

The Edelbrock logo is presented in a white, cursive script font, centered within a red rounded rectangular box with a thin black border. The background of the entire page is a dark, moody image featuring a large, circular, metallic-looking object on the right side, possibly a flywheel or a turbine component, set against a dark red and black background with a subtle, smoky or marbled texture.

*Edelbrock*

***2019 NEW PRODUCTS***

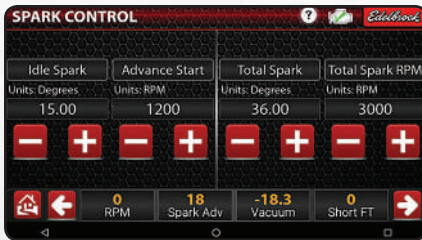


BLUETOOTH CONNECTIVITY  
CONNECT TO THE ENGINE CONTROL UNIT  
WITH YOUR ANDROID PHONE OR TABLET



Pro-Flo 4 EFI System #35760

## PRO-FLO<sup>®</sup> 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



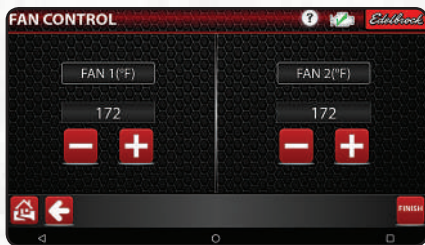
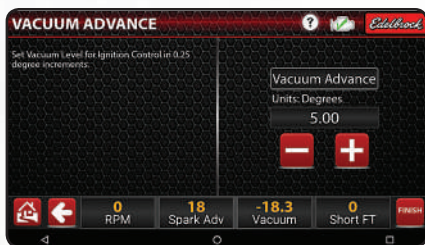
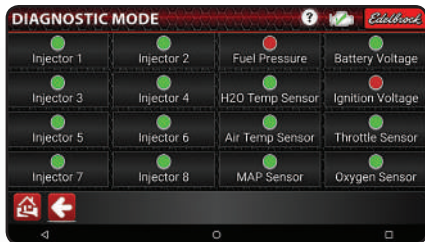
The Edelbrock Pro-Flo 4 EFI system include an easy-to-use 7" Android touch screen tablet for setup and monitoring engine functions

### KEY FEATURES 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
- Supports up to 800 horsepower
- Internal fuel pump driver, no extra relay or wiring required
- 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 650 hp
  - 60 lb/hr that support 775+ hp
- Fully terminated high-quality harnesses manufactured in the USA with clearly labeled connections to ensure a hassle-free installation
- Easily 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 single plug-and-play connection 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
- Now available for Gen III and Gen IV 24x and 58x LS applications (cable driven throttle applications only)
- 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)
- Recommend Rail-Mounted Fuel Pressure Regulator #17400 for return-style fuel systems (sold separately)

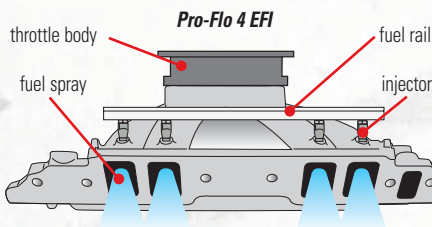
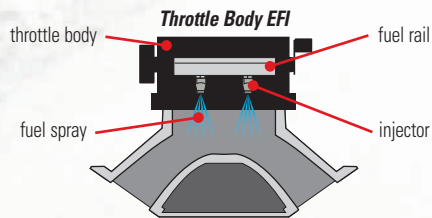
**AVAILABLE FOR POPULAR  
CHEVROLET, LS, CHRYSLER,  
FORD AND PONTIAC  
APPLICATIONS, SEE PAGES 3-5**

# PRO-FLO 4 EFI SYSTEMS



## EDELBROCK 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 every day 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



## 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 air flow 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 the ultimate performance.



**Our Intake Manifolds are manufactured in the USA for unsurpassed quality.**



# PRO-FLO 4 EFI SYSTEMS



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
<b>SMALL-BLOCK CHEVROLET</b>					
1986 and earlier with standard cylinder heads	550	29 lb/hr	Yes	●●	#35760
1986 and earlier with standard cylinder heads	550	29 lb/hr	No	●●	#357600
1986 and earlier with standard cylinder heads	625	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	550	29 lb/hr	Yes	●	#35780
<b>LS CHEVROLET</b>					
Gen III & IV with cathedral port cylinder heads	475	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
<b>BIG-BLOCK CHEVROLET</b>					
1965-Later Mark IV and Gen V/VI 396-502 with large oval port cylinder heads	625	35 lb/hr	Yes	●●	#35830
1965-Later Mark IV and Gen V/VI 396-502 with large oval port cylinder heads	775	60 lb/hr	Yes	●●	#35840
1965-Later Mark IV and Gen V/VI 396-502 with rectangular port cylinder heads	625	35 lb/hr	Yes	●●●	#35850
1965-Later Mark IV and Gen V/VI 396-502 with rectangular port cylinder heads	775	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) reductor applications will require Supplemental Harness Kit #35713 and 58(x) reductor 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 EFI SYSTEMS



