

Edelbrock

Edelbrock

**Edelbrock**

THE MOST RESPECTED NAME IN PERFORMANCE

SINCE 1938



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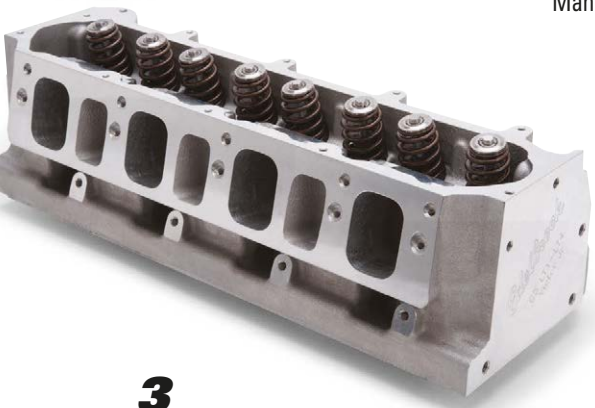
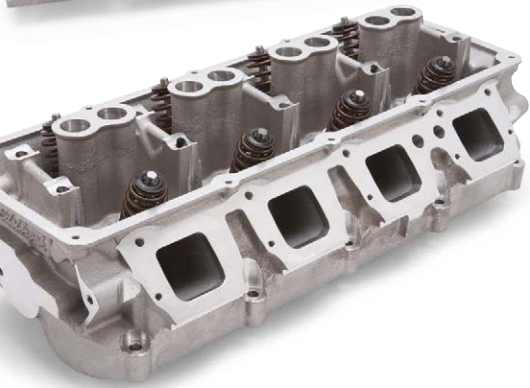
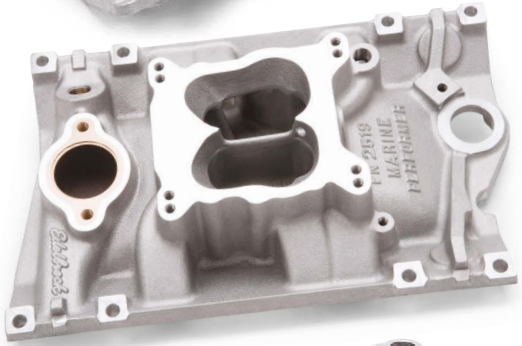
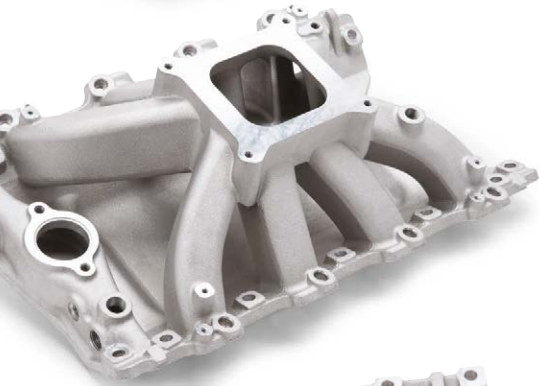
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**Edelbrock**

# FROM CONCEPT... TO PERFORMANCE PROVEN PRODUCT



*3D rapid prototyping allows our engineers to take a product 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 the product performs properly before ever producing a production part.

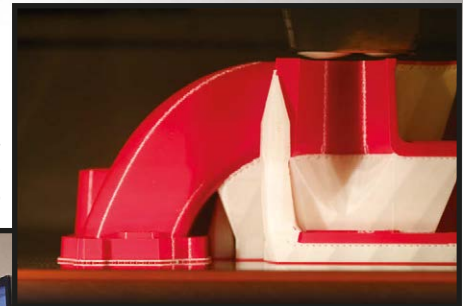


The R&D process improves the product while it's being developed, and is a true testament of the commitment to performance that goes into all of our products. Whether they're manifolds, superchargers, fuel injection systems, cylinder heads, nitrous systems, or carburetors, you can rest assured that the final product was directly influenced by the passion for performance that is an integral part of our Research and Development team.

## 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.

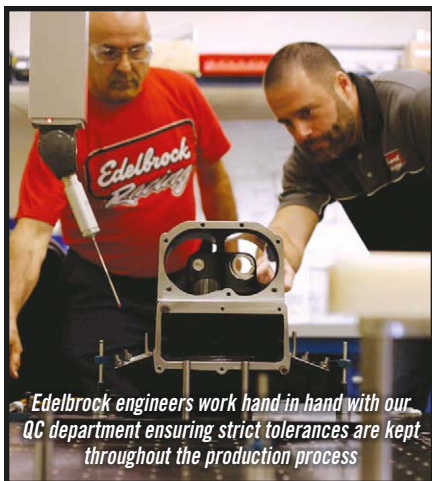


Our Super Flow model SF-840 and Mustang eddy-current chassis dynos also give us the ability to test in the car under simulated road conditions. Both these dynos can handle up to 1,000 hp at the wheels and speeds of 200 mph.

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.



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



*Testing on our SuperFlow chassis dyno*



## 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.



Our permanent mold facility expands the casting capabilities and manufacturing of Edelbrock “Made in USA” products. This facility has 2 state-of-the-art Laempe automated cold set core machines as well as 2 dedicated static pour cylinder head casting machines with three additional tilt pour casting machines dedicated to small parts production.

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 three 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 ensuring 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.

On site ultra-modern heat-treat and ageing 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

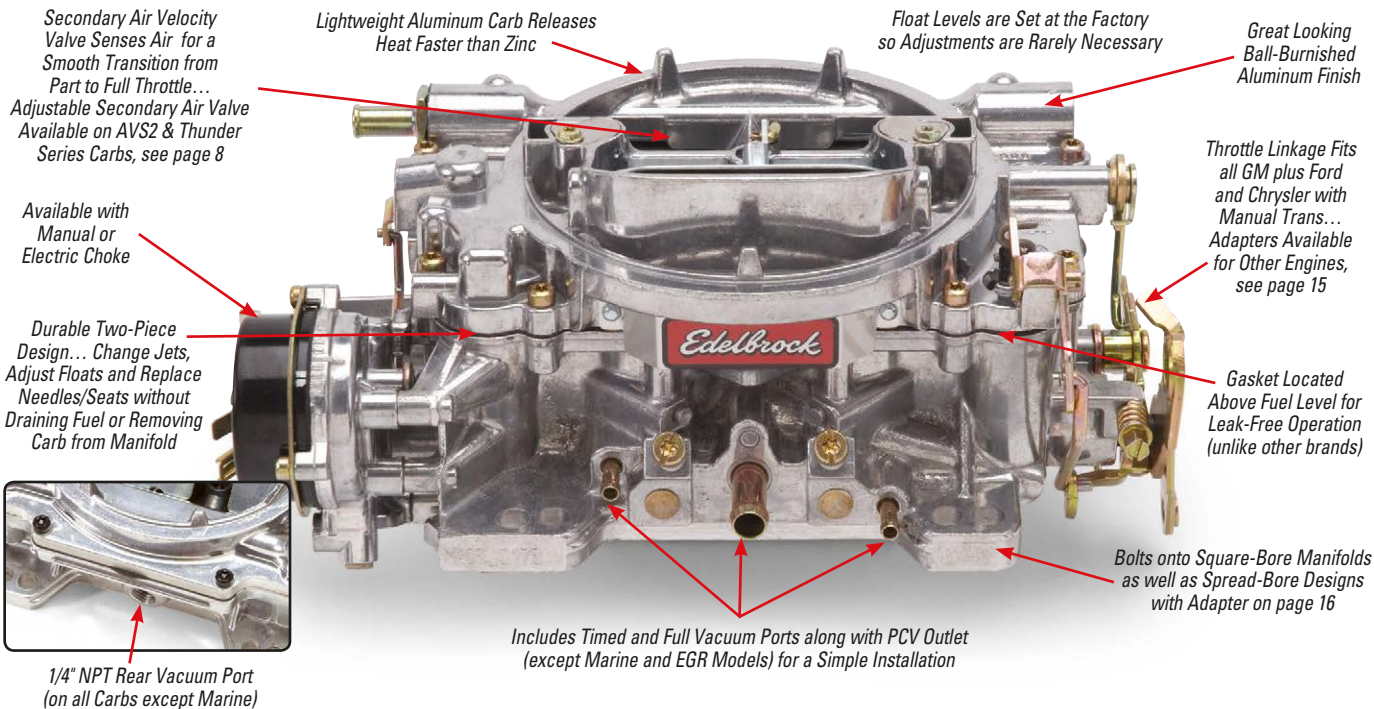
Our Distribution Center (DC) covers 65,000 square feet in Torrance, California. A “real-time” inventory system downloads all orders to hand-held scanners for fast and efficient shipping of orders. With a ceiling of 35 feet, there's enough room for 6 levels of pallet racking packed full of Edelbrock and Russell Performance Products ready to be shipped all over the world.



Edelbrock Distribution Center in Torrance, CA.



**FEATURES OF PERFORMER SERIES & THUNDER SERIES AVS CARBS...**



**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 be able to 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.

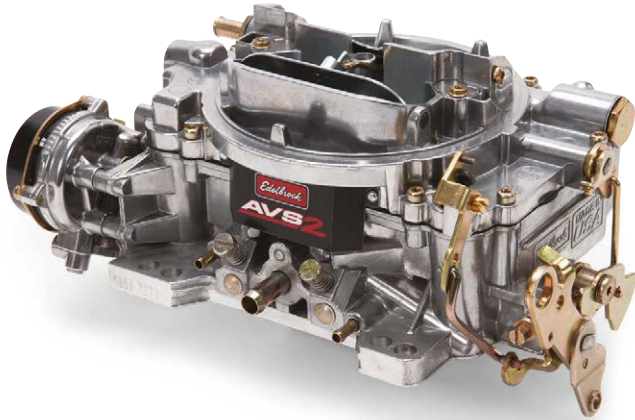
For unmatched street performance, combine them with Edelbrock Performer, Performer Air-Gap, Performer EPS, RPM Air-Gap, Performer RPM or Torker II manifold and camshaft combinations, as well as most stock and other aftermarket manifolds of similar design.

- 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



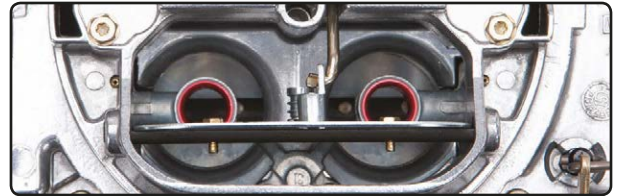
**Edelbrock Carburetors are manufactured in the USA for unsurpassed quality**

# AVS2



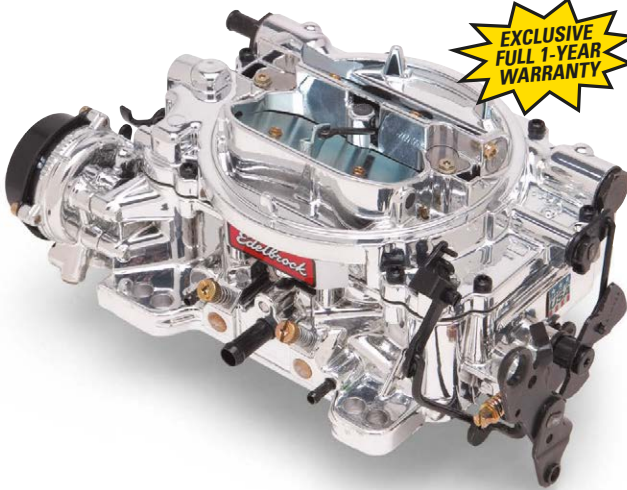
## AVS2 SERIES™

The AVS2 Series is the next generation in Edelbrock carburetors. The AVS2 is based from 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<sup>®</sup>

ADJUSTABLE VALVE SECONDARY



## THUNDER SERIES AVS<sup>®</sup>

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 in 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 RV's. 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

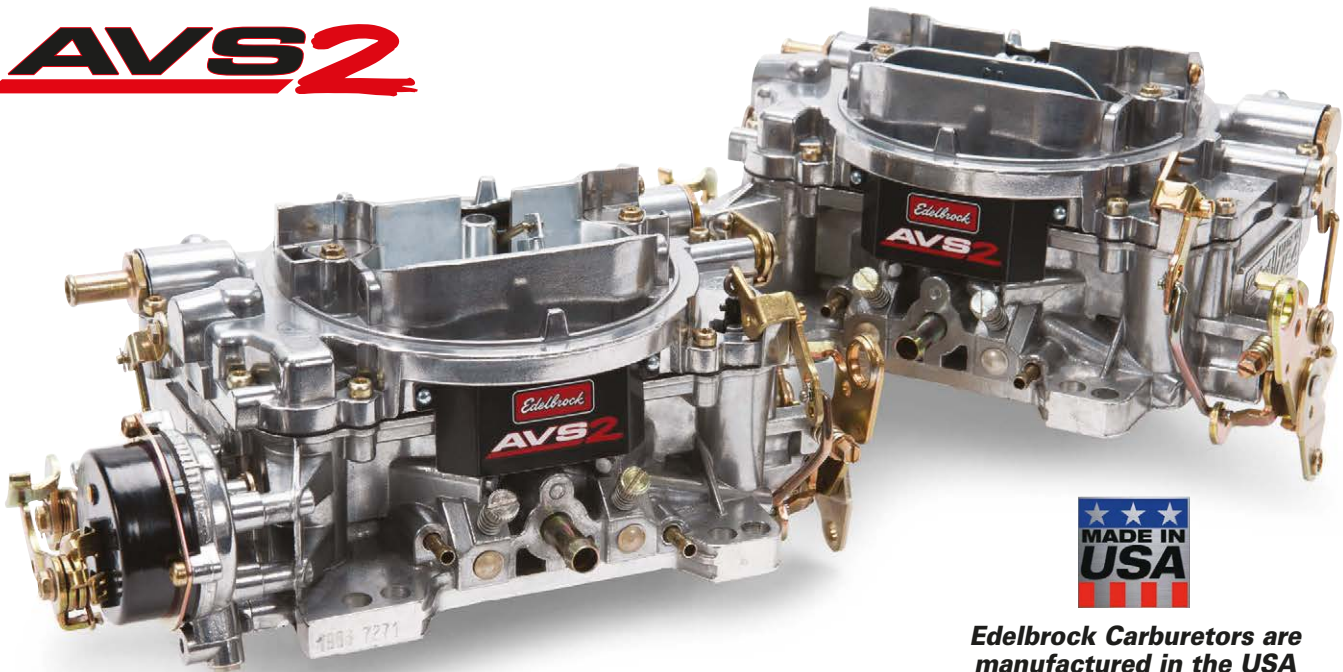
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



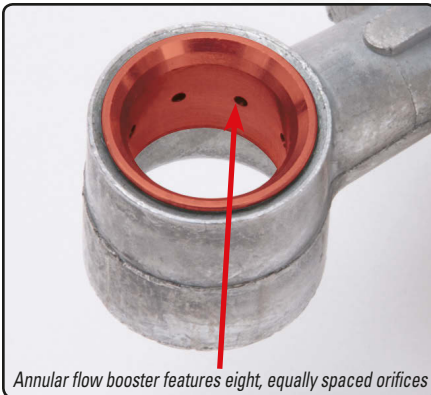


**CARBS** AVS2 SERIES

**AVS2**



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



Annular flow booster features eight, equally spaced orifices

**AVS2 SERIES™**  
**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 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.** The AVS2 includes both timed and full vacuum ports for ignition advance. It comes with: Metering Jets – Primary .101, Secondary .098; Metering Rods – .070 x .037; Step-Up Spring – orange (5" Hg). Use our Carburetor Stud Kits #8008 or #8024 if needed. **Match with an Edelbrock intake manifold for the ultimate induction upgrade.**

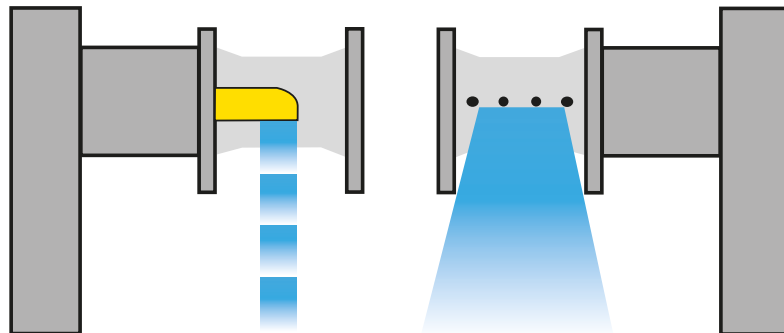
**TESTIMONIALS**

"Last weekend, I took a cruise from Arlington to Spokane. This was about a 350 mile trip one way, plus I drove through the Snoqualmie Pass at an elevation of 3,000 feet. On last year's trip I got around 16 mpg, this year it was closer to 18 mpg. Throttle response off idle is phenomenal! When compared to the Holley, it's not even in the same league – the AVS2 out performs it easily. Aggressively opening the throttle gave a very crisp response and excellent power."  
– Brian Hosenfeld, 1966 Chevy Nova

"The smooth throttle response is the largest comparable change in this new carb. It just seems like the restriction has been removed on my car."  
– Mark Taylor, 1968 Chevy Chevelle

"Super responsive, made traffic cruising much more enjoyable."  
– Michael Volkmann, 1971 Plymouth Duster

**WHY IS AN ANNULAR BOOSTER BETTER?**

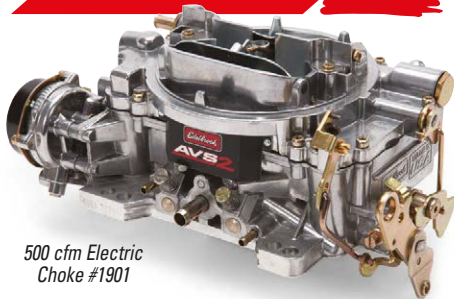


**Downleg Booster**

**Annular Booster**

The typical downleg 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 eliminates 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

### 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 AVS Carbs cannot be converted to electric choke.

## THUNDER SERIES AVS

ADJUSTABLE VALVE SECONDARY



800 cfm Electric Choke #18134 with EnduraShine Finish



800 cfm Manual Choke #1812

### 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.

### 800 CFM AVS, 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) ●          | #18124             | #1812        |
| 800 cfm, Square-Flange, Electric Choke (non-EGR) ●        | #18134             | #1813        |
| 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.

Thunder Series AVS Carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

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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, MANUAL OR ELECTRIC CHOKE 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



### 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.

- |   |                    |              |              |
|---|--------------------|--------------|--------------|
|   | <i>EnduraShine</i> | <i>Black</i> | <i>Satin</i> |
| 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 #14064 with EnduraShine Finish



### 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.

- |  |                    |              |              |
|--|--------------------|--------------|--------------|
|  | <i>EnduraShine</i> | <i>Black</i> | <i>Satin</i> |
| 600 cfm, Square-Flange, Electric Choke (non-EGR) ● | #14064             | #14063       | #1406        |
| GM Transmission Cable Adapter                      | #8026              |              |              |



750 cfm Manual Choke #14073



## 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.

- |   |              |              |
|---|--------------|--------------|
|   | <i>Black</i> | <i>Satin</i> |
| 750 cfm, Square-Flange, Manual Choke (non-EGR) ●    | #14073       | #1407        |
| Universal Carburetor Choke Cable with Polished Knob | #8013        |              |
| GM Transmission Cable Adapter                       | #8026        |              |

Performer Series Carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.



