45 PSI	-12 (SAE)	-12 (SAE)	#182071	#182072	#1794

Important Notes: Edelbrock offers fuel pump rebuilding services – call for more information.

SLIM-LINE ELECTRIC FUEL PUMP

EFI & CARB APPLICATIONS

- Compact design for tight locations and can be mounted inside fuel cell or external
- Flow-thru design keeps motor and pump components cool even under harsh conditions
- Machined from aerospace quality components
- Compatible with all 12-15 volt systems
- Not for use with diesel fuel



Quiet-Flo Fuel EFI Pump #182081

GPH	Inlet Port	Outlet Ports	Red	Blue	Black
67 @ 45 PSI (12 volts)	-8	-6	#182081	#182082	#182083

IN-LINE STREET/STRIP ELECTRIC FUEL PUMP FOR EFI APPLICATIONS

Street/Strip fuel pumps can be utilized as an in line booster pump or as a stand-alone unit. These pumps are continuous duty rated and are ideal for EFI applications that require additional pumping capabilities from upgrade modifications such as high compression pistons, high flow intake manifold, big bore throttle bodies, cams, turbo kits, supercharger and nitrous applications up to 600 HP. Includes mounting brackets and 3/8" (10mm x 1) barb fittings. Match with EFI regulator #1728 for adjustability from 35 to 90 psi. For external use only.

255 liter/hr. (67 gph @ 43 PSI), 3/8" Hose Barb Fittings#3594

Important Notes: These pumps should be mounted as close to the fuel tank as possible, at or below the fuel level.



Electric Fuel Pump #3594



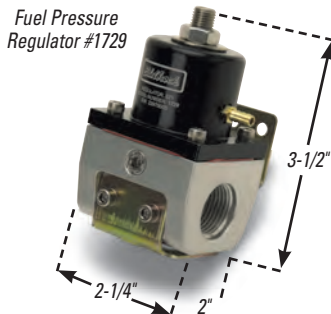
In-Tank Fuel Pump #17935



Fuel Pressure Regulator #17400



Fuel Pressure Regulator #1728



Fuel Pressure Regulator #1729



EFI Regulator Rebuild Kit #178010

HIGH PERFORMANCE IN-TANK FUEL PUMPS

These OE in-tank upgrade pumps are ideal for supporting performance improvements such as a high performance intake manifold, cams, turbo, direct port nitrous systems, big-bore throttle body, etc. They replace your original pump exactly and include all necessary hardware for an easy installation.

FOR 1985-97 FORD MUSTANG (Except 1996-97 COBRA)

155 liter/hr. (41 GPH).....	#17930
190 liter/hr. (50 GPH).....	#17931
255 liter/hr. (67 GPH).....	#17932
255 liter/hr. (67 GPH), High Pressure for Turbo or Nitrous	#17935

FOR 1985-92 FUEL-INJECTED GM VEHICLES, NON-TBI

255 liter/hr. (67 GPH).....	#17933
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FOR 1994-99 ACURA INTEGRA & 1992-00 HONDA CIVIC

255 liter/hr. (67 GPH), 60+ PSI for Turbo, Supercharger or Nitrous.....	#17937
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FUEL PRESSURE REGULATORS RAIL MOUNTED FOR EFI APPLICATIONS

These fuel pressure regulators feature a unique design that allows it to be mounted directly to the fuel rail, taking out the hassle of trying to find a mounting place in the engine bay. It features a compact push-in style design with a swivel-style mounting bracket, so that it can be clocked in various directions to fit your setup. They are used in Edelbrock Pro-Flo 3 EFI systems and can be used with any -6 AN fuel rail.