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" Throttle Included	Emissions Code	Satin Finish
<b>CHRYSLER</b>					
318-340-360	625	35 lb/hr	Yes	●●	#35900
413-426-440	625	35 lb/hr	Yes	●●	#35910
426-572 Gen II HEMI (Dual-Quad system that includes two throttle bodies)	950	60 lb/hr	Yes	●●	#35670
<b>FORD</b>					
289-302-347	550	29 lb/hr	Yes	●●	#35930
289-302-347	625	35 lb/hr	Yes	●●	#35940
351W	625	35 lb/hr	Yes	●●	#35950
390-428 FE	625	35 lb/hr	Yes	●●	#35960
429/460	675	42 lb/hr	Yes	●●	#35680
<b>PONTIAC</b>					
326-455 (except Ram Air V and 265/301 V8's)	550	29 lb/hr	Yes	●●	#35970
326-455 (except Ram Air V and 265/301 V8's)	625	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". #35930/#35940 manifold height: 6.35". #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



# PRO-FLO 4 EFI SYSTEMS

**PRO-FLO<sup>®</sup> 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
<b>SMALL-BLOCK CHEVROLET</b>						
1986 and earlier with standard cylinder heads	550	29 lb/hr	Yes	●●	#35790	#35793
1986 and earlier with standard cylinder heads	625	35 lb/hr	Yes	●●	#35810	#35813
With Vortec or E-Tec cylinder heads	550	29 lb/hr	Yes	●	#35820	#35823
<b>LS CHEVROLET</b>						
Gen III & IV with cathedral port cylinder heads	475	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
Gen III & IV with rectangular port cylinder heads	675	42 lb/hr	Yes	●●	-	#35890
<b>BIG-BLOCK CHEVROLET</b>						
1965-Later Mark IV and Gen V/VI 396-502 with rect-port cylinder heads	625	35 lb/hr	Yes	●●●	#35870	#35873
1965-Later Mark IV and Gen V/VI 396-502 with rect-port cylinder heads	775	60 lb/hr	Yes	●●●	#35880	#35883
<b>CHRYSLER</b>						
413-426-440	625	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

Edelbrock Supplemental LS Harness Kits are required when installing a Pro-Flo 4 EFI system on a 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



#35713



#35714

# PRO-FLO 4 ECU & HARNESS SYSTEMS

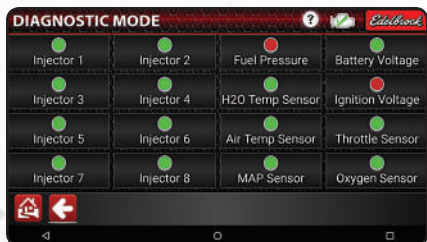


Pro-Flo 4 ECU & Harness Kit #35711

## PRO-FLO<sup>®</sup> 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.



Diagnostic Mode provides easy sensor and injector status for troubleshooting

## PRO-FLO 4 LS ECU & HARNESS KIT FOR GEN III OR GEN IV LS ENGINE SWAPS

If you're swapping a Gen III or Gen IV Chevy LS engine into a hot rod, street machine or any non-EFI vehicle and want to retain the LS engine's OEM electronic fuel injection, 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 to its full potential. These kits are designed specifically for the Gen III LS engine with a 24x reluctor (Kit #35711) and the Gen IV LS engine with a 58x reluctor (Kit #35712).

This easy-to-use engine control management system takes the place of the factory ECU and wiring harness. It plugs directly into your existing LS injectors, coils, camshaft/crank sensors and other connections on the factory intake manifold to simplify the 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 or damaged.

What makes the Pro-Flo 4 LS ECU & Harness Kit so unique and easy to use is the Edelbrock E-Tuner 4 application, which eliminates the need for laptop tuning or costly dyno sessions. The E-Tuner 4 is a user-friendly app that uses Bluetooth connectivity to communicate with the ECU and comes pre-installed for you in the kit's included Android-based tablet. 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 the most appropriate base calibration for your engine. As you drive the vehicle, the self-learning E-Tuner 4 continually maximizes the fuel map according to the environment and your driving style so that your engine 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 control unit is desired**

**Can also be used to control high-performance LS builds up to 775 HP**

**Includes ECU, wiring harness assembled with factory-style Bosch injector connectors, Bosch O2 sensor, user-friendly Android-based calibration tablet**

**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.**



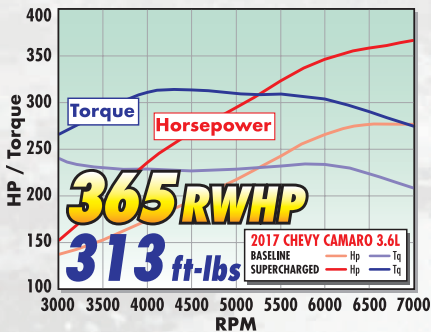
# E-FORCE SUPERCHARGERS



## E-FORCE SUPERCHARGER FOR THE 2016-2017 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 365 horsepower and 313 ft-lbs of torque.

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 little to no loss 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.



### SPECIAL FEATURES OF THE CAMARO V6 SUPERCHARGER KIT

Integrated bypass valve for maximum fuel efficiency

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
<b>Stage 1 - Street Systems</b>								
2016-17	Chevrolet Camaro	3.6L	R1740	365	313	●	#15995	#159950



E-Force Superchargers are manufactured in the USA for unsurpassed quality.