750 cfm Electric Choke #1411



**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 Choke #1412



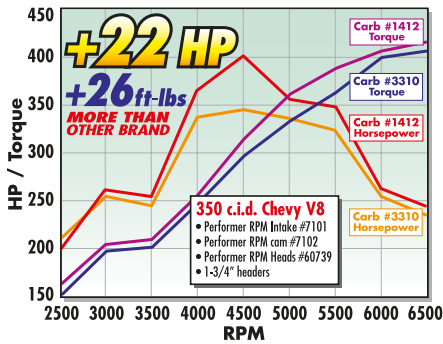
**EPS 800, MANUAL OR ELECTRIC CHOKE**  
**CALIBRATED FOR PERFORMANCE**

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

Dyno tests: Edelbrock #1412 vs. Holley #3310



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 Marine, Electric Choke #1409



**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 Marine, Electric Choke #1410



**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

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**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



Float Kit #1469



Checking float level with a 7/16" drill bit



Carburetor Calibration Kit #1479



Needle and Seat Set #1498



Needle and Seat Set #1465



Needle and Seat Set #1466



Mixture Screw Set #1496

**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                    |

**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 .047 ● .....#1453 |
| .065 x .052 ● .....#1460 | .073 x .037 ● .....#1454 |
| .065 x .057 ● .....#1461 | .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 iridized 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 | #1481       | #1843        |
| Ford Throttle Lever Adapter (1968 and later).....#1483     | #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 iridized 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        |

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Dual-Quad Linkage Kit #7094

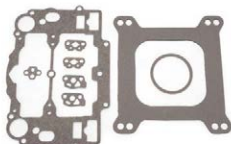
**PROGRESSIVE THROTTLE LINKAGE**

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

**VICTOR JR. 2V SPORTSMAN GASKET**

Carb Base Gasket for #2901, #2912 and #2940 (6 gaskets included) .....#6940

**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

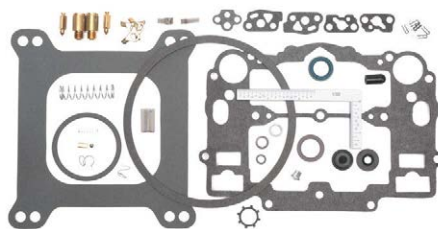
AVS Carb Linkage Kit (includes 1 ea. of 7 links with black finish and 6 retaining clips).....#1873

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



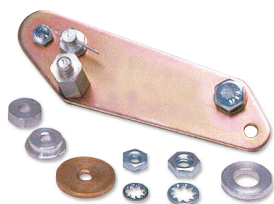
Choke Cap Kit #1474



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. Quadrajet Adapter (.750") ●**  
Mounts 4-bbl. Rochester Quadrajet 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 Quadrajet & 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



Quadrajet Adapter and Fuel Line Kit #2697

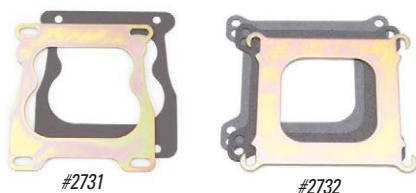
**CARBURETOR ADAPTER REPLACEMENT GASKETS**

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**



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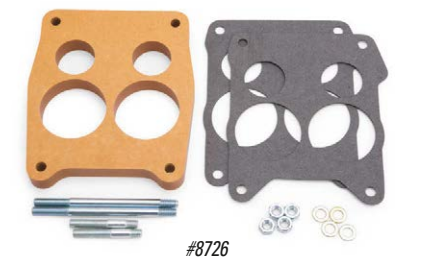
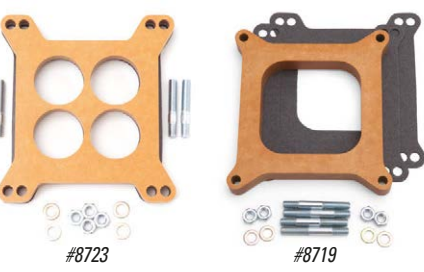
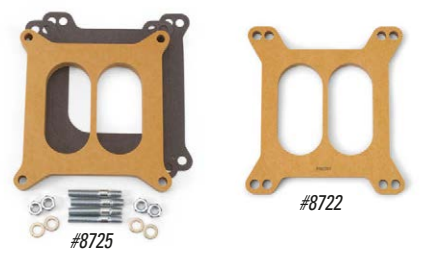
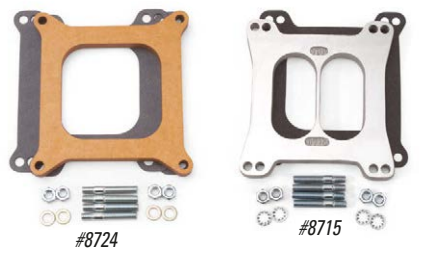




**4-BARREL CARBURETOR SPACERS**

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
- Includes dual bolt pattern for Edelbrock carbs on single and dual-quad manifolds. Will not fit universal #2101 style carb pads.....#8722
- 1/2" 4-Hole Spacer, Wood Fiber Laminate ● .....#8723
- Includes dual bolt pattern for Edelbrock carbs on single and dual-quad manifolds. Will not fit universal #2101 style carb pads (bore hole size 1.680").....#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



**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

**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 |



#8080



#8081



#8087



#8089



#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 |
| Automatic Divorced Choke Rod for #2161 & #3761 with Q-Jet Carburetor.....        | #9179 |



#9171



#9172



#9178



#9179

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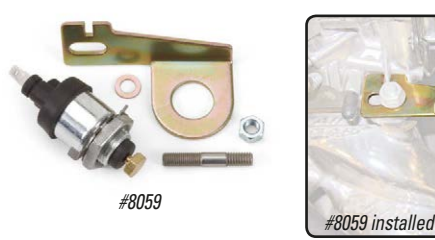
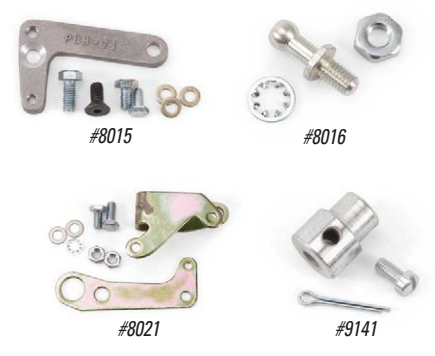
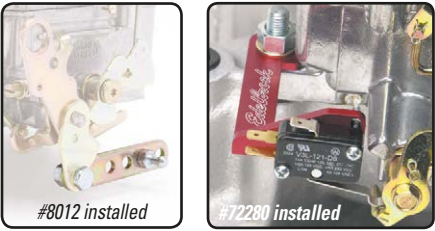
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
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# CARBS THROTTLE BRACKETS & HARDWARE

## 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).....   | #8010  |
| Throttle or Automatic Trans. Cable Extension Kit for Chevy.....   | #8012  |
| Throttle Bracket for #2156 & #5056 for Pontiac (1972-76, supplied w/manifolds).....   | #8014  |
| Throttle Bracket for Pontiac (1968-71).....   | #8015  |
| Ball End Stud for Holley Carbs.....   | #8016  |
| Universal Throttle Return Kit (dual spring).....  | #8005  |
| Universal Throttle Return Kit (single spring).....  | #1482  |
| GM Transmission Cable Adapter (For use with 2004R, 700R4, 4L60 transmissions).....  | #8026  |
| AMC Throttle Cable Adapter (1979 and later).....  | #8034  |
| Throttle & Automatic Trans. Kickdown Lever Kit for Chrysler (early Holley Double-Pumper).....   | #8021  |
| LS1 Throttle and Trans Bracket (for carbureted applications).....   | #8029  |
| Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket for Small-Block Chevy (1978 & earlier with TH350, 2004R, or 700R4 trans. Chrome Plated).....   | #8030  |
| 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 #8134 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 AND 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

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# CARBS FUEL INLET KITS



Dual-Quad Fuel Line Kit #8091 with Endura finish



Dual-Quad Fuel Line Kit #80913 with ProClassic Finish



Dual-Feed Fuel Line Kit #8101



Dual-Feed Fuel Line Kit #8105

## DUAL-QUAD FUEL HOSE KIT FOR ALL EDELBROCK DUAL CARBS

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-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 #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 50's 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



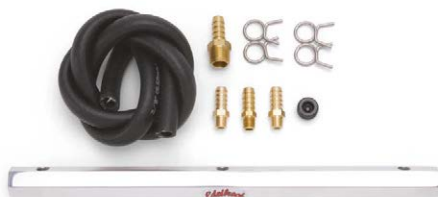
Mini Triple Fuel Block #1286 installed



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 1950's. 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 ● 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



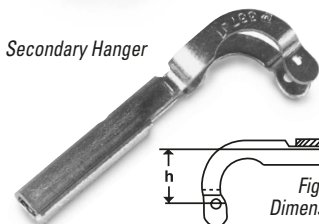
Primary Metering Rods #1936



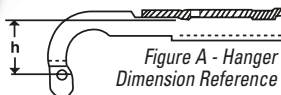
Secondary Metering Rods #1950



Primary Metering Jets #1968



Secondary Hanger



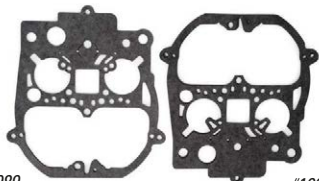
#1925



#1984



#9178



#1989

#1998



High-Performance Accelerator Pump Plunger #1982

Remote Choke Kit #1931



#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).....                                 | #1988 |

### 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.

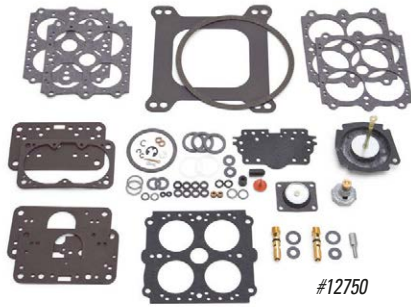
|  |       |
|--|-------|
| For Edelbrock #1901 and #1902.....                       | #1920 |
| For Edelbrock #1903, #1904, #1905 and #1906.....         | #1921 |
| For Edelbrock #1910 and M4M Q-Jets (1975 and later)..... | #1990 |

### CHOKE KITS

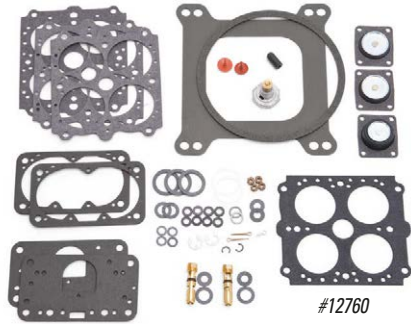
|  |       |
|--|-------|
| For S/B Chevy Performer Manifolds (divorced choke).....                | #1931 |
| For Converting Hot Air Choke to Electric Choke.....                    | #1932 |
| For S/B Chevy Performer RPM Q-Jet Manifold #7104 (choke rod only)..... | #9172 |
| For B/B Chevy Performer Manifolds (divorced choke).....                | #1935 |
| For B/B Chevy Performer RPM Q-Jet Manifold #7164 (choke rod only)..... | #9178 |

### CHOKE CAPS

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



#12750



#12760



#12370

#12403



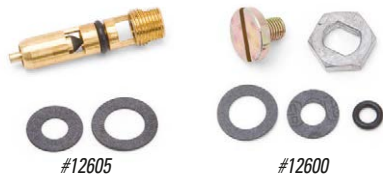
#12400

#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**

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# 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



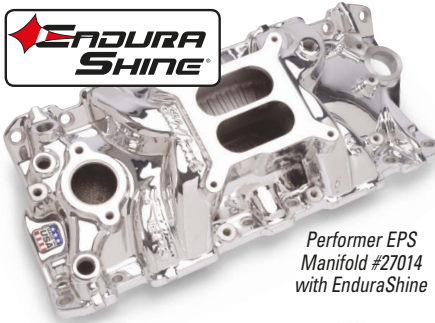
Performer EFI Manifold #3704



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



Manifold Installation Kit #2040



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 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    |

## 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
- Performer EPS Vortec (non-EGR) (1986-Earlier 262-400 with Oil Fill Tube) ●●●.....#27033
- Performer EPS Vortec (non-EGR) (1986-Earlier 262-400) ●.....#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) (1996-Later 262-400) ●.....#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
- Super Dual (1938-48) ●.....#11003
- Triple Deuce (1938-48) ●.....#11083

### 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

### 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

### 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

### SATIN ALUMINUM

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

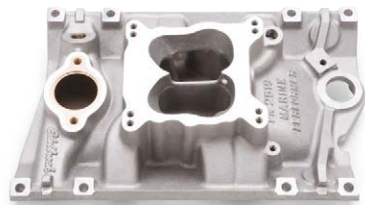


### EMISSIONS GUIDE

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# MANIFOLDS MARINE AND NITROUS



Marine Intake Manifold #2519 for 4.3L Chevy Vortec

## 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.** 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 V8's 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 V8's 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**



#2516  
Bottom Shown



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



Manifold Kit #72975  
fully assembled

## 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.

|                           |              |                 |
|---------------------------|--------------|-----------------|
|                           | <b>Satin</b> | <b>Polished</b> |
| 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)

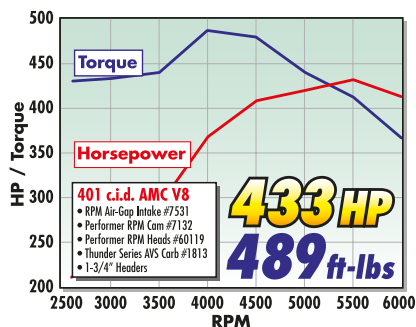
Designed for 1970-91 304-401 c.i.d. 1967-69 290-390 c.i.d. V8's, RPM Air-Gaps incorporate the same race-winning technology as our Victor Series competition intakes. The air-gap design features an open air space that separates the runners from the hot engine oil for a cooler, denser charge and more power. 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.

|  |              |                 |
|--|--------------|-----------------|
|  | <b>Satin</b> | <b>Polished</b> |
| 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: #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.

|                                |              |                 |
|--------------------------------|--------------|-----------------|
|                                | <b>Satin</b> | <b>Polished</b> |
| 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 V8's (1968 & later) and 1961-63 Buick and Oldsmobile aluminum 215 V8's. Manifold not equipped with EGR. Will not work with OEM carburetors (except Carter AVS).

|                              |              |                 |
|------------------------------|--------------|-----------------|
|                              | <b>Satin</b> | <b>Polished</b> |
| 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 ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



# 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 V8's. Manifold not equipped with EGR. Will fit cold air induction hoods. Will not fit Buick 350.

|                                  |              |                 |
|----------------------------------|--------------|-----------------|
|                                  | <b>Satin</b> | <b>Polished</b> |
| Performer Buick 455 (non-EGR) ●● | #2146        | #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 Quadrajets 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 1960's for street 400-430-455 c.i.d. Buick V8's. 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.

|                         |              |                 |
|-------------------------|--------------|-----------------|
|                         | <b>Satin</b> | <b>Polished</b> |
| Buick B-4B (non-EGR) ●● | #2515        | #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.**

|                                |              |                 |
|--------------------------------|--------------|-----------------|
|                                | <b>Satin</b> | <b>Polished</b> |
| Performer Cadillac (non-EGR) ● | #2115        | #21151*         |

**Carburetor Recommendations:** OEM 4-bbl. Edelbrock AVS2 Series or Performer Series carb, 750-800 cfm (see pages 9-12).  
**Installation Notes:** When using Quadrajets, #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".



Performer 2V 60° V6 EGR #3785/#3787

## CHEVROLET 2.8L V6 PERFORMER 2V 60° V6 (IDLE-5500 RPM)

Designed for 1982-85 2.8L 60° V6 Chevy longitudinal-mount engines. Features base and interchangeable tops. #3787 accepts stock 2-bbl. carb. Edelbrock Signature Series chrome valve covers #4488 are available for this engine, see page 218.

|                                 |       |
|---------------------------------|-------|
| Performer 2V 60° V6 Base ●      | #3785 |
| Performer 2V 60° V6 Top (EGR) ● | #3787 |
| Top Gasket (included with top)  | #6941 |

**Carburetor Recommendations:** OEM 2-bbl.  
**Installation Notes:** Recommended intake gasket: Fel-Pro #MS91022. Manifold height: A-4.37", B-5.45"; Carb pad height: 4.91" (see pages 81-82). Port exit dimensions: 1.00" x 1.28"/1.00" x 1.71". Linkage and bracketry come with top. **Note:** When used on Jeep Cherokee, additional hood shimming is required for clearance. Hood shims available from Jeep dealers (part #J0680435). **Camshaft Recommendations:** Performer Plus #3790. See page 127 for specifications.



Performer 4V 60° V6 #3785/#3789

## 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.**

|                                  |              |                 |
|----------------------------------|--------------|-----------------|
|                                  | <b>Satin</b> | <b>Polished</b> |
| 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 T.B.I. unit.

|                              |              |                 |
|------------------------------|--------------|-----------------|
|                              | <b>Satin</b> | <b>Polished</b> |
| 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.

|                                 |              |                 |
|---------------------------------|--------------|-----------------|
|                                 | <b>Satin</b> | <b>Polished</b> |
| 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)

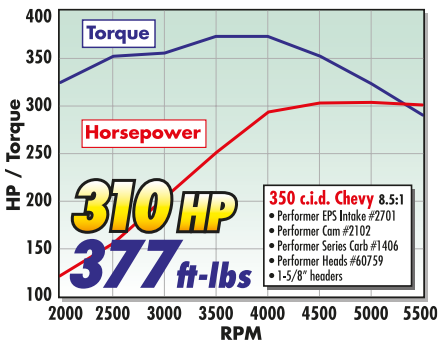
Designed for 1986 and earlier 262-400 cubic-inch Chevys, the Performer EPS dual-plane manifold is optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. This small-block Chevy manifold has a runner design that's "tuned" for peak torque 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.

|   |              |                 |                          |
|---|--------------|-----------------|--------------------------|
|   | <b>Satin</b> | <b>Polished</b> | <b>Black EnduraShine</b> |
| Performer EPS (non-EGR) ●●●                             | #2701        | #27011          | #27013                   |
| Performer EPS with Oil Fill Tube Included (non-EGR) ●●● | #2703        | #27031*         | #27033                   |

**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.



**IMCA RACING** 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

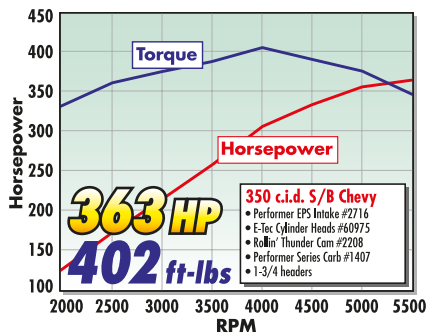
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



# MANIFOLDS S/B CHEVY



Performer EPS Vortec #2716



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



Performer #2101



Performer #3701 with EGR



Performer Vortec #2116



Performer #2104

## 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.**

**Performer EPS Vortec (non-EGR)** ● ..... **Satin Polished Black EnduraShine**  
#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 - 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 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 V8's 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.

**Performer Vortec (non-EGR)** ● ..... **Satin Polished Black EnduraShine**  
#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 - FOR 1987-95 CAST IRON CYLINDER HEADS (IDLE-5500 RPM)

Designed for street 262-400 c.i.d. Chevy V8's 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.

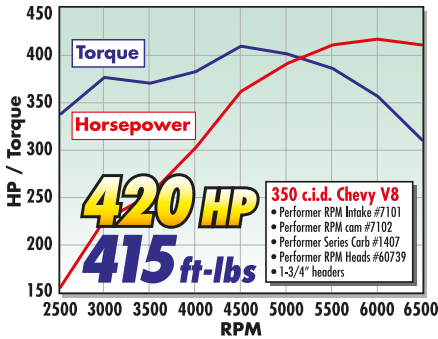
**Performer (non-EGR)** ● ..... **Satin Polished Black**  
#2104 .....#21041 .....#21043  
**Performer (EGR)** ● .....#3706 .....#37061\* .....N/A

**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.

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



Performer Air-Gap #26014 with EnduraShine Finish



Performer RPM #7101



Performer RPM #71014 with EnduraShine Finish



Performer RPM Q-Jet #7104



Performer RPM Q-Jet #7104

## 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) ●●.....#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.

Satin Polished Black EnduraShine

## PERFORMER RPM (1500-6500 RPM)

Designed for 1955-86 262-400 c.i.d. Chevy V8's 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

**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.

Satin Polished Black EnduraShine

## MATCHING EDELBROCK PARTS FOR S/B CHEVY

| Description                   | Page No. |
|-------------------------------|----------|
| Performer Cylinder Heads..... | 91       |
| Roller Timing Set.....        | 133      |
| Cam Gear Drive.....           | 132      |
| Valve Springs.....            | 125-126  |
| Retainers.....                | 125-126  |
| Fuel Pump.....                | 226-231  |

## PERFORMER RPM Q-JET (1500-6500 RPM)

Designed for 1955-86 262-400 c.i.d. Chevy V8's 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

**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.

Satin Polished

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

## EMISSIONS GUIDE

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Performer RPM Vortec #71164 with EnduraShine Finish

## 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 V8's 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.

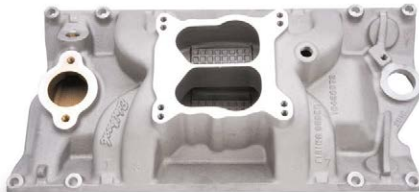
Satin Polished Black EnduraShine

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.



Performer RPM Marine Vortec #2516



RPM Air-Gap #75013

## 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 V8's, 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 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. 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.

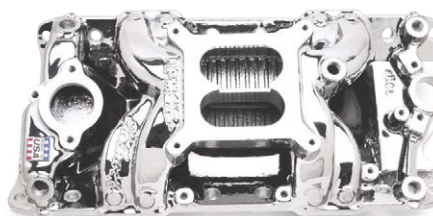
Satin Polished Black EnduraShine

RPM Air-Gap (non-EGR) ● ..... #7501..... #75011..... #75013..... #75014

**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.



RPM Air-Gap #75014 with EnduraShine Finish

## 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 V8's 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.

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.