Max Flow Rate (GPH / LPH)	Factory Preset Pressure (PSI)	Inlet Port	Outlet Port	Emissions Code	Part No.
67 / 255	43	-6	-6	●●●	#17400
67 / 255	58	-6	-6	●●●	#17401

ADJUSTABLE FOR EFI APPLICATIONS

These fuel pressure regulators are machined from aircraft quality aluminum for those who demand the best. These EFI fuel pressure regulators have an internal diaphragm made of fluorosilicone to ensure high temperature protection resulting in an extended life. They are compatible with all grades of gasoline, ethanol, methanol and E85 fuels. These regulators will hold fuel system pressure for at least 20 minutes after pump shutdown. Mounting bracket and hardware are included. Each regulator features a vacuum/boost compensating port for a supercharger, turbo or intake manifold vacuum connection.

Emissions Code: ●●●

Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port	Emissions Code			
							Red/Clear	Blue/Clear	Black	Black/Clear
180	35-90	-6	-6	-6	Yes	No	#174041	#174042	#174043	#1728
180	35-90	-10	-10	-6	Yes	Yes	#174021	#174022	#174023	#1729



Fuel Pressure Regulator #174041



Fuel Pressure Regulator #174042



Fuel Pressure Regulator #174023

EFI REGULATOR SERVICE PARTS

EFI Diaphragm & Hardware Rebuild Kit

(for use with #1728, #1729, #174021, #174022, #174023, #174041, #174042, #174043)	#178010
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EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

*While supplies last



Russell Performance Products...
An Edelbrock Company



Aluminum Street Fuel Filters



Competition Fuel Filters



12" ProFilter #649000



8-1/4" ProFilter #649150



8-1/4" ProFilter #649153



6" ProFilter #649250



ProFilter Clamp #649053

ALUMINUM STREET FUEL FILTERS

These Aluminum Street Fuel Filters feature a sintered-bronze 40 micron element that can be cleaned or replaced. They are designed for carbureted engines making less than 300 HP and can fit 5/16" or 3/8" fuel hoses.

Description	Inlet/Outlet Port	Blue	Red	Chrome	Black
1-1/8" diameter x 3" length	5/16"	#645080	#645070	#645060	#645090
1-1/8" diameter x 3" length	3/8"	#8156	#8139	#8136	#8157
Replacement element	-	#8158	#8158	#8158	#8158

COMPETITION FUEL FILTERS

These 1-1/4" Competition Fuel Filters are designed for high volume gas or alcohol fuel systems. They are manufactured from billet aluminum and available -6, -8 and 3/8" NPT male outlets. A 40 micron disc element keeps the fuel free of debris. The 3/8" NPT connects directly to fuel pump, Y-block or fuel regulator. Available in polished aluminum, red/blue or black anodized finish. **Designed for carbureted engines only.**

Description	Inlet/Outlet Port	Red/Blue	Polished Aluminum	Black
3" length	-6 male	#650130	#650140	#650133
3-1/4" length	-8 male	#650100	#650110	#650103
3" length	-6 x 3/8" male NPT	#650190	#650200	-
3-1/4" length	-6 x 3/8" male NPT	#650170	#650180	-
Replacement 40 micron element	-	#651670	#651670	#651670
Replacement seals for all competition filters	-	#650160	#650160	#650160

PROFILTERS

The Russell ProFilter is engineered to provide full flow filtration with a minimum amount of restriction. Precision machined from billet aluminum, the ProFilter end caps are removable for easy access to service the element. The replaceable element is secured with a positive O-ring seal, insuring the optimum in filtration.