**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.



# E-FORCE SUPERCHARGERS

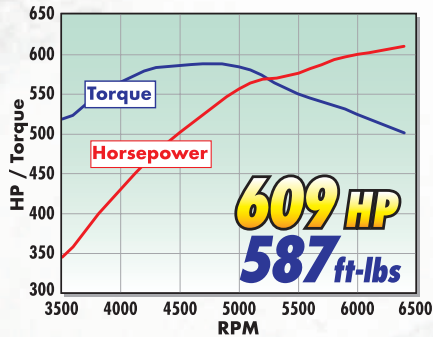
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## E-FORCE SUPERCHARGER KIT FOR THE 2016-2018 CHEVY CAMARO V8

There's no better way to boost the horsepower and torque of your late-model LT1 V8-powered Chevy Camaro than with the most efficient supercharger on the market. The new Edelbrock E-Force Supercharger Kit #15595 for the 2016-2018 Chevrolet Camaro with the Gen V LT1 V8 engine is dyno-proven to make 609 horsepower and 587 ft-lbs of torque on 91-octane pump gas without sacrificing reliability or daily drivability. This kit is backed by our optional 3-year/36,000-mile powertrain warranty when applicable.

This new E-Force Supercharger Kit is a complete redesign of our #1559 kit featuring an all-new supercharger manifold that now houses Eaton's latest R2650 rotor group with a 170-degree high-twist lobe design along with bigger bearings and beefier timing gears for unparalleled efficiency, whisper-quiet operation and OEM-like reliability. The E-Force Supercharger Kit for the Gen V LT1 V8 is designed to fit under the stock Camaro hood with absolutely no cutting or modifications required. The increase in horsepower and torque comes with little loss in fuel economy thanks to the system's integrated bypass valve. This kit is a true bolt-on that requires no modifications to the stock LT1 engine; but for those who want even more power, the larger 2,650cc TVS supercharger can easily accommodate built bottom ends and upgraded fuel systems for racing applications. The E-Force Supercharger comes finished in a durable black powder-coating that blends nicely into the Camaro engine compartment.



### SPECIAL FEATURES OF THE E-FORCE SUPERCHARGER KIT

- True bolt-on installation with no modification to stock hood or body
- Pre-formed hoses for easy installation
- Self-contained oiling system with a 100,000-mile service interval
- Larger R2650cc TVS rotor set can accommodate bigger power builds

Year	Model	Transmission Type	Engine	Rotor	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
<b>Stage 1 - Street Systems</b>									
2016-18	Chevrolet Camaro SS	Automatic	LT1	R2650	609	587	●	#15595	#155950



**E-Force Superchargers are manufactured in the USA for unsurpassed quality.**

**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.



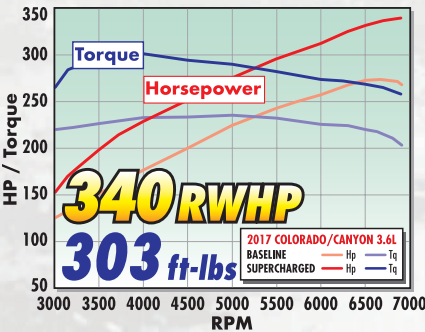
# E-FORCE SUPERCHARGERS



## E-FORCE SUPERCHARGER FOR THE 2017 COLORADO/CANYON V6

Exciting news for owners of the updated 2017 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.



## SPECIAL FEATURES OF THE COLORADO/CANYON SUPERCHARGER KIT

- Integrated bypass valve for maximum fuel efficiency
- 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
<b>Stage 1 - Street Systems</b>								
2017	Chevrolet Colorado & GMC Canyon (with 91 octane fuel)	3.6L	R1740	340RW	303RW	●	#1518	#15180
2017	Chevrolet Colorado & GMC Canyon (with 93 octane fuel)	3.6L	R1740	345RW	306RW	●	#1518	#15180



E-Force Superchargers are manufactured in the USA for unsurpassed quality.

**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.

# E-FORCE SUPERCHARGERS

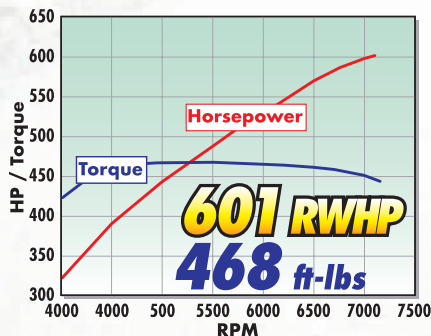
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## E-FORCE SUPERCHARGER KIT FOR THE 2018 FORD F-150 TRUCK 5.0L COYOTE V8

You asked for it and the Edelbrock development team has delivered. The Edelbrock E-Force Supercharger system (#15836) is now available for the top-selling 2018 Ford F-150 with the 5.0L Gen 3 Coyote V8 engine. Instant power and reliable performance combined with a clean appearance with no hood or body modifications required make this one of the best horsepower-per-dollar investments that can be installed in as little as one weekend.

With a 68.8% increase in power—that's 601 dyno-proven horsepower to the rear wheels! —and a stout 135.7 ft-lb boost in torque, you'll be able to tow faster and haul more, all while maintaining excellent daily driving characteristics. This is due in large part to the many hours spent in developing and refining the calibration for the E-Force F-150 kit. An ultra-smooth and linear torque curve translates into more usable performance at all points in the power band. The E-Force Supercharger for the Ford F-150 utilizes the high-efficiency Eaton R2650 TVS rotor assembly with a black powder-coated finish for the ultimate underhood appeal. That means you'll get max performance without compromising the safety or reliability of a stock-block engine. That's Edelbrock's definition of true bolt-on performance.