RPM Air-Gap Vortec #7516



RPM Air-Gap Vortec #75163

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



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 H.E.I. 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.

|                        |              |                 |
|------------------------|--------------|-----------------|
|                        | <b>Satin</b> | <b>Polished</b> |
| Torker II (non-EGR) ●● | #5001        | #50011          |

**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 or EnduraShine finish, see page 26.

|                   |              |                 |                    |
|-------------------|--------------|-----------------|--------------------|
|                   | <b>Satin</b> | <b>Polished</b> | <b>EnduraShine</b> |
| 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 aluminum, polished or EnduraShine finish, see page 26.

|                                    |              |                 |                    |
|------------------------------------|--------------|-----------------|--------------------|
|                                    | <b>Satin</b> | <b>Polished</b> | <b>EnduraShine</b> |
| 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.

|                                       |              |                 |
|---------------------------------------|--------------|-----------------|
|                                       | <b>Satin</b> | <b>Polished</b> |
| C-357-B for 3-Bolt Carbs (non-EGR) ●● | #5418        | N/A             |
| C-357-B for 4-Bolt Carbs (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.

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# MANIFOLDS S/B CHEVY



Ram Log Manifold #2150

## RAM LOG INTAKE MANIFOLD

An exact reproduction of the original Edelbrock Ram Log manifold introduced in the late 1950's by Vic Sr. for 283-327 small-block Chevy. This manifold features large free-flowing straight runners for six, 3-bolt carburetors. Oval carb opening measures 1.38" x 2.76". Includes machined oil fill tube provision and period correct casting features for the best vintage look and performance for your small-block Chevy street rod application. Linkage Kit #1031, 6x2 Fuel Log Kit #1287 and Oil Fill Tube and Breather #4803 available separately.

- Ram Log Manifold for 283-327 Small-Block Chevy (non-EGR) ●●●.....#2150
- Linkage Kit for Small-Block Chevy Ram Log Manifold.....#1031
- Small-Block Chevy Six Carburetor Fuel Log Kit .....#1287

**Carburetor Recommendations:** 3-bolt.

**Installation Notes:** H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-5.90", B-5.90". Carb pad height: 5.90" (see pages 81-82). Port exit dimensions: 1.20" x 1.94".



Street Tunnel Ram #7110

## STREET TUNNEL RAM (3500-7500 RPM)

Designed for 302-327-350-400 c.i.d. small-block Chevy V8's 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. Use with cam kit #5002 for low-end torque or cam kit #7102 for top-end power.

- |   | Satin | Polished |
|---|-------|----------|
| Street Tunnel Ram (complete manifold - base and top) ●●●..... | #7110 | #71101   |
| Street Tunnel Ram (base only) ●●●.....                        | #7067 | N/A      |
| Street Tunnel Ram (top only) ●●●.....                         | #7032 | N/A      |

- 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".



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 broad torque band throughout the rpm range. Choose satin aluminum or black powder coated finish for 1957-86 S/B Chevy or S/B Chevy with E-Tec/Vortec heads.

- |  | Satin | Polished | Black  |
|--|-------|----------|--------|
| Pro-Flo XT (1986 and earlier) ●●●..... | #7137 | #71371*  | #71373 |
| Pro-Flo XT 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 #7201**, use Edelbrock #7235 for #7138, #71381 & #71383.

**Manifold Dimensions:** #7137 A-9.00", B-8.20", C-14.80"; #7138 A-9.20", B-8.40", C-14.80" (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.



Pro-Flo XT #71373

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

Designed for 1987-95 305/350 c.i.d. 5.0/5.7L Chevy throttle body injected (T.B.I.) 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 T.B.I. (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 T.B.I. EGR #3704

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



Victor Jr. Sportsman 2V #2901

## 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. The Victor Jr. Sportsman 2V #2912 for Vortec heads has all the features of #2901 for the racer using the popular GM (Vortec L31) cast iron cylinder heads. Both manifolds accept standard restrictor plates and carb adapters.

- Victor Jr. Sportsman 2V ● .....#2901
- Victor Jr. Sportsman 2V for Vortec Heads ● .....#2912
- 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; for #2912 use **Edelbrock #7235** or **GM #89017465**. See pages 81-82 for manifold reference dimensions.



Victor Jr. #2975

## 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. #2975 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.



Victor Jr. with Nitrous #72975

- |  | 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.



Bowtie II Victor Jr. #2972

## BOWTIE II VICTOR JR. 23° (3500-8000 RPM)

Bowtie II intakes provide maximum performance for engines using unported Chevrolet Bowtie cast iron heads #14011058, #14011034 and #10134392. The intake manifold port exits match up to these heads with little or no matching required. This is ideal for classes where rules restrict the porting of intake manifolds to match cylinder heads. The #2972 can be tuned for greater performance gains when used with 1" or 2" carb spacers.

- Bowtie II Victor Jr. ● .....#2972

**Installation Notes:** Recommended intake gasket: **Edelbrock #7217**. 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. **Super Victor CNC #2825 is CNC machined in all critical areas**, plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. 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         |
| Super Victor CNC ●   | #2825  | #28251*  | N/A         |

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

**Installation Notes:** Recommended intake gasket: **Edelbrock #7201** For #2925/#29254 and **Fel-Pro #1206** for #2825. See pages 81-82 for manifold reference dimensions.

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

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# MANIFOLDS S/B CHEVY



Super Victor 23° Raised Port #2926

## SUPER VICTOR 23° RAISED PORT (3500-8000 RPM)

This manifold provides the latest racing technology for groups like the NASCAR Touring and Hooters Classes. Runners have a 2.80 square-inch cross-section. Compatible with raised-port heads such as Pontiac #10045434/#10033867 and Chevrolet heads #10051101 and #25534351.

|  |              |                 |
|--|--------------|-----------------|
|  | <i>Satin</i> | <i>Polished</i> |
| Super Victor for Raised Port 23° Heads ● | #2926        | #29261*         |

*Installation Notes:* Recommended intake gasket: **Fel-Pro #1263**. 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!

|   |              |                 |
|---|--------------|-----------------|
|   | <i>Satin</i> | <i>Polished</i> |
| 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 #2978

## VICTOR E 23° (4500-8500 RPM)

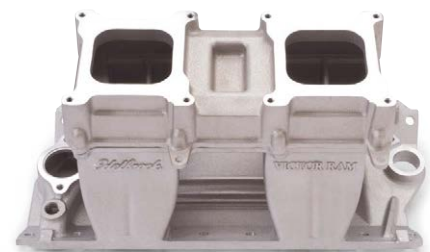
Ideal for high-rpm drag race applications, the Victor E has a larger and deeper plenum than the #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit 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 ●   | #2978  |
| 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.

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



Victor Ram #7070 with Top #7073

## VICTOR RAM 23° (6500-10,000 RPM)

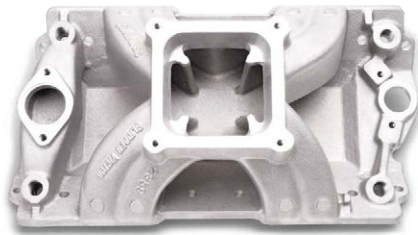
A tunnel ram manifold for the control of high velocity mixture flow, especially above 8500 rpm. Suited to drag race engines operating at 6500-10,000 rpm and race boat engines above 7000 rpm. Does not fit raised port cylinder heads or 1987 and later cast iron heads.

|   |              |                 |
|---|--------------|-----------------|
|   | <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**.

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



Victor Glidden 18° #2859

## 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 SB2 Spider #2884

## VICTOR SB2 DOMINATOR SPIDER (5000-8500 RPM)

**Victor SB2 Spider** unleashes the true potential of SB2 cylinder heads. It's based off a Keith Dorton modified manifold #2866, which gained 60 HP over the 4150 version. This manifold can be used with Edelbrock SB2 valley plate #2853 which has integrated water passages for optimal water distribution management.

**Victor SB2 Spider with Dominator flange Large Port** ● .....#2884

**Victor SB2 Valley Plate** .....#2853

**Installation Notes:** Recommended intake gasket: **Fel-Pro #1237-3** (spider), **Fel-Pro #1242** (base). See pages 81-82 for manifold reference dimensions.



Victor Glidden Spider #2858

## 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.

## 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 as well as SB2 engines.



Two-piece Manifold #28468



Valley Plate #2855

| Applications  | Bore Center | Flange Thickness | Maximum Deck Height | Emissions Code | Valley Plate Part No. | Manifold Part No. |
|---|-------------|------------------|---------------------|----------------|-----------------------|-------------------|
| Brodix, All Pro & Dart (13° hi-port designs)            | 4.4"        | 0.747"           | 9.080"              | ●              | #2855                 | #2844             |
| Brodix 13°  | 4.5"        | Standard         | 9.080"              | ●              | #2855                 | #2840             |
| 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            |
| SB2   | 4.4"        | Standard         | 9.080"              | ●              | #2853                 | #2847             |

**Installation Notes:** Conventional 18° applications will require additional machining of manifold and valley plate for desired clearance when using valley plate #2855. Valley plate #2992 can also be used when less machining is desired. 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).

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



### EMISSIONS GUIDE

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# MANIFOLDS S/B CHEVY AND LT1/LT4



Victor E-TEC EFI Manifold #29145

## 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 existing 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 EFI Fuel Rail Kit #3630

## 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.

- |  |              |                 |
|--|--------------|-----------------|
|  | <b>Satin</b> | <b>Polished</b> |
| Super Victor for E-Tec/Vortec Heads ●                                    | #2913        | #29131*         |
| Super Victor EFI for E-Tec/Vortec Heads ●                                | #29135       | N/A             |
| Super Victor EFI Fuel Rail Kit (compatible with standard injectors)..... | #3631        | N/A             |

**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.



Super Victor Vortec #2913



Victor E EFI Fuel Rail Kit #3631

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



Super Victor Vortec Bowtie #2814

## SUPER VICTOR VORTEC BOWTIE (4000-8000 RPM)

Designed specifically for use with GM cast-iron Vortec Bowtie cylinder heads #25534351 (185cc) and #25534371 (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 (compared to previous raised-runner manifolds such as #2926).

- Super Victor Vortec Bowtie ● .....#2814

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

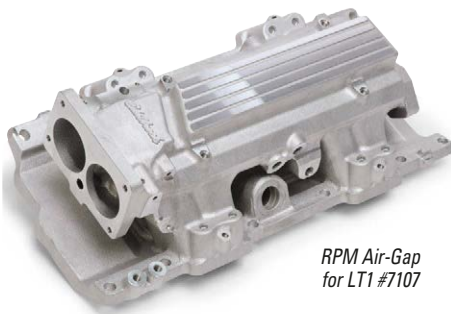
## CHEVROLET LT1 AND LT4 V8

### RPM AIR-GAP (1500-6500 RPM)

Utilizing the proven short runner tunnel-ram style, both of these manifolds 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.

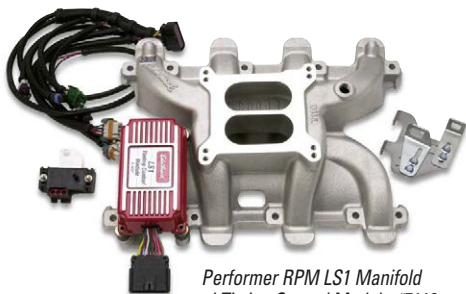
- RPM Air-Gap for LT1 (with satin finish) ● .....#7107

**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".

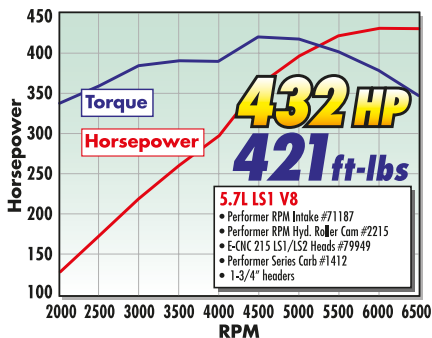


RPM Air-Gap for LT1 #7107

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



Performer RPM LS1 Manifold and Timing Control Module #7118



Pro-Flo XT LS1 #7139

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Victor Jr. LS1 #29086

## 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 700R4, 2004-R 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 LS1 Manifold & Timing Control Module (non-EGR) ● | .....#7118  | Satin    | .....#71181*  |
| Performer RPM LS1/LS2 Manifold Only (non-EGR) ●                | .....#71187 | Polished | .....#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; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE. Manifold height: A-4.50", B-5.40"; Carb pad height: 4.95" (see pages 81-82). Port exit dimensions: .98" x 2.72".

## 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 2.75" port exit height. 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.

|   |            |       |             |
|---|------------|-------|-------------|
| o-Flo XT LS1 Series Gen III Manifold ●● | .....#7139 | Satin | .....#71393 |
| o-Flo XT LS2 Series Gen III Manifold ●● | .....#7140 | Black | .....#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.

## 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; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE. 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.

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

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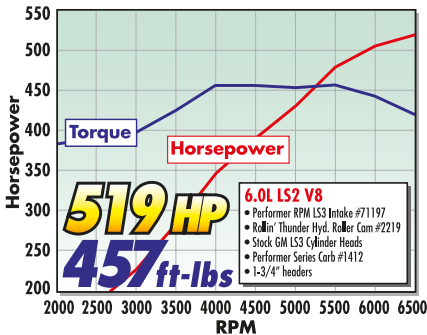
Super Victor LS1/LS2 #28097



Fuel Rail Kit #3638



Performer RPM LS3 #71197



Pro-Flo XT LS3 #7142

**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; items are available through Hughes Performance retailers or call Hughes at 800-274-RACE. 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.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



**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 700R4, 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".

**PRO-FLO XT LS3 EFI**

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.



Super Victor LS3 #2821



Super Victor LS3 #28265



Cross-Ram LS3 #7141



Cross-Ram LS3 #71413



Fuel Rail Kit #3654

## 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.



Fuel Rail Kit #3655

## 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

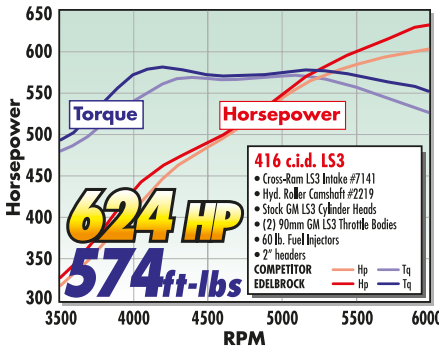
**Throttle Body Recommendations:** 2x GM LS# 90mm.

**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.**



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Victor Jr. LS3 #28457



Valley plate #7788 for GM LS1/LS6 Engines



Super Victor LS7 #2890



Super Victor LS7 #28875



Super Victor LS-R #28235

**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, L76, L92 Heads ●●.....#28457
- Victor Jr. LS Series Gen IV EFI Manifold for LS3, L76, L92 Heads ●●.....#28455
- Victor Jr. LS Series Gen IV EFI Manifold for LS3, L76, L92 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

**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 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.

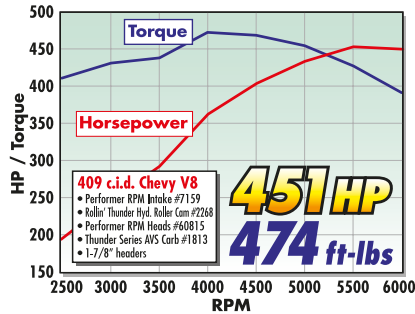
**Fuel Rail Notes:** Standard injectors measure 2.50" from the o-ring center to o-ring enter. Ends are tapped for use with -8 AN fittings.



Performer RPM #7158



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



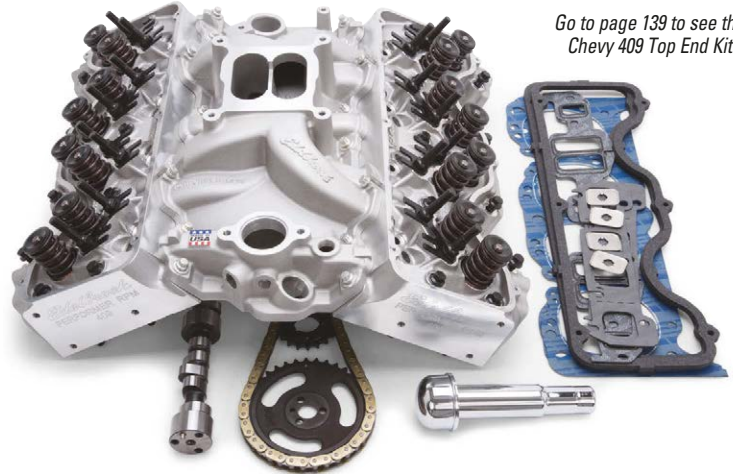
Black Powder Coated Performer 2-0 #21613

## 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.

|                                      |              |                 |
|--------------------------------------|--------------|-----------------|
|                                      | <b>Satin</b> | <b>Polished</b> |
| 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 |
|--|-------|

**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 V8's using general duty oval-port cylinder heads. Will not fit under hood of Corvette without hood modifications. Will not fit "tall block" V8's. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads.

|                            |              |                 |                          |
|----------------------------|--------------|-----------------|--------------------------|
|                            | <b>Satin</b> | <b>Polished</b> | <b>Black EnduraShine</b> |
| Performer 2-0 (non-EGR) ●● | #2161        | #21611          | #21613.....#21614        |

**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 #9961 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"v x 1.68". **Camshaft Recommendations:** Performer Plus #2162, see page 127 for specifications.

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

### EMISSIONS GUIDE

● 50-STATE 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



Performer 454 T.B.I. Manifold #3764

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

Designed for street 454 c.i.d. Chevy V8's. 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* |
|--|-------------|------------------|

**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-O #7161

## PERFORMER RPM 2-O (1500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8's 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.

|                                 |             |                  |                    |
|---------------------------------|-------------|------------------|--------------------|
| Performer RPM 2-O (non-EGR) ●●● | Satin #7161 | Polished #71611* | EnduraShine #71614 |
|---------------------------------|-------------|------------------|--------------------|

**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-O #71614

## PERFORMER RPM 2-R (1500-6500 RPM)

Designed for street 396-502 c.i.d. Chevrolet V8's 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 |
|---------------------------------|-------------|-----------------|

**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-R #7163

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



Performer RPM 2-O 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 V8's 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-O Q-Jet (oval-port, non-EGR) ●●●                 | Satin #7164 | Polished #71641* |
| Performer RPM 2-O 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-O Q-Jet Marine #2561

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



RPM Air-Gap 2-0 #75613

## RPM AIR-GAP 2-0 (1500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8's 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 2-0 (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.



RPM Air-Gap 2-0 #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 V8's 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 2-0 (2500-6500 RPM)

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

Satin Polished

Torker II 2-0 (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 2-0 #5061

## EMISSIONS GUIDE

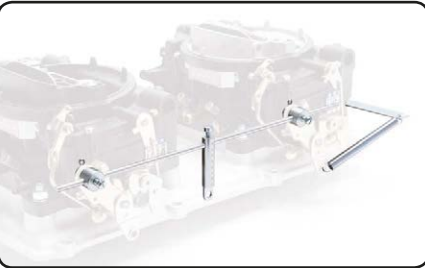
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



RPM Air-Gap Dual-Quad #7522



Street Tunnel Ram 2-0 #7115



Throttle linkage kit #7097 installed



Pro-Flo XT EFI #7136



Pro-Flo XT EFI #71363

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



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

Designed for street 396-502 c.i.d. Chevy V8's. 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. In dyno tests on a ZZ 502 with intake #7522, heads #77485 and #2261 Rollin' Thunder hydraulic roller camshaft, we made **602 hp, 15 hp more** than the Performer RPM manifold #7163. Both intakes are also available as a complete manifold and carb kit, see page 139 for more information.

|  |              |                 |                    |
|--|--------------|-----------------|--------------------|
|  | <b>Satin</b> | <b>Polished</b> | <b>EnduraShine</b> |
| RPM Air-Gap Dual-Quad for 1975 & Earlier Oval-Port (non-EGR) ●●● | #7520        | #75201*         | #75204             |
| RPM Air-Gap Dual-Quad Rectangular Port (non-EGR) ●●●             | #7522        | N/A             | #75224             |

**Carburetor Recommendations:** Edelbrock AVS2 Series #1903 and #1904, 500 cfm (see pages 10-11).  
**Installation Notes:** Neither H.E.I. 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". #7522: Recommended intake gasket: Edelbrock #7202. Manifold height: A-5.18", B-5.94"; Carb pad height: 5.56" (see pages 81-82). Port exit dimensions: 1.57" x 2.27".

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

Designed for 1975 and earlier street 396-502 c.i.d. Chevy V8's 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.

|   |              |                 |
|---|--------------|-----------------|
|   | <b>Satin</b> | <b>Polished</b> |
| 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".

**PRO-FLO XT EFI (1500-6500 RPM)**

This Pro-Flo XT intake is engineered for high performance 396-502 c.i.d. Chevy V8's 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.