- **Designed for carbureted or fuel injected engines**
- **Offered in -6, -8, -10 and -12 male outlets standard or in multiple end configurations**
- **Anodized in red/blue or black/silver**
- **Flows up to 140 gallons per hour at 7 PSI**

Description	Element Material	Inlet/Outlet Port	Red/Blue	Black/Clear
12" ProFilter	Paper	-8 male	#649000	-
12" ProFilter	Paper	-12 male	#649110	-
12" ProFilter replacement 10 micron paper element	-	-	#649060	#649060
8-1/4" High Flow ProFilter	Nylon	-6 male	#649140	#649143
8-1/4" High Flow ProFilter	Nylon	-8 male	#649150	#649153
8-1/4" High Flow ProFilter	Nylon	-10 to -6 male	-	#649213
8-1/4" High Flow ProFilter	Nylon	-10 male	#649160	-
8-1/4" High Flow ProFilter	Nylon	-12 to -10 male	-	-
8-1/4" High Flow ProFilter	Nylon	-12 male	#649170	-
8-1/4" ProFilter replacement 60 micron nylon element	-	-	#649180	#649180
Replacement seals for all ProFilters	-	-	#648990	#648990

6" PROFILTER FOR EFI

Machined from 6061-T6, our ProFilter for EFI systems utilizes a 10-micron pleated paper element that insures maximum filtration while delivering large volumes of fuel. The -10 inlet and outlet ports incorporate O-ring boss seals for leak-free connections. Features a black anodized body with silver ends. Mounting clamp included.

- 6" ProFilter for EFI applications (-10 inlet/outlet)#649250
- Replacement Paper Element (10 micron).....#649255
- Replacement Stainless Steel Element (60 micron).....#649256
- Replacement O-rings (-10, qty. 2).....#648980

FUEL FILTER CLAMPS FOR RUSSELL PROFILTERS

Clear anodized billet aluminum for use with ProFilters.

- 2" ID for 8-1/4" & 12" ProFilters.....#649053
- 2.2" ID for 6" ProFilters.....#649273

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



Return-Style Fuel Kit #3604

RETURN-STYLE EFI FUEL KIT

These kits include everything needed to upgrade a carbureted fuel system to a high-pressure EFI system, excluding the fuel tank. These return-style kits will complete the fuel system loop by returning unused fuel to the tank. Each kit includes a high-pressure EFI fuel pump, regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets and hardware. These kits are ideal for use with Edelbrock E-Street 2, Pro-Flo 3 and Pro-Flo 4 EFI systems, as well as many popular aftermarket EFI systems.

Kit #3604 features fuel regulator #1729 that is adjustable from 35-90 PSI. Kits #3651/#3653 feature our new rail mounted fuel regulator preset to 48 or 58 PSI. Our new fuel pressure regulator features a unique design that allows it to be mounted directly to the fuel rail, eliminating the hassle of trying to find a mounting place in the engine bay. It features a compact push-in design with a swivel-style mounting bracket, so that it can be clocked in various directions to fit your setup. **A baffled fuel tank is recommended to prevent fuel starvation.**

Description	Pressure (PSI)	Max Flow Rate (GPH / LPH)	Supported HP	Emissions Code	Part No.
Adjustable EFI Return-Style Fuel Kit	35-90	67 / 255	600	●●●	#3604
Preset EFI Return-Style Fuel Kit	43	67 / 255	600	●●●	#3651
Preset EFI Return-Style Fuel Kit	58	67 / 255	600	●●●	#3653



Universal EFI Sump Fuel Kit #36031

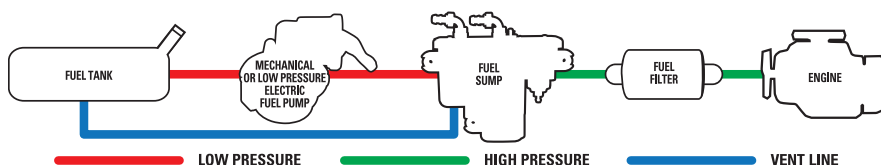
UNIVERSAL EFI SUMP FUEL KITS

These Universal Sump Fuel Kits are designed to provide the necessary high fuel pressure required for EFI applications in vehicles equipped with an existing low-pressure carbureted fuel system. They are a complete self-contained system that can be easily installed under the hood. The unique design of these systems allow them to deliver a constant fuel pressure with no fuel return line, external fuel pressure regulator or fuel tank modifications. They are compatible with the existing factory fuel tank and pump. **They are ideal for use with aftermarket EFI systems and with many popular engine swap applications that require constant 35-90 PSI fuel pressure.**