Test results obtained with 93 octane fuel

## SPECIAL E-FORCE FEATURES FOR THE 2018 F-150 COYOTE ENGINE

50-state emissions legal

Eaton R2650 TVS rotors validated to OEM specifications

Integrated bypass valve for maximum fuel efficiency

High-capacity, dual-pass, triple core air-to-water intercooler

High-flow cold-air intake system including lifetime filter

Fits under stock F-150 hood and cowl

3-year/36,000-mile powertrain warranty coverage when applicable

Year	Model	Engine	Rotor	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
<b>Stage 1 - Street Systems</b>								
2018	Ford F-150	5.0L 4V	R2650	601RW	468RW	●	#15836	#158360



**E-Force Superchargers are manufactured in the USA for unsurpassed quality.**

**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.



# E-FORCE SUPERCHARGERS

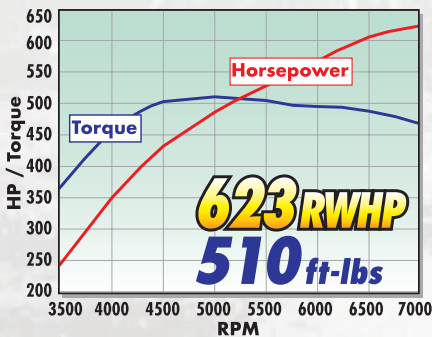
**50**state  
**legal**  
E.O. Number D-215-99



## E-FORCE SUPERCHARGER KIT FOR THE 2018 FORD MUSTANG 5.0L COYOTE V8

Are you ready to add serious horsepower under the hood of your 2018 Ford Mustang with the Gen 3 DI/PI Coyote V8 engine? The new Edelbrock E-Force Supercharger Kit (#15832) is a 50-state emissions-legal system that is dyno-proven to produce 623 horsepower and 510 ft-lbs of torque to the rear wheels with no other modifications required!

The new E-Force Supercharger for the Mustang 5.0L Coyote V8 utilizes the high-efficiency Eaton R2650 TVS rotor assembly with a high-twist lobe design along with bigger bearings and beefier timing gears to deliver an ultra-smooth and linear torque curve with more usable performance at all points in the power band. A black powder-coated finish provides the ultimate underhood appeal that installs easily without having to modify the hood, making this one of the best horsepower-per-dollar investments available. That's Edelbrock's definition of true bolt-on performance.



Test results obtained with 93 octane fuel

### SPECIAL FEATURES FOR THE 2018 FORD MUSTANG 5.0L

50-state emissions legal

Installs with no modifications to the body or hood

Integrated bypass valve for maximum fuel efficiency

High-capacity, dual-pass, triple core air-to-water intercooler

High-flow cold-air intake system including lifetime filter

Self-contained oiling system with 100,000-mile service interval

Full color step-by-step installation instructions

3-year/36,000-mile powertrain warranty when applicable

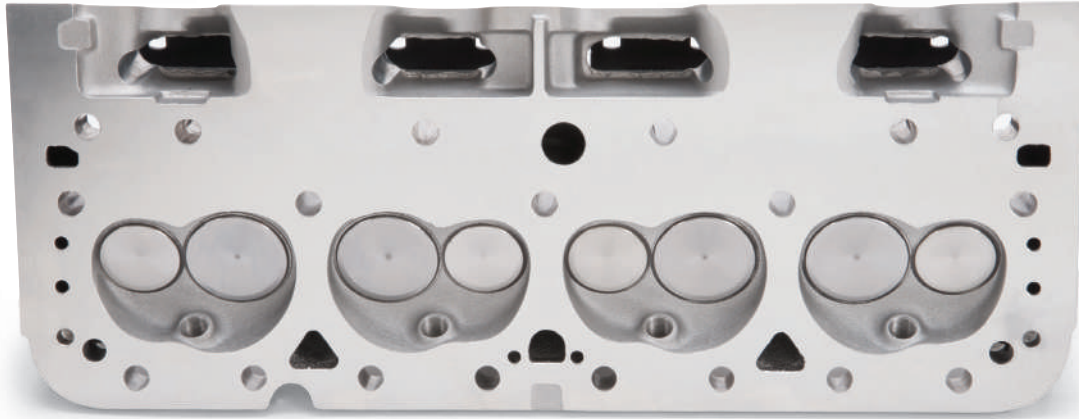
Year	Model	Engine	Rotor	HP	Torque (Ft.-lbs.)	Emissions Code	Tune	No Tune
<b>Stage 1 - Street Systems</b>								
2018	Ford Mustang	5.0L 4V	R2650	623RW	510RW	●	#15832	#158320



**E-Force Superchargers are manufactured in the USA for unsurpassed quality.**

**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.

# PERFORMANCE CYLINDER HEADS



Performer RPM Small-Bore Cylinder Head #61015



**Edelbrock Cylinder Heads**  
are manufactured in  
the USA for  
unsurpassed quality.



To accommodate the smaller bores, valve spacing on these heads have been reduced to 1.817"

## PERFORMER RPM CYLINDER HEADS FOR SMALL-BORE CHEVY SMALL-BLOCK V8

Edelbrock has expanded its line of small-block Chevrolet products to include the new Performer RPM Cylinder Head designed specifically for small-bore Chevy small-block engines. The new Edelbrock Performer RPM Small-Bore Cylinder Heads are engineered for use with 265, 283, 305 and 307 c.i.d. SBC V8 engines produced from 1954-2003 with bore sizes less than 4.00". To accommodate the smaller bores, valve spacing on these heads have been reduced to 1.817 inches while maintaining the early-style Gen 1 (1959-86) valve cover bolt pattern so that you can use your favorite small-block Chevy valve covers. These new Performer RPM heads also retain the stock straight spark plug angle and exhaust flange bolt pattern for ease of use with factory-style exhaust systems.