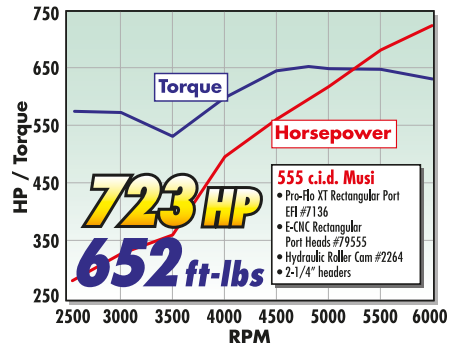
|   |              |              |
|---|--------------|--------------|
|   | <b>Satin</b> | <b>Black</b> |
| Pro-Flo XT EFI manifold (rectangular-port, non-EGR) ●●●   | #7136        | #71363       |
| Fuel Rail Kit for B/B Chevy Rectangular-Port (compatible with standard or compact injectors)..... | #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.



Fuel rail kit #3658



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



Victor Jr. 454-R #2902



Victor Jr. 454-R EFI #29025



Victor Jr. 454-O EFI #29045



Victor 454-R #2907



Victor 454 Large Oval Port Intake #28070

## 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.

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## VICTOR 454-R & VICTOR 454-TD (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. Victor 454-TD uses standard deck height distributor. #2907 and #2911 will fit Edelbrock Victor race heads #77609, #77409 and #77459.

|                        | Satin | Polished |
|------------------------|-------|----------|
| Victor 454-R ●         | #2907 | #29071*  |
| Victor 454-O ●         | #2909 | #29091*  |
| Victor 454-Tall Deck ● | #2911 | #29111*  |

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

**Installation Notes:** Recommended intake gasket: **Edelbrock #7208 (for #2907 & #2911) 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.



## VICTOR 454 LARGE OVAL PORT (3500-8000 RPM) DESIGNED TO MATCH EDELBROCK VICTOR CNC HEADS

This manifold for big-block Chevy is a variation of our Victor 454-R manifold #2907 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 delivers the performance of the original #2907, giving excellent on-track performance on 502 c.i.d. and smaller engines. It 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.

Victor 454-LO (with 3/4" radius filled-corner runners) ● .....#28070

**Carburetor Recommendations:** Use 4500 Series or std-flange racing carbs with Edelbrock adapter #8716. **Installation Notes:** Manifold height: A-5.90", B-5.90", see pages 81-82 for manifold reference dimensions.

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

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

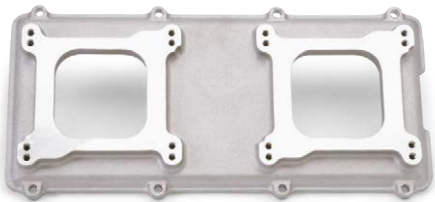




# MANIFOLDS B/B CHEVY



Victor Ram 2-R #7075



In-line Standard Flange Top #7078

## VICTOR RAM 2-R (4500-7500 RPM)

Designed for 396-502 c.i.d. Chevy V8's 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

|  |              |                 |
|--|--------------|-----------------|
|  | <b>Satin</b> | <b>Polished</b> |
| 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  |

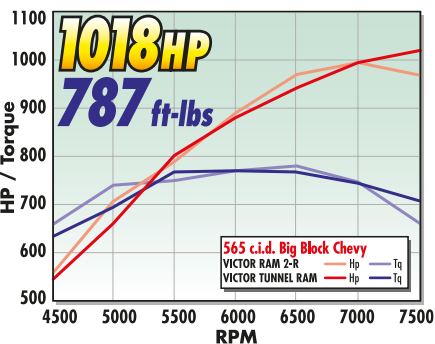
**Carburetor Recommendations:** Use appropriate 4500 Series racing carburetor.

**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.



Victor Tunnel Ram Carbureted Base #7085



Victor Tunnel Ram Top Only #7086



Replacement gasket #7355



EFI Tunnel Ram #70855

Fuel Rail Kit #3659

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



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 II #28978

## 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.

|   | Satin  | Polished |
|---|--------|----------|
| 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. #2898 is based on #2897 with special machining, increasing port exits by .250" for raised port heads. #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 Standard-Deck (9.8" with .250" raised ports) ●                                 | #2898  |
| 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", #2898 Manifold height: A-7.68", B-7.68", #28978 Carb height: 7.280, see pages 81-82 for manifold reference dimensions.



Super Victor II Intake Manifold #28962 ports



Super Victor II Intake Manifold #28972 plenum

**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



Super Victor Oval Port #29270

## **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**

**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.



Big Victor 2  
Spread-Port #28001

## **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.



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 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.



Big Victor 2  
Spread-Port #28002

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



## **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-Filer® 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.



Big Victor 2 CNC #28009



BV3 Manifold #28540



BV3 Valley Plate #77739

## 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.

**Carburetor Recommendations:** Use appropriate 4500 Series racing carburetor.

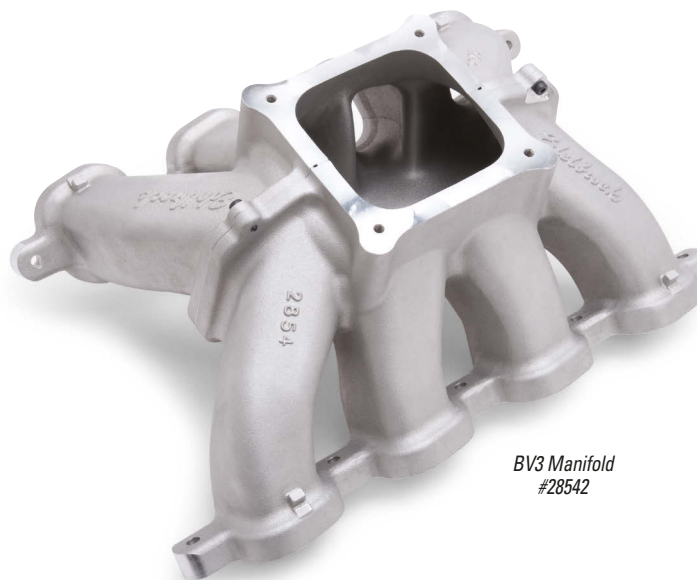
**Installation Notes:** Recommended intake gasket: Edelbrock #7249. Manifold height: W-1.65", H-2.41", R-1.27", F-1.14".



BV3 Unported Plenum



Match BV3 intake manifolds with BV3 cylinder heads, see page 99 for more information



BV3 Manifold #28542

| 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           | -            |

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



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# MANIFOLDS S/B CHRYSLER



Manifold #2176 is approved for IMCA sanctioned racing events, see rulebook for details



Performer 318/360 #2176

## CHRYSLER 318/360 V8

### PERFORMER 318/360 (IDLE-5500 RPM)

Designed for street 318-340-360 c.i.d. Chrysler V8's. Will not fit 1992 and later Magnum engines, but will fit 1966 and later 273 V8's. These manifolds are not for use on marine engines used in salt water.

|   |              |                 |              |
|---|--------------|-----------------|--------------|
|   | <b>Satin</b> | <b>Polished</b> | <b>Black</b> |
| 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 #449462AB 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 RPM 340/360 #7176

### PERFORMER RPM 340/360 (1500-6500 RPM)

Designed for 340-360 c.i.d. Chrysler V8's 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.

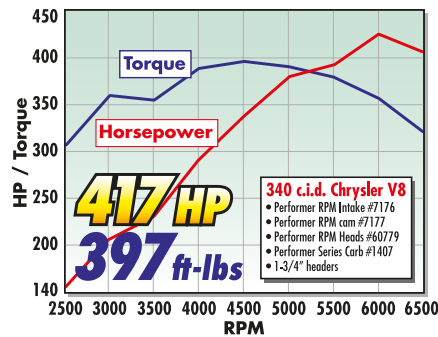
|                                   |              |                 |
|-----------------------------------|--------------|-----------------|
|                                   | <b>Satin</b> | <b>Polished</b> |
| Performer RPM 340/360 (non-EGR) ● | #7176        | #71761*         |

**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 #449462AB 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 V8's 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.

|                                 |              |                 |              |                    |
|---------------------------------|--------------|-----------------|--------------|--------------------|
|                                 | <b>Satin</b> | <b>Polished</b> | <b>Black</b> | <b>EnduraShine</b> |
| 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 #449462AB 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 V8's. 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.

|                               |              |                 |
|-------------------------------|--------------|-----------------|
|                               | <b>Satin</b> | <b>Polished</b> |
| 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 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".



Super Victor Chrysler #2815

## 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 V8's, 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) ● ..... **Satin** #7577 ..... **Polished** #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.**



RPM Air-Gap for Chrysler Magnum V8 #7577

## CHRYSLER 361-400 V8

### PERFORMER 383 (IDLE-5500 RPM)

Designed for street 361-383-400 c.i.d. Chrysler V8's that measure 7.75" across block. May be used with OEM or aftermarket carbs.

Performer 383 (EGR/non-EGR) ● ..... **Satin** #2186 ..... **Polished** #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 383 #2186

## PERFORMER RPM 383 (1500-6500 RPM)

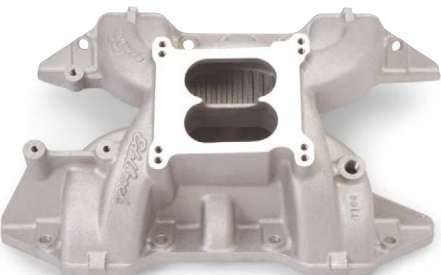
Designed for 361-383-400 c.i.d. Chryslers. Dual-plane design results in excellent low-end torque and high-rpm power. High flow runner design will handle the popular stroker combinations. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

Performer RPM 383 (non-EGR) ● ..... **Satin** #7186 ..... **Polished** #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.



Performer RPM 383 #7186

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

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



# MANIFOLDS B/B CHRYSLER



Torker 383 #3010

## TORKER 383 (2500-6500 RPM)

Designed for 361-383-400 Chrysler V8's that measure 7.75" across block. Great for street high-performance engines operating between 2500 and 6500 rpm where low-end torque is not a requirement.

Torker 383 (non-EGR) ●●.....#3010 .....#30101\*  
Satin Polished

**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: #7225. Manifold height: A-3.75", B-4.60"; Carb pad height: 4.17" (see pages 81-82). Port exit dimensions: 1.10" x 2.16".



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) ●.....#2886 .....#28861\*  
Satin Polished

### 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 V8's that measure 8.75" across block. **Will not fit 1962-64 Max Wedge heads.**

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

**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

## PERFORMER RPM 440 (1500-6500 RPM)

Designed for 413-426-440 c.i.d. Chrysler V8's. 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) ●●.....#7193 .....#71931 .....#71933  
Satin Polished Black

**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.



Torker II 440 #5091

## TORKER II 440 (2500-6500 RPM)

Designed for street 413-426-440 c.i.d. Chrysler V8's. They measure 8.75" across block. Manifold not equipped with EGR. **Will not fit 1962-64 Max Wedge heads.**

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

**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.



Chrysler CH-28 #5440

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

Designed for 413-426-440 c.i.d. Chrysler V8's. 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.

Chrysler CH-28 (non-EGR) ●●●..... **Satin** #5440 ..... **Polished** #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 V8's 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.**

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

Pro-Flo XT Chrysler 440 EFI Manifold ●●●..... **Satin** #7144 ..... **Black** #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-1.5", (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 V8's, 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-6.10", B-6.10", (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.

### EMISSIONS GUIDE

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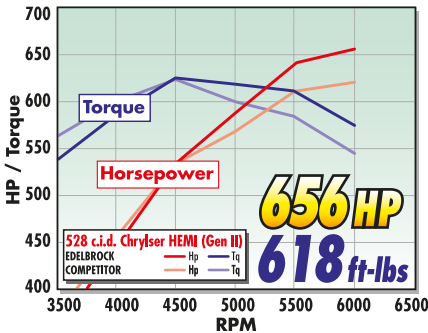




Super Victor Max Wedge Intake #2893



Dual-Quad Chrysler  
EFI #75245



Victor EFI #7179



Victor EFI Fuel Rail Kit #3647

**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 V8's, 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".

**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.

HEMI is a registered trademark of the Chrysler Group, LLC

PART NUMBERS IN RED ARE... **NEW**



Slingshot Manifold #11033

## 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 1948. Includes assembly hardware and gasket #8700.

- Slingshot Manifold for 1938-48 ● .....#1103
- Slingshot Manifold for 1938-48 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.



Super Dual #1100 with Generator Bracket #1145

## SUPER DUAL MANIFOLD

A truly classic race manifold; the Super Dual features 180° firing order, eliminated heat crossover and carb location over port openings. Designed for Ford and Mercury engines made from 1938 to 1948.

Includes generator bracket #1145.

- Super Dual Manifold for 1938-48 ● .....#1100
- Super Dual Manifold for 1938-48 with Black Powder Coated Finish ● .....#11003

**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-3.53", B-4.63", (see page 81-82). Port exit dimensions: 1.3" x 1.7". See page 107 for cylinder heads.



Triple Deuce #1108

## 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 1938-48 with Black Powder Coated Finish ● .....#11083
- 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.



Triple Deuce #11083



Triple Deuce #1109

## 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.



Carb Adapter Flange #1106



Ford Flathead 4-Barrel #1107

## 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
- 1942-48 Generator Bracket with Black Powder Coated Finish (offset).....#11453
- 1949-53 Generator Bracket and Water Neck 1-1/4" Kit (offset).....#1146
- 1949-53 Generator Bracket and Water Neck 1-1/4" Kit with Black Powder Coated Finish (offset).....#11463
- 1938-48 Generator Bracket Stud Kit.....#8506



Generator Bracket #1144



Generator Bracket #1145



Generator Bracket #1146



Stud Kit #8506

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



# MANIFOLDS S/B FORD

## FORD 260-289-302 V8 PERFORMER 289 (IDLE-5500 RPM)

Designed for street 260-289-302 c.i.d. Ford V8's without EGR. Will not fit Boss 302 or 255 c.i.d. V8's. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info see page 26.

**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 V8's 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.....#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".



## PERFORMER RPM 302 (1500-6500 RPM)

Designed for street 289-302 c.i.d. Ford V8's. 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.

**Performer RPM 302 (non-EGR)** ●●●.....#7121.....#71211.....#71213.....#71214

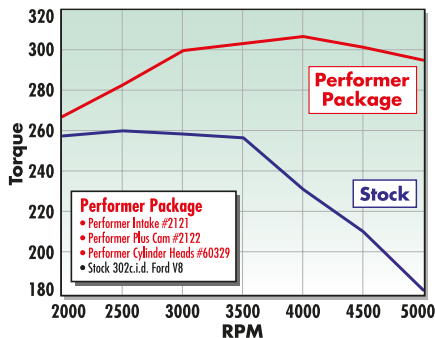
**Carburetor Recommendations:** Edelbrock AVS2 or Performer Series carb, 600-750 cfm (see pages 9-12), for auto. trans. use our #1483 & #1490 or #1844. **Installation Notes:** Will not fit 255 c.i.d. V8. Recommended intake gasket: **Edelbrock #7220**. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see pages 81-82). Port exit dimensions: 1.05" x 1.86".  
**Camshaft Recommendations:** Performer RPM #7122. See page 128 for specifications.

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

PART NUMBERS IN RED ARE... **NEW**



Performer 289 #21213 with Black Powder Coated Finish



Performer 302 4V EGR #3721

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



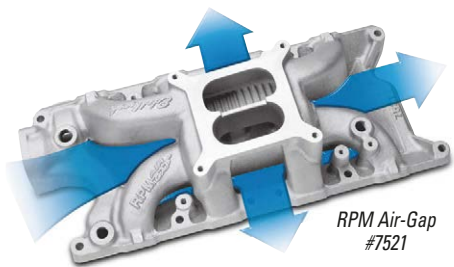
Manifold #7121 is approved for IMCA sanctioned racing events, see rulebook for details



Performer RPM 302 #7121



Performer RPM 302 #71214 with EnduraShine Finish



RPM Air-Gap #7521



RPM Air-Gap #75213



RPM Air-Gap #75214

## 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 V8's, 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 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".



### 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

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| Valve Springs.....            | 125-126  |
| Retainers.....                | 125-126  |
| Fuel Pump.....                | 230-236  |



Torker II 302 #5021

## TORKER II 302 (2500-6500 RPM)

Designed for street 289-302 c.i.d. Ford V8's. 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

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# 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

**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".

Satin EnduraShine



RPM Air-Gap Dual-Quad with EnduraShine Finish #75354



Dual-Quad Linkage Kit #7094

## 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) ● .....#29215 .....N/A  
 Victor Jr. Fuel Rail Kit (compact injectors with stands).....#3625 .....N/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.

Satin Polished



Manifold #2921 is approved for IMCA sanctioned racing events, see rulebook for details



Victor Jr. 302 #2921



Fuel Rail Kit #3625

## 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  |
| Retainers .....                    | 125-126  |
| Fuel Pump.....                     | 230-236  |



## 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) ● .....#2928 .....N/A  
 Super Victor EFI for 8.2 (non-EGR) ● .....#29285 .....#292851\*  
 Ford Fuel Rail Kit (standard injectors with stands) .....#3620 .....N/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.

Satin Polished



Super Victor 8.2 #2928

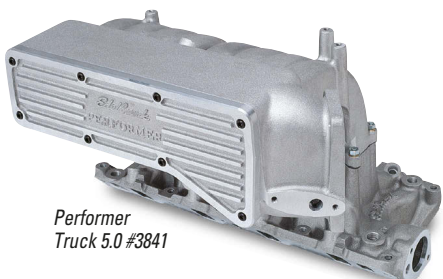
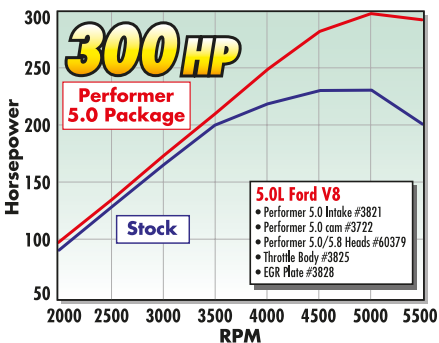


Super Victor EFI 8.2 #29285

\*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 Upper Plenum Only (includes plenum cover) ●● .....#3822
- Performer 5.0 Base Only ●● .....#3820
- 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: 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 Plenum Cover Only (includes gasket).....#3883
- 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      |
| Valve Springs.....            | 125-126  |
| Retainers.....                | 125-126  |
| 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.*

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Victor 5.0 Manifold #2945

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

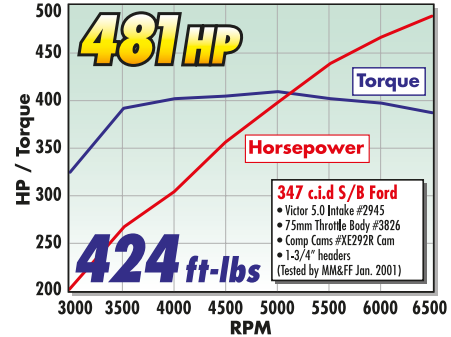


**VICTOR 5.0 (4000-7500 RPM)**

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

**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

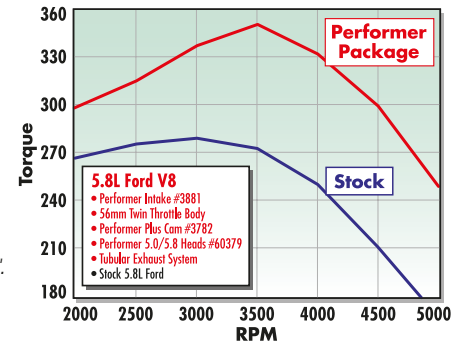
Installation Notes: Recommended intake gasket: Edelbrock #7220. Port exit dimensions: 1.04" x 1.85". Overall height: 13.25".



Performer Truck 5.8 #3881

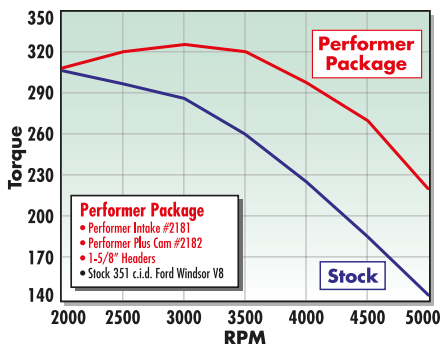


Performer Truck 5.8L Gasket Set #3833





Performer 351W #2181



## FORD 351 WINDSOR V8 PERFORMER 351W (IDLE-5500 RPM)

Designed for street 351 c.i.d. Ford Windsor V8's. 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".

**Camshaft Recommendations:** Performer Plus #2182. See page 127 for specs.

### MATCHING EDELBROCK PARTS FOR S/B FORD

| Description                   | Page No. |
|-------------------------------|----------|
| Performer-Plus Camshaft.....  | 125      |
| Performer Cylinder Heads..... | 105      |
| Roller Timing Set.....        | 131      |
| Cam Gear Drive.....           | 130      |
| Valve Springs.....            | 123-124  |
| Retainers.....                | 123-124  |
| Fuel Pump.....                | 230-236  |



Performer 351W 2V  
EGR #3781

## PERFORMER 351W EGR (IDLE-5500 RPM)

Designed for street Ford 351-Windsors with EGR. Performer 351W #3783 includes provision for EFE valve on H.O. engines. 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*  |
| Performer 351W 4V H.O., (EGR, 1984-86) ● | #3783 | #37831*  |

**Carburetor Recommendations:** #3781: OEM 2V carburetor #3783: OEM 4V 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" w/1" EGR adapter #8053; Carb pad height: 4.56" (see pages 81-82). Port exit dimensions: .96" x 1.74".