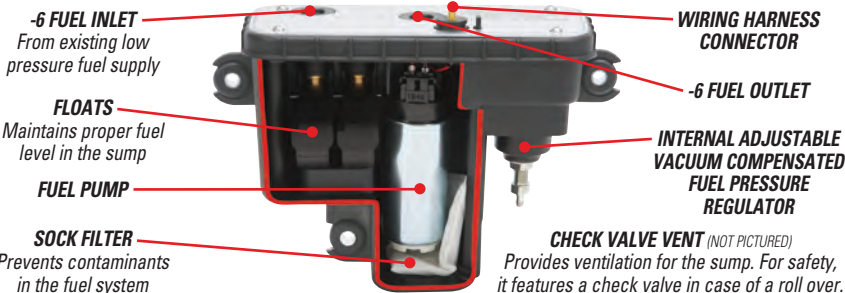
These Fuel Sump Kits feature a compact design that is adjustable from 35 to 90 PSI and include a vacuum reference port. **They are available in a 67 GPH flow rate and can support up to 600 HP.** They're great solutions when used with an E-Street, Pro-Flo 3, Pro-Flo 4 or other aftermarket EFI system.

Complete kit #36031 includes a durable, lightweight plastic fuel sump tank with high-pressure fuel pump, wiring harness, hose and fittings. Fuel Sump Tank Assembly #36032 are for builders and consumers that want to utilize their own hose and fittings. **Will require the installation of a vent line from the sump overflow vent port to the fuel tank.** Edelbrock Universal EFI Sump Fuel Kits are the most affordable way to make your fuel system EFI ready.

HOW DOES IT WORK?



FEATURES & BENEFITS



Universal EFI Sump Fuel Tank Only #36032



Universal EFI Sump Fuel Kit Installed

Description	Pressure (PSI)	Max Flow Rate (GPH)	Size (H x W x D)	Emissions Code	Part No.
Adjustable Universal EFI Sump Fuel Kit	35-90	67	9" x 10" x 3.75"	●●●	#36031
Adjustable Universal EFI Sump Fuel Tank Assembly	35-90	67	9" x 10" x 3.75"	●●●	#36032

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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APPAREL MEN'S



SINCE 1938 WORKSHIRT

Edelbrock-branded wrinkle resistant long-sleeve RED KAP workshirt.

Color	SM	MD	LG	XL	2X	3X
(A) Gray	289273	289274	289275	289276	289277	289278

BADGE PATCH WORKSHIRT

Edelbrock-branded striped short-sleeve RED KAP workshirt.

Color	SM	MD	LG	XL	2X	3X
(B) Light Blue / Navy	289267	289268	289269	289270	289271	289272



EQUIPPED POLO

Edelbrock-embroidered short-sleeve polo.

Color	SM	MD	LG	XL	2X	3X
(c) Black	289438	289439	289440	289441	289442	289443
(c) White	289444	289445	289446	289447	289448	289449

HAWAII FIVE-O SHIRT

Edelbrock-branded button-up shirt with custom Edelbrock aloha print. 100% soft-spun cotton.

Color	SM	MD	LG	XL	2X	3X
(D) Gray	289297	289298	289299	289301	289302	289303



CHARGE FORWARD TEE

Custom graphic short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(E) White	289255	289256	289257	289258	289259	289260

CAM CROSS TEE

Custom graphic short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(F) Black	289334	289335	289336	289337	289338	289339



STRIPED TEE-RANTULA

Edelbrock custom sublimated printed T-shirt.

Color	SM	MD	LG	XL	2X	3X
(G) Red	289231	289232	289233	289234	289235	289236

STREET MASTER JERSEY

Edelbrock-branded retro-style jersey. 6.3 oz. Cotton Polyester blend. Slim Fit.