Like all other Edelbrock Performer RPM series cylinder heads, these feature a thick 9/16" deck, extra-thick port walls, high-flowing ports, ductile iron seats, one-piece stainless-steel valves, and high-quality rocker studs. Edelbrock cylinder heads also feature state-of-the-art compact combustion chambers and highly efficient ports that offer improved performance and great throttle response throughout the rpm range. These cylinder heads are designed in-house, cast from A356 aluminum, heat treated to T-6 specs, and machined in Edelbrock's Southern California USA manufacturing facilities for unsurpassed quality.

Edelbrock Performer RPM Small-Bore Cylinder Heads are legal for use on pre-pollution-controlled vehicles only. Available bare (#61009), with springs for flat-tappet (#61019) or with springs for hydraulic roller camshaft (#61015); these heads can also be used with larger-bore engines if desired.

### CYLINDER HEAD SPECIAL FEATURES

Heat-treated A356-T6 aluminum casting

Straight plug design

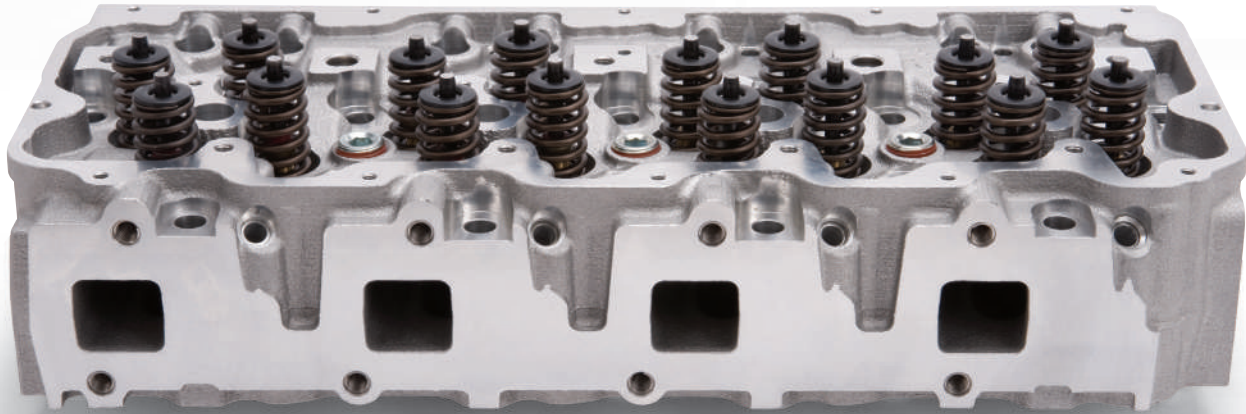
Heli-Coil® threaded inserts for rocker studs and exhaust bolts holes

Stainless steel valves with 5/16-inch stems

High-strength 1/2-inch O.D. manganese-bronze valve guides

Ductile iron interlocking valve seat inserts

Port Volume Intake / Exhaust	Description	Bare (Single)	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code
170cc / 62cc	Performer RPM (Small-Bore)	#61009	#61015	250-425	Standard	60cc	1.91" / 1.50"	Hyd. Roller	0.600"	1.46"	●
170cc / 62cc	Performer RPM (Small-Bore)	#61009	#61019	250-425	Standard	60cc	1.91" / 1.50"	Flat Tappet	0.575"	1.46"	●



Duramax Cylinder Head #79119

**50**state  
legal  
E.O. Number D-215-102

## 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.

## CYLINDER HEADS FOR GM 6.6L DURAMAX DIESEL ENGINES

Edelbrock proudly introduces its first-ever high-performance cylinder head developed especially for the diesel engine market! The all-new Edelbrock Cylinder Heads for 2001-2016 GM 6.6L Duramax Diesel V8 engines are a direct bolt-on replacement for any street or off-road application where higher levels of performance and durability are desired. These aluminum heads come complete and ready to run right out of the box and are designed to fit all variations of the Duramax engine that were offered in the popular Silverado HD pickup truck as well as Chevy/GMC vans and medium-duty trucks between 2001 and 2016. Edelbrock's new cylinder heads are compatible with all stock Duramax valvetrain components as well as valve covers, water crossover, injector and glow plugs.

Each A356 aluminum cylinder head casting is heat- and pressure-treated to reduce porosity while also increasing both strength and fatigue properties. Intake and exhaust runners are designed to optimize flow and swirl, but race engine builders and head porters will appreciate the extra deck and port wall material for custom porting and deck strength. Best of all, the new Edelbrock cylinder heads are emissions legal, making them the perfect choice for a street performance upgrade to your Duramax Diesel engine.