Manifold #7181 is approved for IMCA sanctioned racing events, see rulebook for details



Performer RPM 351W #7181

## 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".

**Camshaft Recommendations:** Performer RPM #7182. See pages 128 for specs.

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

### EMISSIONS GUIDE

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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



Manifolds #2980 and #2981 are approved for IMCA sanctioned racing events, see rulebook for details



Victor Jr. 351W #2980

**RPM AIR-GAP 351W (1500-6500 RPM)**

Designed for street and high performance 351-427 c.i.d. 351W Ford V8's, 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.

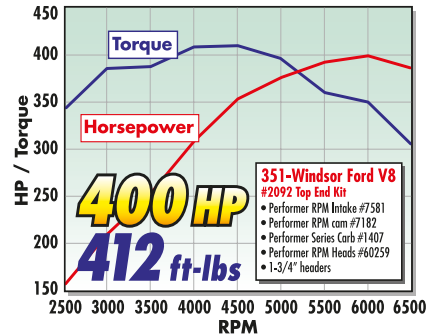
RPM Air-Gap 351W (non-EGR) ● .....

**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".

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



Satin #7581 Polished #75811 EnduraShine #75814



**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.

Torker II 351W (non-EGR) ● .....

**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".

Satin #5081 Polished #50811\*

**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".

**VICTOR JR. 351W (3500-7500 RPM)**

Designed for competition 351 Windsor Ford V8's from 1969 and later with the following heads: Edelbrock Performer RPM heads #60259, Victor Jr. heads #77169, Victor heads #77219 or similar heads. Two versions available: #2980 fits SVO blocks with a 9.2" deck height and #2981 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 #2980 Polished #29801\*  
Victor Jr. 351W (9.2" deck) ● .....  
Victor Jr. 351W (9.5" deck) ● .....#2981 #29811\*

**Carburetor Recommendations:** Any size or type of carburetor class allows.

**Installation Notes:** Recommended intake gasket: **Edelbrock #7220** or Fel-Pro #1262. Manifold height: #2980 A-5.59", B-5.59"; #2981 A-5.75", B-5.75"; (see pages 81-82).

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



Super Victor 351W #2924



Super Victor 351W EFI #29245

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



## SUPER VICTOR 351W (4500-8500 RPM)

Designed for high rpm or large displacement competition 351 Windsor Ford V8's 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.

|   | <b>Satin</b> | <b>Polished</b> |
|---|--------------|-----------------|
| Super Victor 351W (9.5" deck) ●                     | #2924        | #29241*         |
| Super Victor EFI for 351W (9.5" deck) ●             | #29245       | #292451*        |
| 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.

## MATCHING EDELBROCK PARTS FOR S/B FORD

| <b>Description</b>                | <b>Page No.</b> |
|-----------------------------------|-----------------|
| 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         |

## 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).



Glidden Victor 351W #2828

## SUPER VICTOR 9.2 (4500-8500 RPM)

Designed for high-rpm, large displacement and competition 351-Windsor Fords, the Super Victor 9.2 is for engines with a 9.2" deck height. Ideal for drag racing or oval track engines operating from 4500 to 8500 rpm, this single-plane intake is engineered for square-bore carbs and includes rear cooling and nitrous bosses. Runners have a 3.10 square-inch cross sectional area. Carb pad is 0.34" taller than Edelbrock Victor Jr. #2980. Match this race-winning manifold with Edelbrock Victor heads #77219 or Victor Jr. heads #77169.

**Super Victor 9.2 (9.2" deck) ●** .....#2929

**Carburetor Recommendations:** Any size or type of carburetor class allows.

**Installation Notes:** Recommended intake gasket: **Fel-Pro #1262 or #1262R.** Manifold height: A-5.95", B-5.95", (see pages 81-82).



Super Victor 9.2 #2929

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

### EMISSIONS GUIDE

● 50-STATE 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

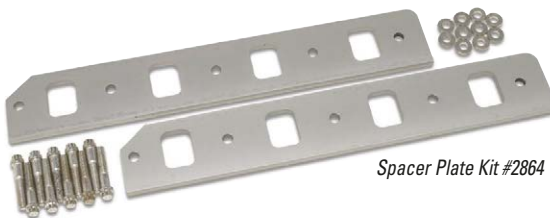
## GLIDDEN VICTOR 351Y 4500 SERIES (5000-8500+ RPM)

Designed in conjunction with noted Ford drag racer Billy Glidden for raised port aluminum C3 SVO (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".

- |                                    |              |                 |
|------------------------------------|--------------|-----------------|
|                                    | <b>Satin</b> | <b>Polished</b> |
| 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".

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



Performer RPM E-Boss 302 #7129



Manifold #7183 is approved for IMCA sanctioned racing events, see rulebook for details



Performer RPM E-Boss 351 #7183

## PERFORMER RPM E-BOSS 351 (1500-6500 RPM)

Build a mock Boss 351 engine with a standard 351W block and Edelbrock Performer RPM Clever 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 351-C #7564

## 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

**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.



Torker 351 #2760

## TORKER 351 (3000-7000 RPM)

Designed for street 351 c.i.d. Ford V8's with 4V Cleveland or Boss 351 heads. Will not fit under hood of Ford Pantera with stock air cleaner. Will not fit 351 with 2V heads.

Torker 351 (non-EGR) ●.....#2760

**Carburetor Recommendations:** Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), for automatic transmission use our #1483 & #1493 or #1844.

**Installation Notes:** Recommended intake gasket: **Fel-Pro #1228**. Manifold height: A-4.90", B-5.90"; Port exit dimensions: 1.60" x 2.45". Carb pad height: 5.40" (see pages 81-82).



Performer 400 #2171

## FORD 351M/400 V8 PERFORMER 400 NON-EGR (IDLE-5500 RPM)

Designed for 400 c.i.d. Ford V8's produced from 1971 to 1982 with 2V Cleveland heads and 351M V8's produced from 1975 to 1982. Will not fit 1974 and earlier 351C V8's. Valley width measures 8-17/32".

Performer 400 (non-EGR) ●.....#2171

**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 #3771

## 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 #E4Z29A-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

**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

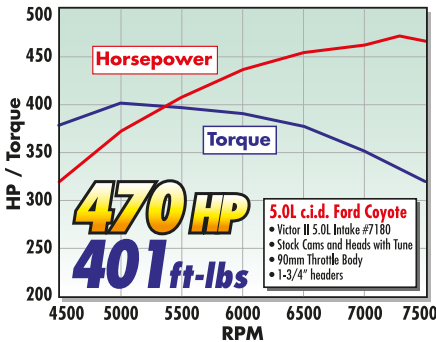
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Victor Jr. Ford 4.6L SOHC #2838



Victor II 5.0L #7180



Performer 390 #21053



Performer RPM FE #71054 with EnduraShine Finish

**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. #2839 includes an electronic Timing Control Module, which picks up MAP, Crank Position, and Cam Position, and drives the stock Coil-on-Plug system. The Timing Control Module comes loaded with a basic timing curve and rev limiter, both can be easily modified using a laptop and the included Pro-Data software. Timing control module available separately. **Not intended for or as a stock replacement intake manifold.**

- Victor Jr. Carbureted Manifold for 4.6L Ford SOHC with Electronics ● .....#2839
- Victor Jr. Carbureted Manifold for 4.6L Ford SOHC without Electronics ● .....#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.

**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 V8's 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 V8's.

- |                                       |              |                 |              |
|---------------------------------------|--------------|-----------------|--------------|
|                                       | <i>Satin</i> | <i>Polished</i> | <i>Black</i> |
| 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 RPM FE (1500-6500 RPM)**

Designed for high-performance street 390-406-410-427-428 c.i.d. Ford FE V8's 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.

- |  |              |                 |              |                    |
|--|--------------|-----------------|--------------|--------------------|
|  | <i>Satin</i> | <i>Polished</i> | <i>Black</i> | <i>EnduraShine</i> |
| Performer RPM FE (non-EGR) ●● .....#7105 | #7105        | #71051*         | #71053       | #71054             |

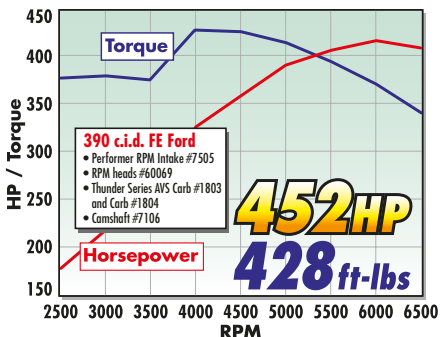
**Carburetor Recommendations:** Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 9-12), for automatic transmission use our #1483 or #1844.

**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.

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



RPM Air-Gap Dual-Quad FE #7505



Victor FE #29365



Performer 460 #2166



Performer RPM 460 #7166

## 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) ●● | ..... | <b>Satin</b> | <b>EnduraShine</b> |
|                                       |       | <b>#7505</b> | <b>#75054</b>      |

**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) ●   | ..... | <b>Satin</b>  | <b>Polished</b> |
|   |       | <b>#2936</b>  | <b>#29361*</b>  |
| Victor FE (for 4500 series carbs) ●   | ..... | <b>#2937</b>  | <b>N/A</b>      |
| Victor FE EFI (for standard square-bore throttle bodies – based on #2936) ● | ..... | <b>#29365</b> | <b>N/A</b>      |
| Ford FE Fuel Rail Kit (standard injectors with stands).....                 |       | <b>#3632</b>  | <b>N/A</b>      |

**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.

## FORD 429/460 V8

### PERFORMER 460 (IDLE-5500 RPM)

Designed for street 429/460 c.i.d. Ford V8's. 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.** #3766 cannot use #8714 to block-off EGR. Must use stock OE EGR plate.

|                           |       |              |                 |               |
|---------------------------|-------|--------------|-----------------|---------------|
| Performer 460 (non-EGR) ● | ..... | <b>Satin</b> | <b>Polished</b> | <b>Black</b>  |
|                           |       | <b>#2166</b> | <b>#21661*</b>  | <b>#21663</b> |
| Performer 460 (EGR) ●     | ..... | <b>#3766</b> | <b>#37661*</b>  | <b>N/A</b>    |

**Carburetor Recommendations:** #2166: Edelbrock AVS2 or Performer Series carb, 650-800 cfm (see pages 9-12), for automatic transmission use our #1483 and #1495 or #1844. #3766: OEM square-bore carb.

**Installation Notes:** Recommended intake gasket: **Edelbrock #7223** or Fel-Pro #MS96018. Replacement EGR plate gaskets: #3898. 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 RPM 460 (1500-6500 RPM)

Designed for high-performance street 429/460 Ford V8's 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) ● | ..... | <b>Satin</b> | <b>Polished</b> |
|                               |       | <b>#7166</b> | <b>#71661*</b>  |

**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.

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

## EMISSIONS GUIDE

● 50-STATE 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 V8's 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) ● ..... **Satin #7566** ..... **Polished #75661\***

**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 V8's 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) ● ..... **Satin #5066** ..... **Polished #50661\***

**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 (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 #2965 for 4500 Series Carbs

Victor 460 (for square-bore carburetors) ● ..... **Satin #2966** ..... **Polished #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.

|                           |              |                 |                    |
|---------------------------|--------------|-----------------|--------------------|
|                           | <b>Satin</b> | <b>Polished</b> | <b>EnduraShine</b> |
| <b>Performer Holden</b> ● | #2194        | #2194*          | #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.

|                     |       |
|---------------------|-------|
| <b>Torker 308</b> ● | #2790 |
|---------------------|-------|

**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.

|  |       |
|--|-------|
| <b>RPM Air-Gap Holden Carbureted</b> ● | #7594 |
|--|-------|

|                                 |        |
|---------------------------------|--------|
| <b>RPM Air-Gap Holden EFI</b> ● | #75945 |
|---------------------------------|--------|

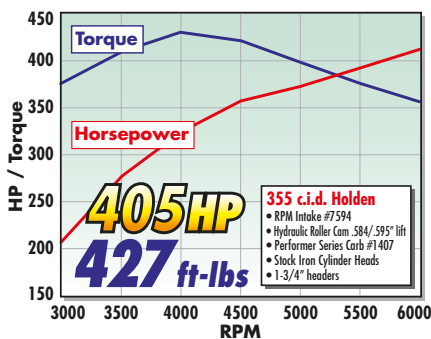
|                                   |       |
|-----------------------------------|-------|
| <b>Holden Fuel Rail Kit</b> ..... | #3504 |
|-----------------------------------|-------|

**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.

|  |       |
|--|-------|
| <b>Victor Jr. Holden Carbureted Manifold</b> ● | #2894 |
|--|-------|

|   |        |
|---|--------|
| <b>Victor Jr. Holden EFI Manifold</b> ● | #28945 |
|---|--------|

|                                   |       |
|-----------------------------------|-------|
| <b>Holden Fuel Rail Kit</b> ..... | #3504 |
|-----------------------------------|-------|

**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

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





# MANIFOLDS HONDA/ACURA STREET & RACE

## 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

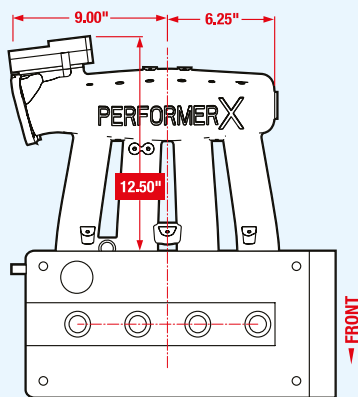
Performer X for 1992-95 Civic EX, D16Z6 SOHC ● .....#4754

**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).



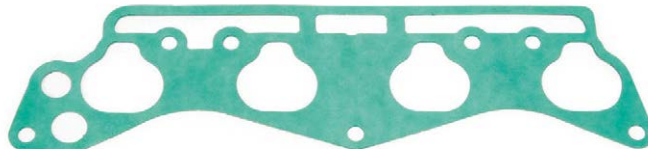
Performer X  
#4754

### 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.



Honda/Acura intake gaskets also available, see page 84 for more info.



Victor X  
#4760

## 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.

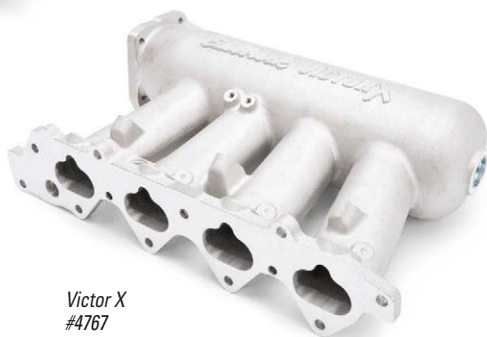
## HONDA/ACURA B SERIES MANIFOLDS

|  | 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



Performer Olds 350 #3711

## OLDSMOBILE 307-403 V8 PERFORMER OLDS 350 (IDLE-5500 RPM)

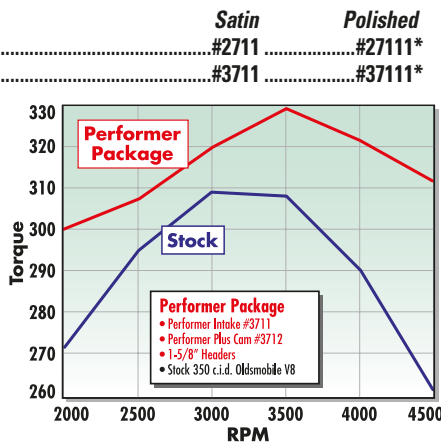
Designed for street 307-330-350-403 c.i.d. Oldsmobile V8's, 1964-85. For non-EGR, the #2711 manifold comes with a universal pad to fit most carburetors with electric chokes. Will fit 1980-1/2 to 1985 307 c.i.d. V8's with 5A heads (casting #3317).

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 RPM OLDS 350 (1500-6500 RPM)

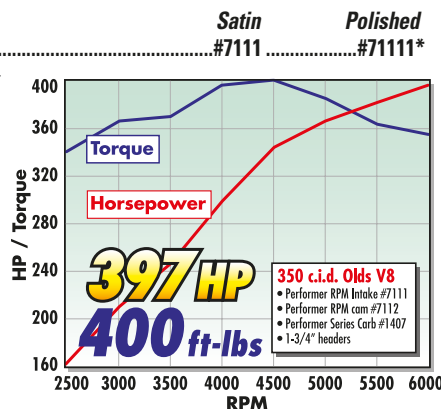
Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra 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.



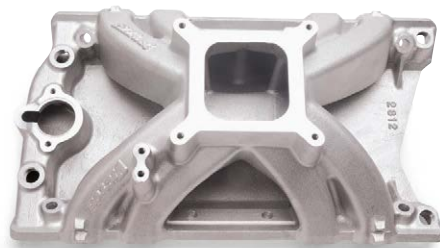
## VICTOR OLDS 350-403 (4500-7500 RPM)

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 4500 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.

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



Performer Olds 455 #2151

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



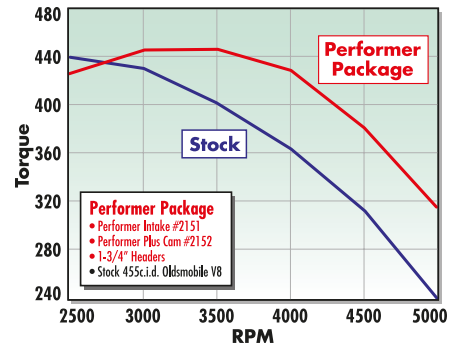
**OLDSMOBILE 400-455 V8**  
**PERFORMER OLDS 455 (IDLE-5500 RPM)**

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, contact Mondello Performance. Manifold has no provision for OEM choke operation. Will not fit Tornado 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.

Satin #2151 Polished #2151



Torker 455 #2730

**TORKER 455 (2500-6500 RPM)**

Designed for street 400-425-455 c.i.d. Oldsmobile V8's. Will not fit Tornado or 4-4-2 Ram-Air scoop option without hood modification. Manifold not equipped with EGR.

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, contact Mondello Performance. 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".

Satin #2730 Polished #2730\*



RPM Air-Gap Olds #7551

**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 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".

Satin #7551 Polished #7551\*



Victor 455 Olds #2810

**VICTOR OLDS 455 (4500-7500 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 4500 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 Oldsmobile 455 (for Standard Flange Square-Bore Carb) ●

**Carburetor Recommendations:** Any carburetor class allows.

Satin #2810 Polished #2810\*

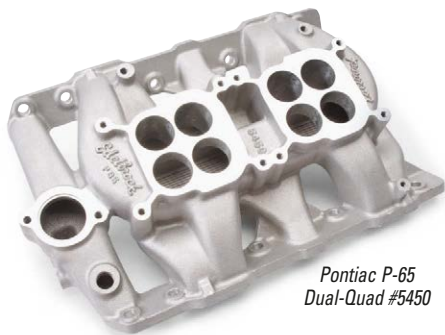
\*Special order non-returnable product, please allow 4-6 weeks delivery.



Performer Pontiac #21563



Performer Pontiac #3756



Pontiac P-65 Dual-Quad #5450



Dual-Quad Linkage Kit #7094



Performer RPM Pontiac #7156

## PONTIAC 326-455 V8 PERFORMER PONTIAC (IDLE-5500 RPM)

Designed for 1965-79 Pontiac 326-455 c.i.d. V8's (except Ram Air V and 265/301 V8's). 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.

## FOR THE ULTIMATE IN PERFORMANCE MATCH WITH EDELBROCK CYLINDER HEADS



Match Performer intake manifolds with Performer D-Port cylinder head #61579, see pages 115-116.

## PONTIAC P-65 DUAL-QUAD (IDLE-5500 RPM)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8's (except Ram Air V), this manifold is a direct reproduction of the original Edelbrock Pontiac P-65 manifold delivering classic Edelbrock performance from off-idle to 5500 rpm. Bosses at the rear of the manifold accommodate brake booster, accessory bracket and throttle linkage. The flanges match the ports on the Edelbrock Performer RPM and D-Port Pontiac heads for proven performance. Use with Performer-Plus cam #2157 for low-end torque or RPM cam #7157 for top-end power. Not for HEI distributors. Carb center to carb center: 6-7/16".

|   | Satin | Polished | EnduraShine |
|---|-------|----------|-------------|
| Pontiac P-65 (non-EGR) ●●                                     | #5450 | #54501*  | N/A         |
| Dual-Quad Braided Fuel Line Kit (see page 23) ●●              | #8088 | N/A      | #8091       |
| Dual-Quad Progressive Throttle Linkage Kit (see page 19)..... | #7094 |          |             |

**Carburetor Recommendations:** Performer Series #1404, 500 cfm, #1405, 600 cfm, Thunder AVS2 #1903/1904, 500 cfm. (see pages 9-12).