Color	SM	MD	LG	XL	2X	3X
(H) Red	289237	289238	289239	289240	289241	289242



CRATE EAGLE TEE

Custom graphic short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(I) Black	289322	289323	289324	289325	289326	289327
(I) Cream	289402	289403	289404	289405	289406	289407



TARANTULA TEE

Custom graphic short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(A) White	289328	289329	289330	289331	289332	289333

POWER-SPEED! TEE

Custom graphic short-sleeve pocket T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(B) White	289225	289226	289227	289228	289229	289230
(B) Black	289215	289216	289217	289218	289219	289220



BROCK AND ROLL TEE

Custom Graphic short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(C) Black	289249	289250	289251	289252	289253	289254

SINCE 1938 TEE

Edelbrock-branded short-sleeve pocket T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(D) Blue	289209	289210	289211	289212	289213	289214
(D) White	289197	289198	289199	289200	289201	289202
(D) Red	289191	289192	289193	289194	289195	289196
(D) Black	289203	289204	289205	289206	289207	289208



DRAGSTER TEE

Short-sleeve T-shirt featuring Ed Pink dragster. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(E) White	289243	289244	289245	289246	289247	289248

MADE IN USA TEE

1959 Edelbrock-branded short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(F) White	289079	289080	289081	289082	289083	289084
(F) Black	289073	289074	289075	289076	289077	289078



VIC'S SERVICE TEE

Vic Edelbrock Sr. Automotive-branded short-sleeve T-shirt. Regular fit. 100% Cotton..

Color	SM	MD	LG	XL	2X	3X
(G) White	289185	289186	289187	289188	289189	289190
(G) Black	289179	289180	289181	289182	289183	289184

BADGE TEE

Edelbrock-branded short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X	4X
(H) White	289067	289068	289069	289070	289071	289072	-
(H) Black	289060	289061	289062	289063	289064	289065	289066



EDELROCK EQUIPPED TEE

Edelbrock Equipped-branded short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(I) White	289173	289174	289175	289176	289177	289178
(I) Black	289164	289165	289166	289167	289168	289169



APPAREL MEN'S



MANIFOLD TEE

Manifold-branded short-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(A) Red	289098	289099	289100	289101	289102	289103
(A) White	289152	289153	289154	289155	289156	289157
(A) Green	289158	289159	289160	289161	289162	289163
(A) Black	289092	289093	289094	289095	289096	289097



BADGE TANK TOP

Edelbrock-branded tank top. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(B) Black	289366	289367	289368	289369	289370	289371

DRAGS TANK TOP

Sublimation print with woven patch tank top. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(c) White	289358	289359	289360	289361	289362	289363

TARANTULA JERSEY

Custom graphic 3/4 raglan. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(D) Navy/Gray	289086	289087	289088	289089	289090	289091



O.G. TARANTULA LONG-SLEEVE TEE

Tarantula-branded long-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(E) Sand	289126	289127	289128	289129	289130	289300

LEGACY LONG-SLEEVE TEE

Custom graphic long-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(F) Black	289137	289138	289139	289140	289144	289145



AMERICAN TRADITION LONG-SLEEVE TEE

Custom graphic long-sleeve T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(G) White	289131	289132	289133	289134	289135	289136

CRATE EAGLE HOODIE

Custom graphic pullover hoodie. Regular fit. 10 oz. 80% Cotton / 20% Polyester.

Color	SM	MD	LG	XL	2X	3X
(H) Black	289316	289317	289318	289319	289320	289321



SCORPION SWEATSHIRT

Scorpion-branded crew neck sweatshirt. Regular fit. 8.25 oz. 80% Cotton / 20% Polyester.

Color	SM	MD	LG	XL	2X	3X
(I) Black	289120	289121	289122	289123	289124	289125

CHECKERED PAST ZIP-UP HOODIE

Edelbrock-branded zip-up hoodie. Regular fit. 8.25 oz. 80% Cotton / 20% Polyester.