Injector cups are integrated into the castings for LB7 applications

### FEATURES & BENEFITS

**50-state emissions legal**

**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**

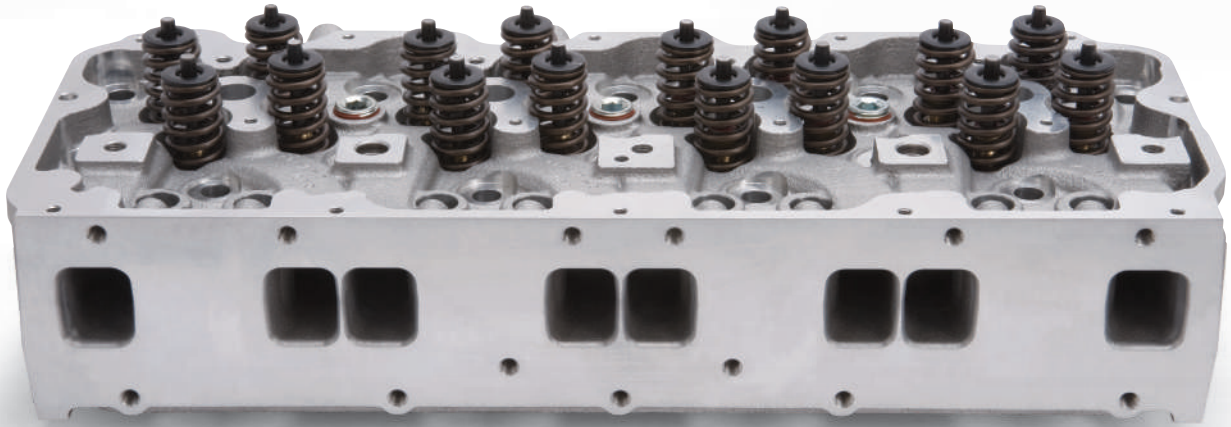
**Thick 16mm deck for increased cylinder pressures**

**Raised rocker valley adds water volume in head**

**All factory components bolt on without modification**

Port Volume Intake / Exhaust	Description	Complete (Single)	HP Range	Exhaust Port Location To Stock	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Emissions Code
230cc / 117cc	2001-04 LB7	#79029	400+	Standard	-	33mm/31mm	0.600"	27mm	●
230cc / 117cc	2004.5-05 LLY	#79059	400+	Standard	-	33mm/31mm	0.600"	27mm	●
230cc / 117cc	2006-10 LLY/LBZ/LMM	#79089	400+	Standard	-	33mm/31mm	0.600"	27mm	●
230cc / 117cc	2011-16 LML	#79119	400+	Standard	-	33mm/31mm	0.600"	27mm	●

# DIESEL CYLINDER HEADS



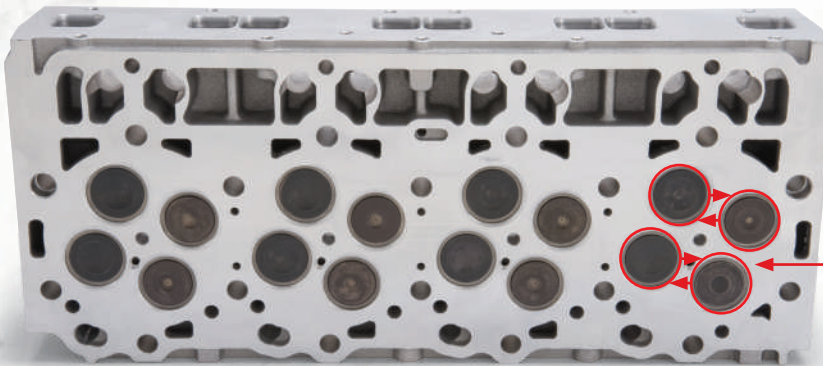
Duramax Cylinder Head #79029

## WHY EDELBROCK HEADS ARE BETTER!

Port design played a major role in the development of the new Edelbrock Diesel Cylinder Heads for the 6.6L Duramax Diesel engine. The main objective was to optimize the volumetric flow rate to obtain the highest flow while maintaining adequate motion of the air, or swirl, as it enters the cylinder to make power. The Edelbrock engineers not only managed to make a head for the 6.6L Duramax with greater volumetric efficiency than the factory head, but did so with a swirl ratio similar to that of the factory to get a complete and clean burn to meet the stringent diesel emissions requirements. The result is a 50-state emissions-legal high-performance cylinder head for the 6.6L Duramax with increased potential when you want to turn up the boost because it is no longer the restriction in the system. These new Edelbrock Diesel Cylinder Heads are much more capable of flowing air while still providing correct combustion.

Flow Numbers as tested on Edelbrock's SuperFlo SF-1020 flow bench @ 28" H2O

	Stock	Edelbrock	Stock	Edelbrock
Valve Lift	Intake	Intake	Exhaust	Exhaust
.100"	84	87	67	78
.200"	146	162	124	155
.400"	174	205	139	186
.400"	178	219	140	192
.500"	178	221	141	193
.600"	180	222	141	193



Edelbrock Duramax cylinder head intake valves have been relocated 1.5mm (.060") towards bore center along rocker shaft axis and the exhaust valves have been relocated 1mm (.040") towards bore center along rocker shaft axis. This unshrouds valves and allows for a larger diameter valve seat within fire-ring and a larger valve. The stock geometry has been maintained for use with OEM components.



Edelbrock Cylinder Heads are manufactured in the USA for unsurpassed quality.