**Installation Notes:** Recommended intake gasket: **Edelbrock #7280**. Manifold height: A-5.9", B-6.34", measured to engine block; Carb pad height: 6.12", (see pages 81-82). Port exit dimensions: 1.07" x 2.02".

## PERFORMER RPM PONTIAC (1500-6500 RPM)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8's (except Ram Air V and 265/301 V8's). 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.

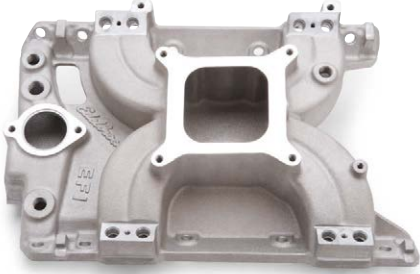
\*Special order non-returnable product, please allow 4-6 weeks delivery.

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Torker II Pontiac #5056



Torker II EFI Pontiac #50565



Victor Pontiac #2956



Victor Pontiac #29565



Performer Rover #2198

**TORKER II PONTIAC (2500-6500 RPM)**

Designed for 1965-79 street 389-455 c.i.d. Pontiac V8's. Can be used with Ram Air IV heads. Will not fit Ram Air V and 265/301 V8's or under Trans Am Shaker hood.

|   |             |                    |                       |
|---|-------------|--------------------|-----------------------|
| Torker II Pontiac (non-EGR) ●●                                      | .....#5056  | <b>Satin</b> ..... | <b>Polished</b> ..... |
| Torker II EFI Pontiac (non-EGR) ●●                                  | .....#50565 | .....#50561*       | .....#50561*          |
| 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. #2957 accepts standard flange carburetors and #2956 is for 4500 Series carbs. Both manifolds are 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. For best performance, use 1" Cloverleaf spacer #8718 with #2956. 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 4500 Series carburetors) ●              | .....#2956 | <b>Satin</b> ..... | <b>Polished</b> ..... |
| Victor Pontiac (for standard flange carburetors) ●          | .....#2957 | .....N/A           | .....N/A              |
| Cloverleaf 1" Spacer (for maximum performance with #2956) ● | .....#8718 |                    |                       |

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.

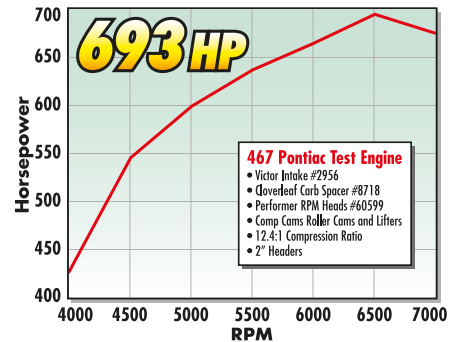
**Throttle Body Recommendations:** See pages 178. **Installation Notes:** Recommended intake gasket: **Edelbrock #7280**.

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.



Cloverleaf spacer #8718



**ROVER 3500cc V8 PERFORMER ROVER (IDLE-5500 RPM)**

Designed for Rover 3500cc V8's (1968 and later). Manifold also fits 1961-63 Buick and Oldsmobile aluminum 215 c.i.d. V8's. Will not work with stock Stromberg carburetors.

|                             |            |                    |                       |
|-----------------------------|------------|--------------------|-----------------------|
| Performer Rover (non-EGR) ● | .....#2198 | <b>Satin</b> ..... | <b>Polished</b> ..... |
|                             |            | .....#21981*       | .....#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.



#8534



#8515



#8509



#8524



#8971



#8981



#8901



#8961



#8951



#8729

## 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 |
| Chrysler 5.7L & 6.1L (late model HEMI), (hex head) .....                                | #8528 |
| 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 |



#8507



#8559

## REPLACEMENT CHOKE PLATES FOR EDELBROCK INTAKE MANIFOLDS

|  |       |
|--|-------|
| Choke Block-Off Plate for #3771 — Ford 351M/400 (supplied with manifold) ● .....               | #8971 |
| 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

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



# 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.



#8078

#8080



#2733



#9126

#9127



#4803



#4802



#8095

|   | 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 |

|  | 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        |



#8051



#8052

## 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 ●● | 190°     | #8605          | N/A             |



## WATERNECK GASKET

Water Outlet Gasket (small- and big-block Chevy V8) .....#7260

## WATERNECKS

These polished 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 any 1-1/2" diameter outlet hose.

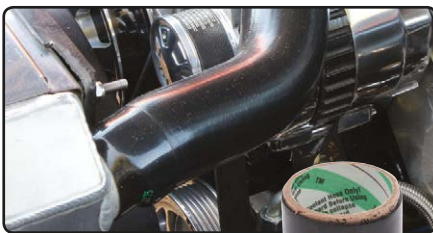
|   | Chrome | Black  |
|---|--------|--------|
| Straight Aluminum (Chevy 4.3L V6, Chevy V8).....        | #4816  | N/A    |
| 15° Aluminum (small-block Ford V8).....                 | #4814  | #48143 |
| 15° Aluminum (Chevy 4.3L V6, Chevy V8) .....            | #4809  | #48093 |
| 45° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8) ..... | #4817  | N/A    |
| 90° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8) ..... | #4818  | N/A    |



## WATERNECK ADAPTER

For use on 1986 and later big-block Chevy, when installing Edelbrock #2161 or #3761 intake manifold.

Water Neck Adapter.....#8028



## THERMAL HOSE CLAMPS

Don't trust your engine to just any hose clamps... Get the ultimate seal with these revolutionary thermal hose clamps. These unique maintenance-free design retain 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 |
| Thermal Hose Clamp (O.D. 2" - 2.25") .....   | #8462 |

## EDELBRÖCK 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

## 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



## EMISSIONS GUIDE

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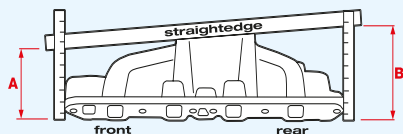
# MANIFOLDS REFERENCE DIMENSIONS

## IMPORTANT A/B MEASUREMENTS

### CHECKING FOR HOOD CLEARANCE

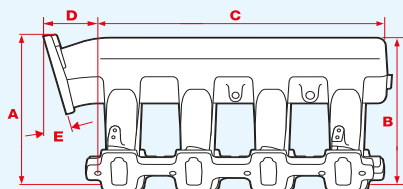
To ensure adequate hood clearance, check the height of your stock manifold and compare the "A" and "B" measurements against those of the Edelbrock manifold prior to purchase. The heights of all Edelbrock manifolds are listed under "Installation Notes" for each model in the intake manifold section of 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"

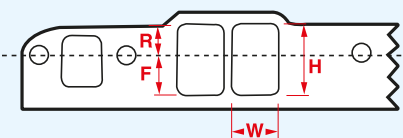
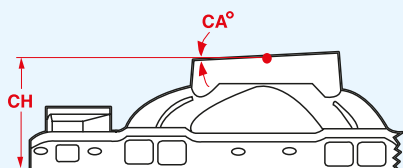


### Checking for Hood Clearance on Edelbrock Pro-Flo XT Manifolds

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 |
|--|-------------|------|------|------|------|------|----|
| <b>SMALL-BLOCK CHEVY</b>                       |             |      |      |      |      |      |    |
| #2814 Super Victor Vortec Bowtie               | 4000-8000   | 1.13 | 1.07 | 1.14 | 2.20 | 6.77 | 0° |
| #2825 Super Victor CNC                         | 3500-8000   | 0.96 | 1.25 | 1.31 | 2.21 | 5.50 | 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° |
| #2912 Victor Jr. Sportsman 2V for Vortec       | 3500-7000   | 0.18 | 1.91 | N/A  | 2.09 | 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° |
| #2926 Super Victor for Raised-Port Heads       | 3500-8000   | 1.06 | 0.96 | 1.17 | 2.02 | 5.91 | 0° |
| #2950 Victor 18° 2.9 for 18° High-Port Heads   | 5000-8500   | 1.76 | 0.26 | 1.20 | 2.02 | 7.03 | 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° |
| #2972 Bowtie II Victor Jr. for Bowtie Heads    | 3500-8000   | 0.89 | 1.15 | 1.18 | 2.04 | 4.58 | 3° |
| #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° |
| <b>LS SERIES CHEVY</b>                         |             |      |      |      |      |      |    |
| #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 | 7.40 | 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° |
| <b>BIG-BLOCK CHEVY</b>                         |             |      |      |      |      |      |    |
| #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° |
| #2911 Victor 454-TD                            | 3500-8500   | 1.30 | 1.05 | 1.55 | 2.35 | 6.23 | 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". (B) Note that exit dimensions may vary slightly (A) Measured from lifter valley end seal surface. (C) Complies to current NASCAR engine parameters.



Edelbrock Intake Manifolds  
- An Exclusive NASCAR Performance Product

## Edelbrock-Equipped Race-Winning Competitors



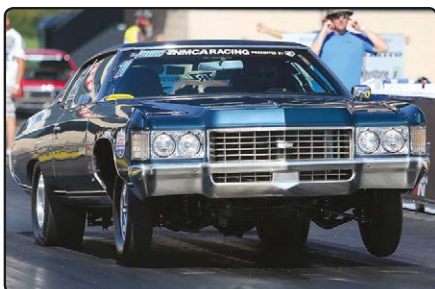
Lizzy Musi's 2015 Dodge Dart has covered the 1/8 mile 3.631 seconds, making it the quickest nitrous door slammer on the planet. Lizzy is also the current PDRA Pro Nitrous speed record holder at 206.54 MPH.



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



2017 NMCA Nostalgia Muscle Car champion Andy Warren uses an Edelbrock Super Victor Intake Manifold. This is Andy's 6th Nostalgia Muscle Car championship.

| MODEL   | RPM RANGE  | R*   | F*   | W*   | H*   | CH*     | CA   |
|---|------------|------|------|------|------|---------|------|
| <b>BIG-BLOCK CHEVY (CONT.)</b>                  |            |      |      |      |      |         |      |
| #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°   |
| #2898 Super Victor II Short-Deck Raised Port    | 3500-8500  | 1.67 | 0.81 | 1.72 | 2.48 | 7.68    | 0°   |
| <b>SMALL-BLOCK CHRYSLER</b>                     |            |      |      |      |      |         |      |
| #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°   |
| <b>BIG-BLOCK CHRYSLER</b>                       |            |      |      |      |      |         |      |
| #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° |
| <b>SMALL-BLOCK FORD</b>                         |            |      |      |      |      |         |      |
| #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°   |
| #2929 Super Victor 9.2                          | 4500-8500  | 1.00 | 1.00 | 1.18 | 2.00 | 5.95    | 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  |
| #2980 Victor 351W                               | 3500-7500  | 0.90 | 1.00 | 1.10 | 1.90 | 5.59    | 0°   |
| #2981 Victor 351W                               | 3500-7500  | 0.90 | 1.00 | 1.10 | 1.90 | 5.75    | 0°   |
| <b>FE FORD</b>                                  |            |      |      |      |      |         |      |
| #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°   |
| <b>429/460 FORD</b>                             |            |      |      |      |      |         |      |
| #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°   |
| <b>350-403 OLDSMOBILE</b>                       |            |      |      |      |      |         |      |
| #2812 Victor 350-403 Olds                       | 4500-7500  | 0.97 | 0.97 | 1.28 | 1.94 | 7.00    | 0°   |
| <b>400-455 OLDSMOBILE</b>                       |            |      |      |      |      |         |      |
| #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°   |
| <b>389-455 PONTIAC</b>                          |            |      |      |      |      |         |      |
| #2957 Victor Pontiac                            | 3500-7500  | 0.61 | 1.49 | 1.08 | 2.10 | 7.70    | 0°   |
| #2956 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  
 (C) Complies to current NASCAR engine parameters.



Edelbrock Intake Manifolds  
 - An Exclusive NASCAR Performance Product

### EMISSIONS GUIDE

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



# GASKETS

## 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 you 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 manufactures 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 using 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 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

PART NUMBERS  
IN RED ARE... **NEW**



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.



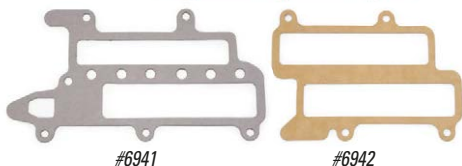
Edelbrock gaskets are designed specifically to fit our Performer & Performer RPM intakes and head ports, so there's no chance of our gaskets interfering with airflow



#9300



#1077



## 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 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 |

### 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 |
|--|-------|

### 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

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



# 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

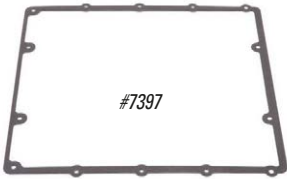
Includes front cover gasket and front seal.

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 |            |         |        | Intake Gasket |           |           | Exhaust Gaskets |        | Valve Cover   |                    | Complete Set (A) |
|------------------|---|--------------|------------|---------|--------|---------------|-----------|-----------|-----------------|--------|---------------|--------------------|------------------|
|                  |   | BORE         | COMPRESSED | VOLUME  | PART # | PORT SIZE     | THICKNESS | PART #    | PORT SIZE       | PART # | THICKNESS     | PART #             |                  |
| <b>AMC</b>       |   |              |            |         |        |               |           |           |                 |        |               |                    |                  |
| 1967-1969        | 290-390   | 4.275"       | 0.045"     | 10.60cc | #7329  | 1.13" x 2.21" | .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" | .030"     | #7213     | 1.80" x 1.30"   | #7239  | 3/16"         | #7532              | #7372            |
| <b>BUICK</b>     |   |              |            |         |        |               |           |           |                 |        |               |                    |                  |
| 1967-1976        | 400-455   | 4.400"       | 0.050"     | 12.50cc | #7346  | 1.15" x 2.38" | .032"     | #7246 (C) | 1.20" x 1.63"   | #7247  | 3/16"         | #7546              | #7369            |
| <b>CHEVROLET</b> |   |              |            |         |        |               |           |           |                 |        |               |                    |                  |
| 1985-1995        | V6 200-229-262 (3.8 and 4.3L)                             | -            | -          | -       | -      | 1.28" x 2.10" | .060"     | #7209     | -               | -      | -             | -                  | -                |
| 1958-1986        | 302-327-350 S/B   | 4.125"       | 0.039"     | 8.70cc  | #7310  | 1.28" x 2.09" | .060"     | #7201     | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | #7361            |
| 1958-1986        | 400 S/B   | -            | -          | -       | -      | 1.28" x 2.09" | .060"     | #7201     | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | -                |
| -                | Edelbrock 23° S/B Victor Jr. and Victor High-Port Intakes | -            | -          | -       | -      | 1.31" x 2.02" | .060"     | #7217 (K) | -               | -      | -             | -                  | -                |
| -                | Edelbrock 18° S/B Victor Jr. and Victor High-Port Intakes | -            | -          | -       | -      | 1.23" x 2.13" | .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" | .120"     | #7235 (C) | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | #7367            |
| 1958-1986        | E-Tec 200 302-327-350 S/B                                 | -            | -          | -       | #7310  | 1.26" x 2.24" | .120"     | #7215 (C) | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | -                |
| 1958-1986        | E-Tec 170 400 S/B   | -            | -          | -       | -      | 1.08" x 2.11" | .120"     | #7235 (C) | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | -                |
| 1958-Later       | S/B Vortec Bowtie   | 4.125"       | 0.039"     | 8.70cc  | #7310  | 1.14" x 2.20" | .060"     | #7206 (E) | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | -                |
| 1958-Later       | S/B Vortec Bowtie   | 4.125"       | 0.039"     | 8.70cc  | #7310  | 1.14" x 2.20" | .120"     | #7207 (E) | 1.50" x 1.50"   | #7204  | 5/16"<br>1/4" | #7549<br>#7548 (L) | -                |

| Year                     | Model   | Head Gaskets     |            |         |                | 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"      | .060"     | #7243                  | 1.385" x 1.400"<br>(D shaped) | #7248     | -           | -      | #7380            |
| 1992-1997                | LT4   | 4.100"           | 0.052"     | 11.50cc | #7342          | 2.3" x 1.25"       | .060"     | #7244                  | 1.385" x 1.400"<br>(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"      | .060"     | #7290                  | -                             | -         | -           | -      | -                |
| <b>CHEVROLET (CONT.)</b> |   |                  |            |         |                |                    |           |                        |                               |           |             |        |                  |
| 1958-1965                | 348/409 "W-Series"  | 4.500"           | 0.0435"    | 12.20cc | #7359          | 2.50" x 1.31"      | .060"     | #7240 (G)<br>#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"      | .060"     | #7202                  | 1.940"<br>(round)             | #7205     | 5/16"       | #7580  | #7362            |
| 1965-1990                | Mark IV, 396-402-427-454 B/B Rectangular Port 6 Bolt Flange with No Crossover | -                | -          | -       | -              | 1.82" x 2.46"      | .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"      | .060"     | #7203                  | 1.940"<br>(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"      | .060"     | #7202                  | 1.940"<br>(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"      | .060"     | #7202                  | 1.940"<br>(round)             | #7205     | 5/16"       | #7580  | #7389            |
| -                        | Edelbrock Big Victor B/B Spread Port Cylinder Heads                           | -                | -          | -       | -              | 2.02" x 2.635"     | .060"     | #7245                  | -                             | -         | 0.130"      | #7559  | -                |
| -                        | Edelbrock BV3 B/B Cylinder Heads  | 4.840"<br>5.000" | -          | -       | -              | 2.02" x 2.72"      | .060"     | #7249<br>#7259         | -                             | -         | -           | -      | -                |
| <b>CHRYSLER</b>          |   |                  |            |         |                |                    |           |                        |                               |           |             |        |                  |
| 1966-1987                | 318-340-360   | 4.180"           | 0.050"     | 11.20cc | #7326          | 1.17" x 2.30"      | .060"     | #7276                  | 1.75" x 1.25"                 | #7236     | 3/16"       | #7592  | #7370            |
|                          | 318-340-360 (for Victor Heads)  | -                | -          | -       | -              | -                  | -         | -                      | #6938                         | -         | -           | -      | -                |
| 1992-Later               | Magnum  | 4.140"           | 0.048"     | 10.70cc | #7327          | 1.18" x 2.18"      | .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"      | .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"      | .060"     | #7278                  | 1.84" x 1.74"                 | #7279     | 1/4"        | #7589  | #7349            |
| <b>FORD</b>              |   |                  |            |         |                |                    |           |                        |                               |           |             |        |                  |
| 1938-1948<br>1949-1953   | Ford/Mercury Flathead   | 3.187"<br>3.420" | -          | -       | #7394<br>#7393 | 1.35" x 2.00"      | .062"     | #7234                  | -                             | -         | -           | -      | #7384<br>#7383   |
| 1963-1996                | 289, 302 S/B [except Boss]  | 4.100"           | 0.045"     | 9.8cc   | #7313 (J)      | 1.20" x 2.00"      | .060"     | #7220                  | 1.25" x 1.48"                 | #7227     | 5/16"       | #7560  | #7364            |
| 1982-1996                | 5.0L & 5.8L 351W  | -                | -          | -       | -              | 1.28" x 2.10"      | .060"     | #7219                  | -                             | -         | -           | -      | -                |
| -                        | Edelbrock Victor Jr. Cylinder Heads with No Crossover                         | -                | -          | -       | -              | 1.28" x 2.10"      | .060"     | #7219                  | -                             | -         | -           | -      | -                |
| -                        | 302 E-Boss and 351W E-Boss (Clevor) Conversions                               | 4.100"           | 0.047"     | 10.20cc | #7341 (H)      | 1.52" x 2.16"      | .060"     | #7265                  | 1.98" x 1.56"                 | #7262     | 3/16"       | #7569  | #7377            |
| 1970-1974                | 351 Cleveland   | 4.080"           | 0.038"     | 8.10cc  | #7328          | 1.52" x 2.16"      | .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"      | .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"      | .060"     | #7223 (D)              | 1.50" x 2.10"                 | #7228     | 5/16"       | #7563  | #7365            |
| <b>JEEP</b>              |   |                  |            |         |                |                    |           |                        |                               |           |             |        |                  |
| 1987-2006                | 4.0L In-line Six  | 4.005"           | 0.042"     | 8.88cc  | #7348          | 1.67" x 1.38"      | .060"     | #7275                  | 1.66"<br>(round)              | N/A       | 5/32"       | #7583  | #7350            |
| <b>OLDSMOBILE</b>        |   |                  |            |         |                |                    |           |                        |                               |           |             |        |                  |
| 1965-1976                | 400-425-455   | 4.250"           | 0.042"     | 9.8cc   | #7340          | 1.44" x 2.44"      | .060"     | #7284                  | 1.95" x 1.56"                 | #7238     | 3/16"       | #7598  | #7373            |
| <b>PONTIAC</b>           |   |                  |            |         |                |                    |           |                        |                               |           |             |        |                  |
| 1961-1979                | 326-389-400-421-428-455   | 4.300"           | 0.038"     | 8.96cc  | #7381          | 1.18" x 2.20"      | .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

### EMISSIONS GUIDE

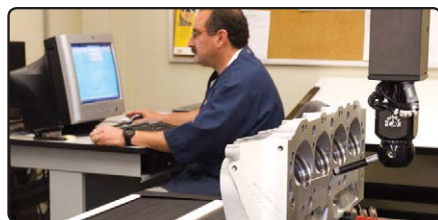
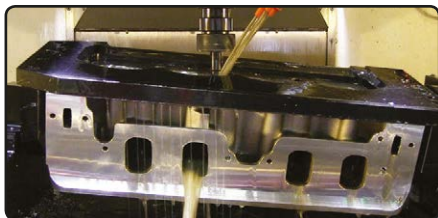
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
 PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



# CYLINDER HEADS INTRODUCTION



**Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.**



## EDELBROCK CYLINDER HEADS MADE IN USA QUALITY AND PERFORMANCE!

Each cylinder head 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 to ensure that every cylinder head that leaves our warehouse will perform up to its expectations. Every cylinder head is 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 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 improve 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

## **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-CNC #79949 for LS1/LS2 Chevy

## **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 for maximum lift 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.