Color	SM	MD	LG	XL	2X	3X
(J) Black	289310	289311	289312	289313	289314	289315



SINCE 1938 ZIP-UP HOODIE

1938 Edelbrock Patch zip-up hoodie. Regular fit. 7.5 oz. 65% Polyester / 35% Cotton twill.

Color	SM	MD	LG	XL	2X	3X
(A) Black	289304	289305	289306	289307	289308	289309

BADGE COACH JACKET

Edelbrock-branded windbreaker jacket. Polyester lined.

Color	SM	MD	LG	XL	2X	3X
(B) Black	289340	289341	289342	289343	289344	289345

VIC'S SERVICE JACKET

Vic Edelbrock Sr. Automotive-branded jacket. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(C) Dove Gray	289372	289373	289374	289375	289376	289377



RACER EQUIPPED JACKET

Edelbrock embroidered water-resistant jacket. 100% coated Nylon

Color	SM	MD	LG	XL	2X	3X
(D) Navy	289108	289109	289110	289111	289112	289113

BROCK & ROLL TEE

Custom graphic short-sleeve youth T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG
(E) Red	489346	489347	289348



BUDDY TEE

Custom graphic short-sleeve youth T-shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG
(F) White	489349	489350	489351

LITTLE BROCK TEE

Custom graphic short-sleeve toddler T-shirt. Regular fit. 100% Cotton.

Color	2T	3T	4T
(G) Black	489352	489353	489354



WRENCH & RATTLE ONESIE

Custom graphic onesie.

Color	6MO	12MO	24MO
(H) White	489355	489356	489357

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMS & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
IGNITION
BLOCKS
CRATE ENGINES
WATER PUMPS
ENGINE DRESS-UP
NITROUS
FUEL PUMPS
APPAREL



APPAREL WOMEN'S



SPORTY SCRIPT POLO

Edelbrock embroidered short-sleeve RED KAP polo. 4.4 oz. 100% Polyester.

Color	SM	MD	LG	XL	2X	3X
(A) Black	389450	389451	389452	389453	389454	389455



NINE TO FIVE WORKSHIRT

Edelbrock-embroidered 3/4 sleeve poplin shirt. 55% Cotton / 45% Polyester.

Color	SM	MD	LG	XL	2X	3X
(B) Gray	389415	389416	389417	389418	389419	389420

CRATE EAGLE TEE

Custom graphic short-sleeve T-shirt. Slim fit. 52% Cotton / 48% Polyester.

Color	SM	MD	LG	XL	2X	3X
(c) White	389285	389286	389287	389288	389289	389290



ADORNED JERSEY

Custom graphic 3/4 sleeve raglan shirt. Regular fit. 100% Cotton.

Color	SM	MD	LG	XL	2X	3X
(D) White/red	389408	389409	389410	389411	389412	389413

WRENCH WENCH TANK TOP

Custom graphic muscle tank top. 65% Polyester / 35% Cotton.

Color	SM	MD	LG	XL	2X	3X
(E) Dusty blue	389390	389391	389392	389393	389394	389395

BROCK & ROLL TANK TOP

Custom graphic racerback tank top. 100% Airlume Combed Spun Cotton.

Color	SM	MD	LG	XL	2X	3X
(F) Black	389396	389397	389398	389399	389400	389401

SCRIPT TEE

Edelbrock-branded V-neck short-sleeve shirt. Regular fit. 60% Cotton / 40% Polyester.

Color	SM	MD	LG	XL	2X	3X
(G) Black	389378	389379	389380	389381	389382	389383
(G) White	389384	389385	389386	389387	389388	389389



SINCE 1938 TEE

Edelbrock-branded deep V-neck short-sleeve shirt. 100% Airlume Combed Spun Cotton.