### WHAT IS HIP PROCESSING?

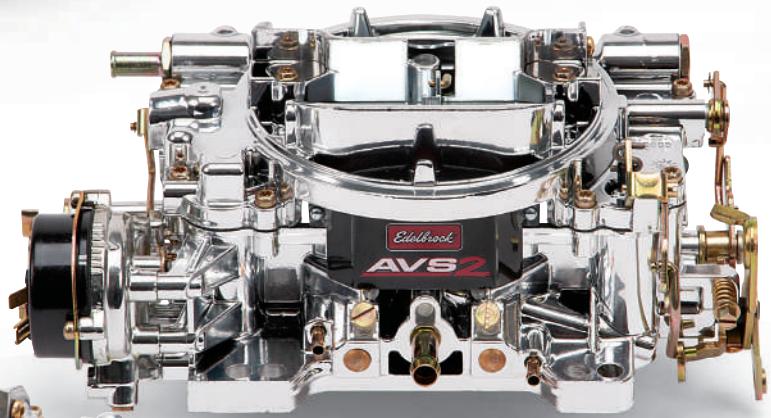
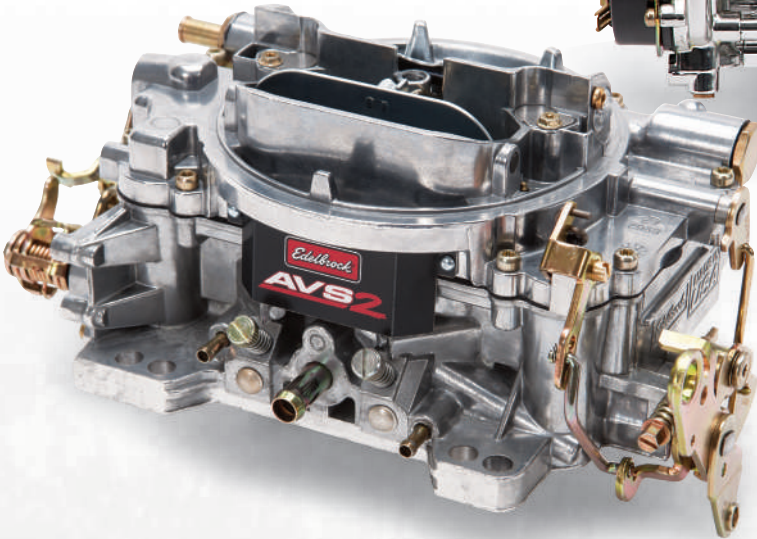
All Edelbrock Duramax cylinder heads are manufactured with a technique called Hot Isostatic Pressing (HIP). This aerospace process heats raw aluminum castings up to 900° F in a pressurized chamber (up to 30,000 psi) and compresses the casting to remove any trapped gases and internal porosity. During 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.



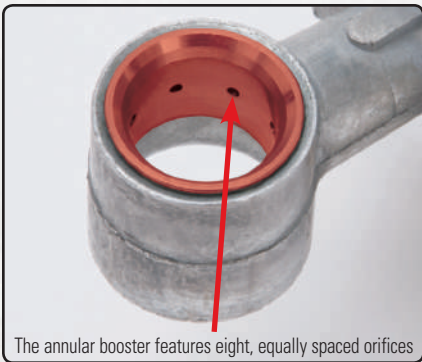
# PERFORMANCE CARBURETORS

## AVS2

### THE FUTURE OF CARBURETION



Edelbrock Carburetors are manufactured in the USA for unsurpassed quality.

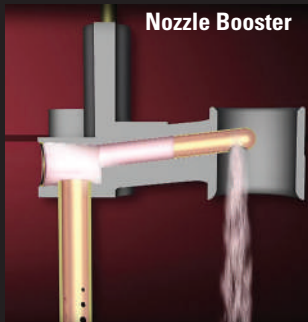


The annular booster features eight, equally spaced orifices

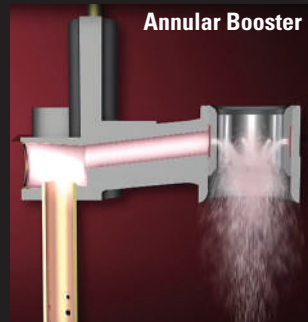
### AVS2 SERIES™ CARBURETOR THE ULTIMATE PERFORMANCE CARBURETOR

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 improved 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?



Nozzle Booster



Annular Booster

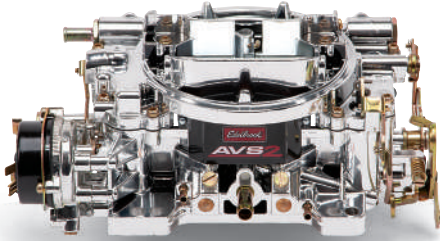
The typical nozzle boosters (on the left), are located in the carburetor primaries and simply provide fuel down the center of the venturi. Annular boosters (on the right), feature eight equally spaced smaller holes for better fuel atomization. The improved fuel atomization helps improve flat spots when 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.



# PERFORMANCE CARBURETORS

## AVS2

### 500 CFM



800 cfm Electric Choke #19134 with EnduraShine Finish



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

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 intake manifold. 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/#1904 are calibrated for dual-quad applications and factory equipped with: Metering Jets – Primary .095, Secondary .077; Metering Rods – .070 x .052; Step-Up Spring – orange (5" Hg). Use Carb Studs #8008 or #8024 if needed.

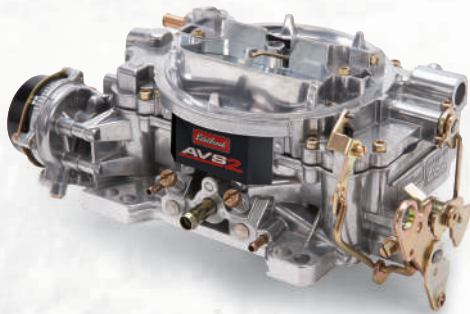
#### CALIBRATED FOR SINGLE CARB APPLICATIONS

500 cfm, Square-Flange, Electric Choke (non-EGR) ●	.....#19014	.....#1901
500 cfm, Square-Flange, Manual Choke (non-EGR) ●	.....#19024	.....#1902

#### 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

**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.



### 800 CFM

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 .107, Secondary .101; Metering Rods – .075 x .052; Step-Up Spring – Orange (5" Hg). Use Carb Stud Kits #8008 or #8024 if needed.