E-Series Head for S/B Ford #5028

## **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.



Victor Jr. S/B Chevy #77619

## **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 like Billy Glidden, John Urist and Pat Musi to produce the ultimate components for racing. The end results is competition ready cylinder heads that feature **race winning 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.



Glidden Victor SC-1 Pro-Port Raw #770769

## **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 small-block Chevy, 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 ● 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<br>Intake / Exhaust | Description                                       | Bare<br>(Single) | Complete<br>(Single) | HP<br>Range   | Intake<br>Flange<br>Style | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift | Valve<br>Spring<br>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<br>Intake / Exhaust | Description         | Bare<br>(Single) | Complete<br>(Single) | HP<br>Range | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift | Valve<br>Spring<br>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<br>Intake / Exhaust | Description                                   | Bare<br>(Single) | Complete<br>(Single) | Complete<br>(Single)<br>Polished<br>Finish | HP<br>Range   | Intake<br>Flange<br>Style | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>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

- Include 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)<br>#8532 (1970-Later) | #7329       | #7213         | #7239          | #7532              | #9637    | #9765 (I)<br>#9766 (E)        | #5792   | #9644     | RC12YC     |
| ●              | -             | #8531 (Pre-1970)<br>#8532 (1970-Later) | #7329       | #7213         | #7239          | #7532              | #9637    | #9765 (I)<br>#9766 (E)        | #5792   | #9644     | RC12YC     |
| ●              | -             | #8531 (Pre-1970)<br>#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

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## CHEVROLET 262-400 V8

| Port Intake / Exhaust | Volume Description                           | Complete (Pair) | Bare (Single) | Complete (Pair) Polished Finish | Complete w/Valves Only (Single) | Complete (Single) Polished Finish | HP Range | Intake Flange Style | Exhaust Port Location | Plug Type | Chamber Volume |
|-----------------------|--|-----------------|---------------|---------------------------------|---------------------------------|-----------------------------------|----------|---------------------|-----------------------|-----------|----------------|
|                       |  |                 |               |                                 |                                 |                                   |          |                     |                       |           |                |
| 165cc / 65cc          | Performer Centerbolt (1987-95)               | -               | -             | -                               | -                               | #60859 #608519*                   | 250-425  | Standard            | Standard              | Straight  | 60cc           |
| 165cc / 65cc          | Performer Centerbolt (1986-91) 5.7L Corvette | -               | -             | -                               | -                               | #60879 #608719*                   | 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 #609715*                   | 350-450  | Vortec              | Standard              | Straight  | 64cc           |
| 170cc / 70cc          | E-Tec 170                                    | -               | -             | -                               | -                               | #60979 #609719*                   | 350-450  | Vortec              | Standard              | Straight  | 64cc           |
| 185cc / 60cc          | E-Street                                     | #5089           | -             | #50891*                         | -                               | #50899 -                          | 300-400  | Standard            | Standard              | Straight  | 64cc           |
| 185cc / 60cc          | E-Street                                     | #5073           | -             | -                               | -                               | #50739 -                          | 300-400  | Standard            | Standard              | Straight  | 70cc           |
| 185cc / 65cc          | Performer                                    | -               | -             | -                               | -                               | #60759 #607519*                   | 300-450  | Standard            | Standard              | Straight  | 70cc           |
| 185cc / 65cc          | Performer                                    | -               | -             | -                               | -                               | #60909 #609019*                   | 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            | Angled                | 64cc      |                |
| 185cc / 65cc          | Performer RPM for NHRA Super Stock           | -               | #60887        | -                               | -                               | -                                 | Standard | Standard            | Straight              | 64cc      |                |
| 185cc / 65cc          | Performer RPM for NHRA Super Stock           | -               | #60617        | -                               | -                               | -                                 | Standard | Standard            | Angled                | 70cc      |                |
| 185cc / 65cc          | Performer RPM for NHRA Super Stock           | -               | #60637        | -                               | -                               | -                                 | 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                                | -               | -             | -                               | -                               | #60715 #607115*                   | 350-450  | Standard            | Standard              | Angled    | 70cc           |
| 195cc / 65cc          | Performer RPM                                | -               | -             | -                               | -                               | #60735 #607315*                   | 350-450  | Standard            | Standard              | Straight  | 70cc           |
| 195cc / 65cc          | Performer RPM                                | -               | #60949        | -                               | -                               | #60995 -                          | 350-450  | Standard            | Standard              | Angled    | 64cc           |
| 195cc / 65cc          | Performer RPM                                | -               | -             | -                               | -                               | #60895 #608915                    | 350-450  | Standard            | Standard              | Straight  | 64cc           |
| 195cc / 65cc          | Performer RPM                                | -               | -             | -                               | -                               | #60719 #607119*                   | 350-450  | Standard            | Standard              | Angled    | 70cc           |
| 195cc / 65cc          | Performer RPM                                | -               | -             | -                               | -                               | #60739 #607319*                   | 350-450  | Standard            | Standard              | Straight  | 70cc           |
| 195cc / 65cc          | Performer RPM                                | -               | #60949        | -                               | -                               | #60999 #609919*                   | 350-450  | Standard            | Standard              | Angled    | 64cc           |
| 195cc / 65cc          | Performer RPM                                | -               | -             | -                               | -                               | #60899 #608919                    | 350-450  | Standard            | Standard              | Straight  | 64cc           |

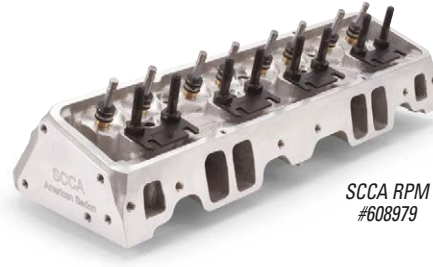
CHEVROLET 262-400 CONTINUED ON THE NEXT PAGE...

### 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)

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

| Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift | Valve<br>Spring<br>Diameter | Emissions<br>Code | Install<br>Notes | Head<br>Bolts | Head<br>Gasket | Intake<br>Gasket | Exhaust<br>Gasket | Valve<br>Cover<br>Gasket | Pushrods            | Valves<br>(I) Intake<br>(E) Exhaust | Springs | Retainers | Spark<br>Plug |
|---------------------------------|------------------|--------------|-----------------------------|-------------------|------------------|---------------|----------------|------------------|-------------------|--------------------------|---------------------|-------------------------------------|---------|-----------|---------------|
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | -              | -                | #7204             | -                        | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5767   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | -              | -                | #7204             | -                        | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5767   | #9736     | RC12YC        |
| 1.90" / 1.50"                   | Hyd. Roller      | 0.600"       | 1.46"                       | ●                 | C,E,H,I          | #8550         | -              | -                | -                 | #7549                    | #9630               | Call Tech                           | #5845   | Call Tech | RC12YC        |
| 1.90" / 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<br>Instructions | #9779 (I)<br>#9773 (E)              | #5845   | #9736     | RC12YC        |
| 1.94" / 1.55"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7235            | #7204             | #7549                    | See<br>Instructions | #9779 (I)<br>#9773 (E)              | #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      | 0.550"       | 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<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E,G            | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |
| 1.94" / 1.55"                   | -                | -            | -                           | ●                 | C                | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9779 (I)<br>#9773 (E)              | -       | -         | RC12YC        |
| -                               | -                | -            | -                           | ●                 | C                | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | -                                   | -       | -         | RC12YC        |
| -                               | -                | -            | -                           | ●                 | C                | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | -                                   | -       | -         | RC12YC        |
| -                               | -                | -            | -                           | ●                 | C                | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | -                                   | -       | -         | RC12YC        |
| -                               | -                | -            | -                           | ●                 | C                | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | -                                   | -       | -         | RC12YC        |
| 2.02" / 1.60"                   | Hyd. Roller      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5845   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |
| 2.02" / 1.60"                   | Hyd. Roller      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5845   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Hyd. Roller      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5845   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Hyd. Roller      | 0.575"       | 1.46"                       | ●                 | A,C,E            | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5845   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Hyd. Roller      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5845   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,C,E            | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |
| 2.02" / 1.60"                   | Flat Tappet      | 0.575"       | 1.46"                       | ●                 | A,E              | #8550         | #7310          | #7201            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5825   | #9741     | RC12YC        |



### EMISSIONS GUIDE

● 50-STATE 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 Intake / Exhaust | Volume Description                       | Bare   |        | Complete w/Valves |          | Complete (Single) |          | HP Range | Intake Flange Style | Exhaust Port Location | Plug Type | Chamber Volume |
|-----------------------|--|--------|--------|-------------------|----------|-------------------|----------|----------|---------------------|-----------------------|-----------|----------------|
|                       |  | (Pair) | (Pair) | (Single)          | (Single) | (Single)          | (Single) |          |                     |                       |           |                |
| 200cc / 80cc          | E-Tec 200                                | -      | -      | -                 | -        | #60985            | #609815* | 350-500  | Vortec              | Standard              | Straight  | 64cc           |
| 200cc / 80cc          | E-Tec 200                                | -      | -      | -                 | -        | #60989            | #609819* | 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           |
| 215cc / 85cc          | Victor Jr. 23°<br>(Add your own springs) | -      | -      | -                 | #77579   | -                 | -        | 450-550  | Standard            | +125                  | Angled    | 64cc           |
| 215cc / 85cc          | Victor Jr. 23°                           | -      | -      | -                 | -        | #77619            | #776119* | 450-550  | Standard            | +125                  | Angled    | 70cc           |
| 215cc / 85cc          | Victor Jr. 23°                           | -      | -      | -                 | -        | #77629            | #776219* | 450-550  | Standard            | +125                  | Angled    | 70cc           |
| 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    | 68cc           |
| 225cc / 88cc          | E-CNC                                    | -      | -      | -                 | -        | #61205            | -        | 500-600  | Standard            | +200                  | Angled    | 68cc           |
| 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.



E-Tec 200 #60985

### 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



E-Tec 200 #60985

### 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

**Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.**



E-Tec 200 #60985

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

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

| Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift | Valve<br>Spring<br>Diameter | Emissions<br>Code | Install<br>Notes | Head<br>Bolts | Head<br>Gasket | Intake<br>Gasket | Exhaust<br>Gasket | Valve<br>Cover<br>Gasket | Pushrods            | Valves<br>(I) Intake<br>(E) Exhaust | Springs | Retainers | Spark<br>Plug |
|---------------------------------|------------------|--------------|-----------------------------|-------------------|------------------|---------------|----------------|------------------|-------------------|--------------------------|---------------------|-------------------------------------|---------|-----------|---------------|
| 2.02" / 1.60"                   | Hyd.<br>Roller   | 0.575"       | 1.46"                       | ●●                | A,E              | #8550         | #7310          | #7215            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5845   | #9736     | RC12YC        |
| 2.02" / 1.60"                   | Flat<br>Tappet   | 0.575"       | 1.46"                       | ●●                | A,E              | #8550         | #7310          | #7215            | #7204             | #7549                    | See<br>Instructions | #9765 (I)<br>#9766 (E)              | #5767   | #9736     | RC12YC        |
| 2.08" / 1.60"                   | Hyd.<br>Roller   | 0.650"       | 1.55"                       | ●●                | A,E              | #8550         | #7310          | FelPro           | FelPro            | #7549                    | See<br>Instructions | Call Tech                           | #5821   | #9715     | RC12YC        |
| 2.08" / 1.60"                   | Flat<br>Tappet   | 0.575"       | 1.46"                       | ●●                | A,E              | #8550         | #7310          | FelPro           | FelPro            | #7549                    | See<br>Instructions | Call Tech                           | #5825   | #9741     | RC12YC        |
| 2.08" / 1.60"                   | Hyd.<br>Roller   | 0.650"       | 1.55"                       | ●                 | E                | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | #9785 (I)<br>#9787 (E)              | #5821   | #9715     | -             |
| 2.08" / 1.60"                   | Mech.<br>Roller  | 0.670"       | 1.55"                       | ●                 | E                | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | #9785 (I)<br>#9787 (E)              | #5823   | #9715     | -             |
| 2.08" / 1.60"                   | -                | -            | 1.55"                       | ●                 | E                | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | #9785 (I)<br>#9787 (E)              | -       | -         | -             |
| 2.08" / 1.60"                   | Hyd.<br>Roller   | 0.650"       | 1.55"                       | ●                 | E                | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | #9785 (I)<br>#9787 (E)              | #5821   | #9715     | -             |
| 2.08" / 1.60"                   | Mech.<br>Roller  | 0.670"       | 1.55"                       | ●                 | E                | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | #9785 (I)<br>#9787 (E)              | #5823   | #9715     | -             |
| 2.10" / 1.60"                   | Hyd.<br>Roller   | 0.630"       | 1.55"                       | ●                 | C,E              | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | -                                   | -       | -         | -             |
| 2.10" / 1.60"                   | Mech.<br>Roller  | 0.700"       | 1.55"                       | ●                 | C,E              | #8550         | FelPro         | FelPro           | FelPro            | #7549                    | See<br>Instructions | -                                   | -       | -         | -             |
| 2.10" / 1.60"                   | Mech.<br>Roller  | 0.700"       | 1.58"                       | ●●                | -                | -             | -              | -                | -                 | -                        | -                   | -                                   | -       | -         | -             |
| 2.10" / 1.60"                   | Hyd.<br>Roller   | 0.680"       | 1.34"                       | ●●                | -                | -             | -              | -                | -                 | -                        | -                   | -                                   | -       | -         | -             |
| 2.14" / 1.60"                   | Hyd.<br>Roller   | 0.730"       | 1.57"                       | ●●                | -                | -             | -              | -                | -                 | -                        | -                   | -                                   | -       | -         | -             |
| 2.14" / 1.60"                   | Mech.<br>Roller  | 0.730"       | 1.57"                       | ●●                | -                | -             | -              | -                | -                 | -                        | -                   | -                                   | -       | -         | -             |
| 2.17" / 1.60"                   | Mech.<br>Roller  | 0.730"       | 1.57"                       | ●●                | -                | -             | -              | -                | -                 | -                        | -                   | -                                   | -       | -         | -             |



E-Series E-210 #5087



E-Series E-210 #5087



E-Series E-210 #5087



Victor Jr. #77629



Victor Jr. #77629



Victor Jr. #77629



E-CNC #61209



E-CNC #61209



E-CNC #61209

## EMISSIONS GUIDE

● 50-STATE 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.

**Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.**



**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"                 |
| 230cc / 80cc                 | 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 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".

**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      |

**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

**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.
- They 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.
- Feature an improved design and casting that gives cylinder head porters more material to work with compared to stock heads.
- 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.

**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 | #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 processed (HIP) 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!

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

# LT1 AND LS CHEVY **CYLINDER HEADS**



CARBURETORS  
MANIFOLDS  
GASKETS  
CYLINDER HEADS  
CAMS & VALVE TRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

| 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     |

50 state legal



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)<br>#8595 (Gen IV) | #7388 (LS1)<br>#7387 (LS2) | #7386         | -              | -                  | -        | Call Tech                     | -       | #9707     | RC12YC     |
| ●              | -             | #8596 (Gen III)<br>#8595 (Gen IV) | #7388 (LS1)<br>#7387 (LS2) | -             | -              | -                  | -        | Call Tech                     | -       | #9707     | RC12YC     |
| ●              | -             | #8596 (Gen III)<br>#8595 (Gen IV) | #7388 (LS1)<br>#7387 (LS2) | -             | -              | -                  | -        | Call Tech                     | -       | #9707     | RC12YC     |
| ●              | -             | #8596 (Gen III)<br>#8595 (Gen IV) | #7388 (LS1)<br>#7387 (LS2) | -             | -              | -                  | -        | Call Tech                     | -       | #9707     | RC12YC     |
| ●              | -             | #8596 (Gen III)<br>#8595 (Gen IV) | #7388 (LS1)<br>#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 ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



## CHEVROLET LT1 (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 | Valve Spring Diameter |
|------------------------------|--|---------------|-------------------|----------|-----------------------|----------------|------------------------------|---------------|-----------|-----------------------|
| 305 / 115                    | Performer RPM                            | -             | #77119            | 600+     | Standard              | 60cc           | 2.165" / 1.60"               | Hyd. Roller   | 0.650"    | 1.32"                 |
| 320 / 110                    | Victor Jr.                               | #77149        | #77139            | 750+     | +1.5" Horiz.          | 62cc           | 2.20" / 1.60"                | Hyd. Roller   | 0.700"    | 1.32"                 |
| 320 / 110                    | Victor Jr. (with Beryllium-Cooper Seats) | #77069        | #77059            | 750+     | +1.5" Horiz.          | 62cc           | 2.20" / 1.60"                | Hyd. Roller   | 0.700"    | 1.32"                 |

### 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 and headers.**
- Victor Jr. is fully CNC machined and features an extra thick 3/4" deck.



**LOOKING FOR CUSTOM LT1 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) | Complete (Single) Polished Finish | HP Range | Exhaust Port Location | Chamber Volume | Valve Sizes Intake / Exhaust | Camshaft Type | Max. Lift |
|------------------------------|---------------|---------------|-------------------|-----------------------------------|----------|-----------------------|----------------|------------------------------|---------------|-----------|
| 220cc / 115cc                | Performer RPM | #60809        | #60815            | #608115*                          | 400-600  | Standard              | 16cc           | 2.19" / 1.72"                | Hyd. Roller   | 0.650"    |
| 220cc / 115cc                | Performer RPM | #60809        | #60819            | #608119*                          | 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.
- 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.
- 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.
- Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).

### 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.**



## CHEVROLET 396-502 V8

| Port Volume Intake / Exhaust | Description                                   | Bare With Valves (Single) | Bare (Single) | Complete (Single) | Complete (Single) Polished Finish | HP Range | Intake Port Style | Exhaust Port Location | Chamber Volume | Valve Sizes Intake / Exhaust |
|------------------------------|---|---------------------------|---------------|-------------------|-----------------------------------|----------|-------------------|-----------------------|----------------|------------------------------|
| 290cc / 110cc                | E-Street                                      | -                         | #50449        | #50459            | -                                 | 400-500  | Oval              | Standard              | 110cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer 454-O                               | -                         | -             | #60479            | #604719*                          | 450-550  | Oval              | Standard              | 110cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer RPM 454-O                           | -                         | #60449        | #60455            | #604515*                          | 450-550  | Oval              | Standard              | 110cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer RPM 454-O                           | -                         | #60449        | #60459            | #604519                           | 500-600  | Oval              | Standard              | 110cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer RPM 454-O for NHRA Super Stock only | -                         | #60447        | -                 | -                                 | 500-600  | Oval              | Standard              | 110cc          | -                            |
| 290cc / 110cc                | Performer High Compression 454-O              | -                         | #60489        | #60499            | #604919*                          | 400-500  | Oval              | Standard              | 100cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer RPM High Compression 454-O          | -                         | -             | #60435            | -                                 | 500-600  | Oval              | Standard              | 100cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer RPM High Compression 454-O          | -                         | -             | #60439            | #604319*                          | 500-600  | Oval              | Standard              | 100cc          | 2.19" / 1.88"                |
| 290cc / 110cc                | Performer RPM 454-O Marine                    | #61459                    | -             | -                 | -                                 | 525-650  | Oval              | Standard              | 110cc          | 2.25" / 1.89"                |
| 315cc / 110cc                | Performer RPM 454-R                           | #605419*                  | #60549        | #60555            | #605515                           | 525-650  | Rect              | Standard              | 118cc          | 2.19" / 1.88"                |
| 315cc / 110cc                | Performer RPM 454-R                           | -                         | #60549        | #60559            | #605519*                          | 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: 3/4", pushrod diameter: 7/16".
- Replacement valve part numbers are for sets of 8, see page 123 for more information.