Color	SM	MD	LG	XL	2X	3X
(H) Dark heather	389261	389262	389263	389264	389265	389266

SINCE 1938 SWEATSHIRT

Edelbrock-branded crew neck sweatshirt. Regular fit. 8.25 oz. 80% Cotton / 20% Polyester.

Color	SM	MD	LG	XL	2X	3X
(I) Heather Gray	389279	389280	389281	389282	389283	389284



BADGE ZIP-UP HOODIE

Edelbrock-branded zip-up hoodie sweatshirt. 6.5 oz. 60% Cotton / 40% Polyester.

Color	SM	MD	LG	XL	2X	3X
(J) Black	389291	389292	389293	389294	389295	389296



(A)

(B)

VINTAGE DRIVING HAT

Edelbrock woven patch on an 8-panel cap w/ Edelbrock pattern silk lining.

Color	Size	Sku
(A) White	One size	289436

SINCE 1938 BAJA HAT

Edelbrock-branded Baja straw hat w/custom Edelbrock aloha pattern underside.

Color	Size	Sku
(B) Straw	One size	289434



(C)

(D)

PAPA HAT

Edelbrock-branded Panama hat custom w/ Edelbrock aloha pattern band.

Color	Size	Sku
(C) Straw	One size	289435

COLLEGIATE CAP

Edelbrock-embroidered 6-panel snapback.

Color	Size	Sku
(D) Black	One size	289428



(E)

(F)

SCORPION CAP

Edelbrock-embroidered 6-panel snapback. 100% Acrylic.

Color	Size	Sku
(E) Black	One size	289432

CAMO CAP

Edelbrock-embroidered 6-panel mesh snapback. 50% Acrylic / 50% Nylon.

Color	Size	Sku
(F) Camo	One size	289430



(G)

(H)

BADGE MESH CAP

Edelbrock patch 6-panel mesh snapback. 50% Acrylic / 50% Nylon.

Color	Size	Sku
(G) White	One size	289425

BADGE CAP

Edelbrock patch 5-panel snapback. 100% Cotton.

Color	Size	Sku
(H) Black	One size	289424



(I)

(J)

SINCE 1938 CAP

Edelbrock patch 5-panel mesh canvas snapback. 50% Acrylic / 50% Nylon.

Color	Size	Sku
(I) Black	One size	289426

SINCE 1938 CAP

Edelbrock patch 6-panel mesh canvas snapback. 50% Acrylic / 50% Nylon.

Color	Size	Sku
(J) Black/White	One size	289427



(K)

(L)

EQUIPPED CAP

Edelbrock-embroidered 5-panel snapback. 100% Acrylic.

Color	Size	Sku
(K) Gray/Green	One size	289429

EDEL X DAD CAP

Edelbrock X-embroidered adjustable. 100% Cotton.

Color	Size	Sku
(L) Navy	One size	289431



(M)

(N)

BADGE SKULL CAP

Edelbrock patch beanie. 100% Acrylic.

Color	Size	Sku
(M) Black	One size	289422

EQUIPPED SKULL CAP

Edelbrock-embroidered beanie. 100% Acrylic.

Color	Size	Sku
(N) Black	One size	289421



(O)

(P)

EDELBROCK SCRIPT

Edelbrock-embroidered sailor beanie. 100% Acrylic.

Color	Size	Sku
(O) Black	One size	289423

GONE GOLFING VISOR

Edelbrock patch visor w/ Hook and loop fastener back. 100% Cotton.

Color	Size	Sku
(P) Black	One size	289433



APPAREL GIFTS AND ACCESSORIES



(A)



(B)

CHARGE FORWARD

(A) Vanilla-scented air freshener.

Air Freshener.....#189142

SINCE 1938

(B) Ocean-scented air freshener.

Air Freshener.....#189143



(C)



(D)

EDELBROCK TIN SIGN

(C) Garage tin sign. 20" X 10".