800 cfm, Square-Flange, Manual Choke (non-EGR) ●	.....#19124	.....#1912
800 cfm, Square-Flange, Electric Choke (non-EGR) ●	.....#19134	.....#1913

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

## CHECK OUT WHAT PEOPLE ARE SAYING...



*"The drivability seems very clean. The sound at WOT is a complete difference from past carbs I've owned. The smooth throttle response is the largest comparable, it just seems like the restriction has been removed on my car."*

– Mark Taylor, 1968 Chevy Chevelle with a 396



*"Starts much better and the throttle response is better too. The AVS2 does not have trouble starting when vehicle is hot. It is super responsive and made in traffic cruising much more enjoyable, very happy with this carb."*

– Mike Volkmann, 1971 Plymouth Duster with a 340



*"When compared to the Holley, it's not even in the same league – the AVS2 out performs it easily!"*

– Brian Hosenfeld, 1966 Chevy Nova with a 408



*"The AVS2 carburetor feels great and drives nicer than the Performer Series. It has good off the line, mid-range and top ends performance."*

– Gary Wylie, 1971 Oldsmobile Cutlass



*"The throttle response is instant, maybe even quicker than my LS2 engine, it goes straight into tire spinning and grabbing the next gear. I believe the lower rpms have seen a massive improvement in torque."*

– Adam Loney, 1987 Chevy Monte Carlo SST



*"The AVS2 has impressive throttle response in any gear and any load condition. I'd buy it for every street engine I build!"*

– Matt Zarza, 1989 Pontiac Firebird with a 350 Vortec



*"I tried out the AVS2 with a 650 CFM and compared it to the Holley 600, and overall I am very pleased! The annular flow boosters and primary's really help out to eliminate any flat spots from idle to wide open throttle... this carburetor has been really good to me."*

– Dave Davis, 1967 Ford Mustang with a 289

*"Has great idle quality and smooth transitions to 5000 rpm."*

– Keith Pisut, 1934 Ford Cabriolet with a SBC 350

*"It was good out of the box. Picked up 20 hp at intermediate throttle on dyno."*

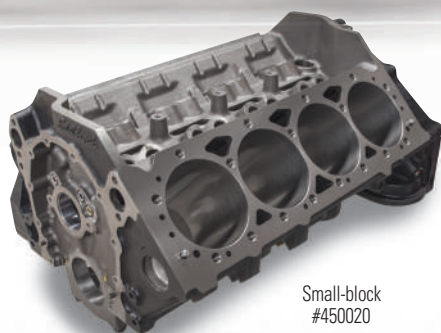
– David Hight, 1967 Chevy C10 Pickup with a 350

# ENGINE BLOCKS

## EDELBROCK 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. Building a true American V8 engine should begin with a block made 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 that we use on some of 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!**



Small-block  
#450020



Bare blocks have a cast Edelbrock logo



Big-block  
#450000



Block #450000 features a 2-piece rear main seal

Part Number	#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



**Edelbrock Engine Blocks**  
are manufactured in  
the USA for  
unsurpassed quality.

# PERFORMANCE CRATE ENGINES



Starts with an all-new Edelbrock engine block

## 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 air flow. 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.

### EDELBROCK 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**

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. **Important Note.**



**Edelbrock Cylinder Heads, Intake Manifold, Engine Blocks are manufactured in the USA for unsurpassed quality.**

#### SPECIFICATIONS

<b>Displacement:</b>	540 c.i.d.	<b>Rocker Arms:</b>	1.7:1 Roller #77790
<b>Horsepower:</b>	650+ hp	<b>Manifold:</b>	Victor Jr. 454-R #2902
<b>Torque:</b>	640+ ft-lbs.	<b>Cylinder Heads:</b>	E-CNC #79555
<b>Compression:</b>	10.0:1	<b>Carburetor:</b>	Not Included
<b>Block:</b>	Big-block 9.8"	<b>Distributor:</b>	Max-Fire #22750
<b>Crankshaft:</b>	Forged steel 4.250"	<b>Valve Covers:</b>	Cast aluminum
<b>Pistons:</b>	Forged	<b>Warranty:</b>	2-year / Unlimited mileage
<b>Camshaft:</b>	Rollin' Thunder Hydraulic Roller #2264		

Edelbrock 540 RPM Carbureted ●●●.....#46230

# CHECK OUT OUR COMPLETE LINE OF...

**CAMSHAFTS & LIFTERS**

**CARBURETORS & ACCESSORIES**

**CRATE ENGINES**

**CYLINDER HEADS**

**ELECTRONIC FUEL INJECTION**

**ENGINE DRESS-UP**

**FUEL PUMPS**

**GASKETS**

**IGNITION SYSTEMS**

**INTAKE MANIFOLDS**

**NITROUS SYSTEMS**

**RUSSELL PERFORMANCE PLUMBING**

**POWER PACKAGE TOP END KITS**

**SPARK PLUG WIRES**

**SUPERCHARGERS**

**VALVETRAIN**

**WATER PUMPS**



Rely only on high-grade performance engine parts offered on our virtual shelves.