Tin Sign.....#189147

EDELBROCK LICENSE PLATE FRAME

(D) Edelbrock Equipped license plate frame. 100% Aluminum.

License Plate Frame.....#189148



(E)



(F)

EDELBROCK WEB BELT

(E) Edelbrock-branded web belt.

Web Belt.....#189149

EDELBROCK SHOP RAGS

(F) 14" x 14" pack of 4. 100% Cotton.

Shop Rags.....#189150



(G)



(H)

BADGE TOTE BAG

(G) Edelbrock-branded tote bag.

Tote Bag.....#189170

TARANTULA TOTE BAG

(H) Tarantula-branded tote bag.

Tote Bag.....#189171



(I)



(J)

BADGE PATCH

(I) 4" x 1.5" embroidered patch.

Patch.....#189223

SINCE 1938 PATCH

(J) 3.5" diameter embroidered patch.

Patch.....#189224

EDELBROCK SCRIPT SOCKS

(K) Edelbrock-branded socks. 1 pair. 100% Cotton / half terry sole.

Socks.....#189222

TARANTULA SOCKS

(L) Tarantula-branded socks. 1 pair. 100% Cotton / half terry sole.

Socks.....#189221



(K)



(L)

EDELBROCK FENDER COVERS

Edelbrock fender covers are made from a strong PVC foam with a reinforced nylon mesh. They're impervious to motor oil, coolant, lacquer thinner, brake fluid, etc. The non-slip material will not harm paint and adheres to slick surfaces, while keeping your tools in place. Both measure 34" W x 22" H and washable.

(M) E-Force Supercharger Fender Cover.....#2323

(N) Racing Series Fender Cover.....#2324








(M)



(N)

EMISSIONS GUIDE

The following guide is designed to help you determine which Edelbrock components are legal for use on your vehicle. It is your responsibility to use the guide below to ensure that you are installing the right emissions-legal product for your application.

<p> 50-STATE LEGAL</p>	<p>All products with this icon currently have a California Air Resources Board (C.A.R.B.) Executive Order (E.O.) number. They meet the emission standard for use on pollution-controlled vehicles in all of the 50 United States for the vehicles listed on the E.O.</p>
<p> EPA LEGAL</p>	<p>All products with this icon currently meet the EPA Anti-Tampering Policy reasonable basis for emissions criteria, and can be sold in U.S. states which don't require a California Air Resources Board (C.A.R.B.) Executive Order (E.O.) for aftermarket, performance and add-on parts.</p>
<p> FOR RACING USE ONLY</p>	<p>All products with this icon are intended to be used on vehicles that are exclusively designated for racing use only. They are not legal for use on vehicles that are registered for street use.</p>
<p> FOR USE ON PRE-POLLUTION CONTROLLED VEHICLES (PPCV)</p>	<p>All products with this icon are legal for use on pre-pollution-controlled vehicles. They can be used on all vehicles that were manufactured before emissions-control regulations were imposed. These vehicles are considered "uncontrolled vehicles." Uncontrolled vehicles are defined as... 1965 and older U.S. manufactured California Certified vehicles 1967 and older U.S. manufactured Federally Certified vehicles 1967 and older Foreign manufactured vehicles</p>
<p> STOCK REPLACEMENT PART</p>	<p>All products with this icon are manufactured to exact specifications of the Original Equipment (O.E.) part. They must be used on the specific year, make and model for which it is listed.</p>
<p> ENGINE SWAPS</p>	<p>All products with this icon are intended to be used with engines that have been transplanted or swapped into an uncontrolled or pre-pollution-controlled vehicle, as defined above. They are not legal for use on pollution-controlled vehicles.</p>

EMISSIONS GUIDE

 50-STATE LEGAL
  EPA LEGAL
  RACING ONLY
  PRE-POLLUTION CONTROLLED VEHICLES
  STOCK REPLACEMENT
  ENGINE SWAP

PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