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



E-Street #50459

| 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 |
|----------------|---------------|------------|-------------|---------------|----------------|--------------------|----------|-------------------------------|-----------|-----------|------------|
| ●              | -             | -          | -           | -             | -              | -                  | -        | Call Tech                     | Call Tech | Call Tech | Stock      |
| ●              | -             | -          | -           | -             | -              | -                  | -        | Call Tech                     | Call Tech | Call Tech | Stock      |
| ●              | -             | -          | -           | -             | -              | -                  | -        | 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"                 | ●              | B             | #8581      | #7359       | #7240         | #7241          | #7582              | #9635<br>#9648 | #93781 (I) #93783 (E)         | #5821   | #9715     | RC12YC     |
| 1.55"                 | ●              | B             | #8581      | #7359       | #7240         | #7241          | #7582              | #9635<br>#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,B           | #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,B           | #8551      | #7302       | #7203         | #7205          | #7580              | See Instructions | #9775 (I) #9776 (E)           | #5823   | #9602     | RC12YC     |
| Flat Tappet   | 0.700"    | 1.50"                 | ●●             | A,B           | #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,B           | #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 ● 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<br>Intake / Exhaust | Description   | Bare With Valves (Single) |                   | Complete (Single) |                   | HP Range  | Intake Port Style | Exhaust Port Location | Chamber Volume | Valve Sizes<br>Intake / Exhaust |
|---------------------------------|---|---------------------------|-------------------|-------------------|-------------------|---|-------------------|-----------------------|----------------|---------------------------------|
|                                 |   | Bare (Single)             | Complete (Single) | Polished Finish   | Complete (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"                   |
| 326cc-303cc / 129cc             | E-CNC 325   | -                         | -                 | #79459            | -                 | 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°                                      | -                         | #77469            | #77475            | -                 | 650-800   | Rect              | +500"                 | 118cc          | 2.25" / 1.90"                   |
| 300cc / 129cc                   | Victor Jr. 24°                                      | -                         | #77469            | #77479            | -                 | 600-800   | Rect              | +500"                 | 118cc          | 2.25" / 1.90"                   |
| 300cc / 129cc                   | Victor Jr. 24°                                      | -                         | #77469            | #77459            | -                 | 600-800   | Rect              | +500"                 | 118cc          | 2.25" / 1.90"                   |
| 340cc / 128cc                   | Victor 24°  | -                         | #77419            | #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<br>Intake / Exhaust | Description | Pro-Port Bare (Single) | Bare CNC Ported (Single) | HP Range    | Bolt Pattern | Bore Spacing | Intake Port Style | Exhaust Port Location | Valve Angle | Chamber Volume | Valve Sizes<br>Intake / Exhaust |
|---------------------------------|-------------|------------------------|--------------------------|-------------|--------------|--------------|-------------------|-----------------------|-------------|----------------|---------------------------------|
|                                 |             |                        |                          |             |              |              |                   |                       |             |                |                                 |
| 425cc / 90cc                    | DR17        | #615469                | #615468                  | 900-1100    | 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

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

| 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)          | Call Tech | #9602     | RC12YC     |
| Hyd. Roller   | 0.700"    | 1.55"                 | ●●             | A             | #8551      | #7302       | #7203         | #7205          | #7580              | See Instructions | #97041 (I) #9776 (E)          | #5823     | #9602     | RC12YC     |
| Flat Tappet   | 0.700"    | 1.50"                 | ●●             | A             | #8551      | #7302       | #7203         | #7205          | #7580              | See Instructions | #97041 (I) #9776 (E)          | #5745     | #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"                 | ●              | B             | #8554      | FelPro      | FelPro        | FelPro         | #7580              | See Instructions | Call Tech #9363 (E)           | #5823     | #9602     | -          |
| Flat Tappet   | 0.700"    | 1.50"                 | ●              | B             | #8554      | FelPro      | FelPro        | FelPro         | #7580              | See Instructions | Call Tech #9363 (E)           | #5745     | #9602     | -          |
| Mech. Roller  | 0.880"    | 1.635"                | ●              | B             | #8554      | FelPro      | FelPro        | FelPro         | #7580              | See Instructions | Call Tech #9363 (E)           | Call Tech | Call Tech | -          |
| Mech. Roller  | 0.880"    | 1.635"                | ●              | B             | #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)           | 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 | -          |

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

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



# CYLINDER HEADS S/B CHRYSLER

## CHRYSLER 318-360 V8

| Port Volume<br>Intake / Exhaust | Description  | Bare With Valves |          | Complete (Single) |                 | HP Range | Exhaust Port Location | Chamber Volume | Valve Sizes<br>Intake / Exhaust | Camshaft Type |
|---------------------------------|--|------------------|----------|-------------------|-----------------|----------|-----------------------|----------------|---------------------------------|---------------|
|                                 |  | (Single)         | (Single) | (Single)          | Polished Finish |          |                       |                |                                 |               |
| 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            | #607719*        | 350-450  | Standard              | 63cc           | 2.02" / 1.60"                   | Flat Tappet   |
| 171cc / 77cc                    | Performer RPM 340                                    | -                | -        | #60179            | #601719*        | 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  | +250"                 | 60cc           | 2.15" / 1.60"                   | Hyd. Roller   |
| 225cc / 62cc                    | Victor 16°   | #61719           | #61709   | #61729            | -               | 500-650  | +250"                 | 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.

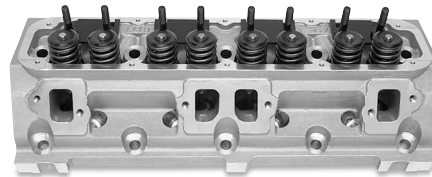
**Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.**



Performer RPM Magnum #61779



Performer RPM Magnum #61779



Performer RPM Magnum #61779



Compliment your Edelbrock cylinder heads with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.



Performer RPM 340 #60175

### 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      |



High Performance Zinc Additive and Break In lubricants offer your engine the best protection. See page 132 for more info.

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

| 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



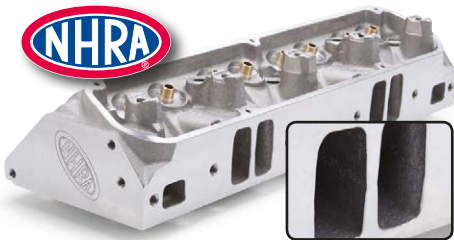
Victor 16° #61739



Victor 16° #61739



Victor 16° #61739



Performer RPM for NHRA Stock/Super Stock #60767



Performer RPM for NHRA Stock/Super Stock #60767



Performer RPM for NHRA Stock/Super Stock #60767



Performer RPM 340 for NHRA Stock/Super Stock #60197



Performer RPM 340 for NHRA Stock/Super Stock #60197



Performer RPM 340 for NHRA Stock/Super Stock #60197

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

## CHRYSLER 383-440 V8

| Port Intake / Exhaust | Volume Description                            | Complete (Pair) | Bare (Single) | Bare w/Valves Only (Single) | Complete (Single) | Complete (Single) Polished Finish | HP Range | Exhaust Port Location | Chamber Volume | Valve Sizes Intake / Exhaust |
|-----------------------|---|-----------------|---------------|-----------------------------|-------------------|-----------------------------------|----------|-----------------------|----------------|------------------------------|
|                       |   |                 |               |                             |                   |                                   |          |                       |                |                              |
| 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                             | -               | #60149        | -                           | #60185            | -                                 | 450-575  | Standard              | 88cc           | 2.14" / 1.81"                |
| 210cc / 70cc          | Performer RPM 440                             | -               | #60149        | -                           | #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            | #609219*                          | 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.



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

| 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)<br>#9643 (E)        | #5821   | #9644     | RC12YC     |
| Hyd. Roller   | 0.600"    | 1.55"                 | ● ●            | -             | #8591      | #7325       | #7225         | #7226          | #7591              | -        | #9641 (I)<br>#9643 (E)        | #5821   | #9644     | RC12YC     |
| Hyd. Roller   | 0.600"    | 1.55"                 | ● ●            | -             | #8591      | #7325       | #7225         | #7226          | #7591              | -        | #9641 (I)<br>#9643 (E)        | #5821   | #9644     | RC12YC     |
| Flat Tappet   | 0.600"    | 1.55"                 | ● ●            | -             | #8591      | #7325       | #7225         | #7226          | #7591              | -        | #9641 (I)<br>#9643 (E)        | #5792   | #9644     | RC12YC     |
| Flat Tappet   | 0.600"    | 1.55"                 | ● ●            | -             | #8591      | #7325       | #7225         | #7226          | #7591              | -        | #9641 (I)<br>#9643 (E)        | #5792   | #9644     | RC12YC     |
| Flat Tappet   | 0.600"    | 1.55"                 | ● ●            | -             | #8591      | #7325       | #7225         | #7226          | #7591              | -        | #9641 (I)<br>#9643 (E)        | #5792   | #9644     | RC12YC     |
| -             | -         | -                     | ●              | -             | #8591      | #7325       | #7225         | #7226          | #7591              | -        | -                             | -       | -         | -          |
| -             | -         | -                     | ●              | -             | #8592      | #7235       | #7225         | #7226          | #7591              | -        | #93775 (I)<br>#93777 (E)      | -       | -         | -          |
| -             | -         | -                     | ●              | -             | #8592      | #7235       | -             | #7226          | #7591              | -        | #93775 (I)<br>#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



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



**CHRYSLER 426-572 (GEN II) V8**

| Port Volume<br>Intake / Exhaust | Description    | Bare With        |                    |                      | HP<br>Range | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift |
|---------------------------------|----------------|------------------|--------------------|----------------------|-------------|-----------------------------|-------------------|---------------------------------|------------------|--------------|
|                                 |                | Bare<br>(Single) | Valves<br>(Single) | Complete<br>(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 Kits #2052



Chrysler Victor Jr. #61169

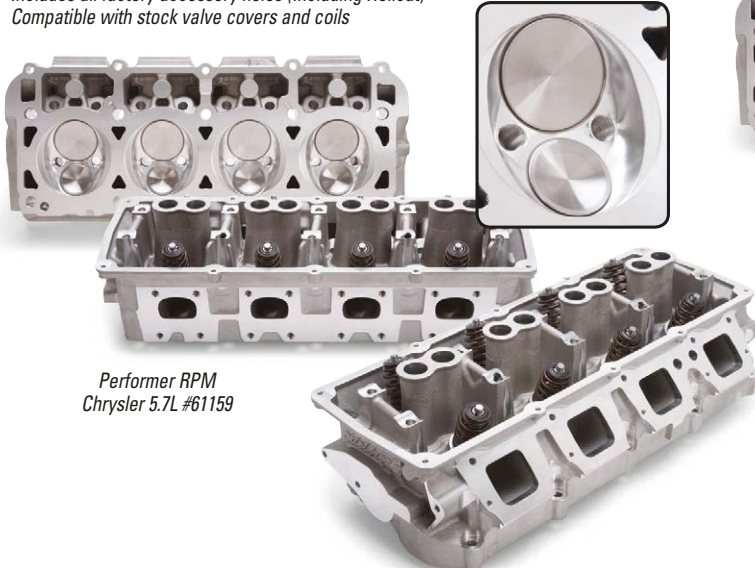
Chrysler Gen II Top End Kits  
are available, see page 139  
for information.

**CHRYSLER 5.7L/6.1L/6.2L/6.4L (GEN III) V8**

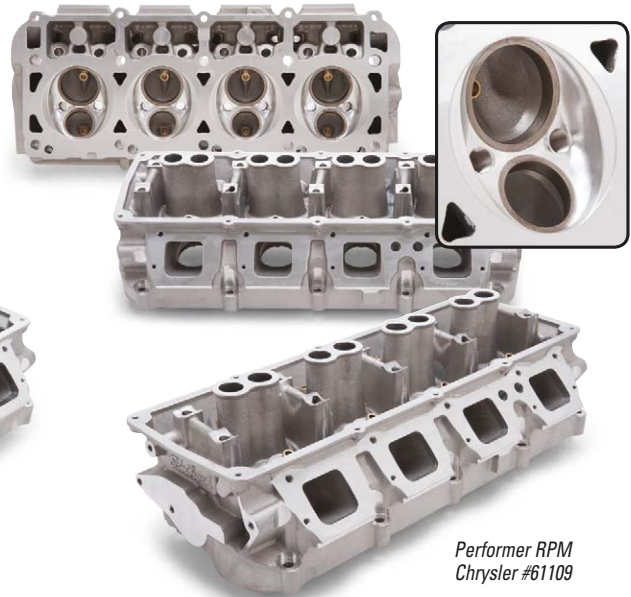
| Port Volume<br>Intake / Exhaust | Description                      | Bare With        |                    |                      | HP<br>Range | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift |
|---------------------------------|----------------------------------|------------------|--------------------|----------------------|-------------|-----------------------------|-------------------|---------------------------------|------------------|--------------|
|                                 |                                  | Bare<br>(Single) | Valves<br>(Single) | Complete<br>(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

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

| 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              | -        | Call Tech                     | #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      |



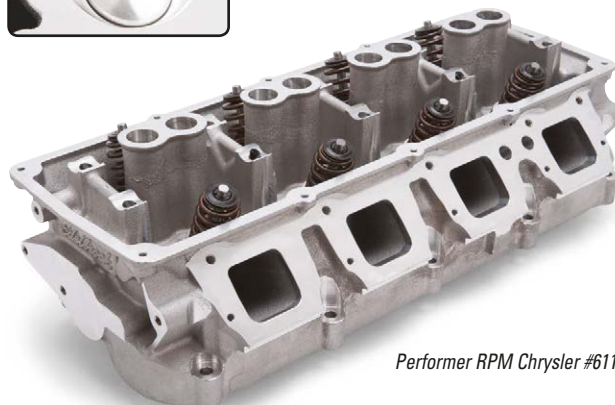
Performer RPM Chrysler #61119



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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<br>Intake/Exhaust | Description  | Block Letter Logo (Pair) |          |        | Script Logo (Pair) |          |        | Chamber<br>Volume | Valve Sizes<br>Intake/Exhaust | Max.<br>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<br>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<br>High Lift/Large Chamber | -                        | -        | -      | #1116              | -        | #11163 | 74cc              | -                             | -            |



**IMPORTANT NOTES**

- Flathead head copper 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<br>Intake / Exhaust | Description                                 | Bare<br>(Pair) | Complete<br>(Pair) | Bare<br>(Single) | Complete<br>(Single) | Complete<br>(Single)<br>Polished<br>Finish | Max<br>HP  | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust |
|---------------------------------|---|----------------|--------------------|------------------|----------------------|--|--|-----------------------------|-------------------|---------------------------------|
|                                 |   |                |                    |                  |                      |  |  |                             |                   |                                 |
| 170cc / 60cc                    | E-Street                                    | #5024          | #5025              | -                | #50259               | -  | 200-400  | Standard                    | 60cc              | 2.02" / 1.60"                   |
| 170cc / 60cc                    | Performer                                   | -              | -                  | -                | #60329               | #603219*                                   | 300-450  | Standard                    | 60cc              | 1.90" / 1.60"                   |
| 170cc / 60cc                    | Performer                                   | -              | -                  | -                | #60359               | #603519*                                   | 300-450  | Standard                    | 60cc              | 2.02" / 1.60"                   |
| 170cc / 60cc                    | Performer RPM                               | -              | -                  | -                | #60225               | #602215*                                   | 300-450  | Standard                    | 60cc              | 1.90" / 1.60"                   |
| 190cc / 60cc                    | Performer RPM                               | -              | -                  | -                | #60255               | #602515*                                   | 325-500  | Standard                    | 60cc              | 2.02" / 1.60"                   |
| 170cc / 60cc                    | Performer RPM                               | -              | -                  | -                | #60229               | #602219*                                   | 325-500  | Standard                    | 60cc              | 1.90" / 1.60"                   |
| 190cc / 60cc                    | Performer RPM                               | -              | -                  | -                | #60259               | #602519*                                   | 375-500  | Standard                    | 60cc              | 2.02" / 1.60"                   |
| 170cc / 60cc                    | Performer RPM<br>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               | #603719                                    | 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<br>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.

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SUPERCHARGERS  
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IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

# FLATHEAD AND S/B FORD **CYLINDER HEADS**

CARBURETORS  
MANIFOLDS  
GASKETS  
**CYLINDER HEADS**  
CAMS & VALVE TRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

| 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 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,C,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)<br>#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)<br>#9766 (E)    | #5825   | #9741     | RC12YC     |
| Hyd. Roller   | 0.575"    | 1.46"                 | ●●             | A,E           | See Below  | #7313       | #7220         | #7227          | #7560              | See Page 122 | #9769 (I)<br>#9766 (E)    | #5845   | #9736     | RC12YC     |
| Hyd. Roller   | 0.575"    | 1.46"                 | ●●             | A,E           | See Below  | #7313       | #7220         | #7227          | #7560              | See Page 122 | #9765 (I)<br>#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)<br>#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)<br>#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)<br>#9773 (E)    | -       | -         | RC12YC     |
| Flat Tappet   | 0.575"    | 1.46"                 | ●              | F             | See Below  | #7313       | #7220         | #7227          | #7560              | See Page 122 | #9768 (I)<br>#9767 (E)    | #5825   | #9741     | RC12YC     |
| Flat Tappet   | 0.575"    | 1.46"                 | ●              | C,F           | See Below  | #7313       | #7220         | #7227          | #7560              | See Page 122 | #9777 (I)<br>#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 ● 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) | Complete (Single) Polished Finish | 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            | #771819*                          | 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            | #771719*                          | 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 air-flow 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 air-flow.
- 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 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.



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        | -                 | NHRA         | 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.

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

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CAMS & VALVETRAIN  
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KITS  
SUPERCHARGERS  
IGNITION  
EFI  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
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| 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)<br>#9373 (E)        | #5821   | #9715     | RC12YC     |
| Mech. Roller  | 0.670"    | 1.55"                 | ●              | B,C,E         | See Below  | -           | #7219         | -              | #7560              | See Instructions | #9371 (I)<br>#9373 (E)        | #5823   | #9715     | RC12YC     |
| -             | -         | -                     | ●              | C             | See Below  | -           | #7219         | -              | #7560              | See Instructions | #9371 (I)<br>#9373 (E)        | -       | -         | RC12YC     |
| Hyd. Roller   | 0.650"    | 1.55"                 | ●              | C             | See Below  | -           | #7219         | -              | #7560              | See Instructions | #9371 (I)<br>#9373 (E)        | #5821   | #9715     | RC12YC     |
| Mech. Roller  | 0.670"    | 1.55"                 | ●              | C             | See Below  | -           | #7219         | -              | #7560              | See Instructions | #9371 (I)<br>#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.

## EMISSIONS GUIDE

● 50-STATE 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) | Complete (Single) Polished Finish | 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            | #600619*                          | 450-550      | Standard              | 72cc           | 2.09" / 1.66"                | Flat Tappet   | 0.600"    |
| 170cc / 125cc                | Performer RPM 427 low-riser/medium-riser                                     | #60089        | #60079            | #600719*                          | 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) | Complete (Single) Polished Finish | 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            | #606619*                          | 500-600      | Standard              | 95cc           | 2.19" / 1.76"                | Flat Tappet   | 0.700"    |
| 292cc / 100cc                | Performer RPM 460                              | #60699        | #60679            | #606719*                          | 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            | #616619*                          | 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.

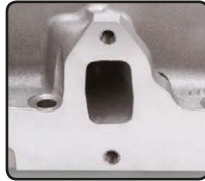
\* Special order non-returnable product, please allow 4-6 weeks delivery

| 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 #60087



Performer RPM #60069



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) #93664 (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 ● 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<br>Intake / Exhaust | Description   | Bare<br>(Single) | Complete<br>(Single) | HP<br>Range | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift | Valve<br>Spring<br>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<br>Intake / Exhaust | Description         | Bare<br>(Single) | Complete<br>(Single) | HP<br>Range | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift | Valve<br>Spring<br>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 |

## OLDSMOBILE V8

| Port Volume<br>Intake / Exhaust | Description                                | Bare<br>(Single) | Complete<br>(Single) | Complete<br>(Single)<br>Polished<br>Finish | Max<br>HP | Exhaust<br>Port<br>Location | Chamber<br>Volume | Valve Sizes<br>Intake / Exhaust | Camshaft<br>Type | Max.<br>Lift |
|---------------------------------|--|------------------|----------------------|--|-----------|-----------------------------|-------------------|---------------------------------|------------------|--------------|
| 188cc / 106cc                   | Performer RPM                              | #60529           | #60515               | -  | 450-550   | Standard                    | 77cc              | 2.072" / 1.680"                 | Hyd. Roller      | 0.600"       |
| 188cc / 106cc                   | Performer RPM                              | #60529           | #60519               | #605119                                    | 450-550   | Standard                    | 77cc              | 2.072" / 1.680"                 | Flat Tappet      | 0.575"       |
| 188cc / 106cc                   | Performer RPM for<br>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     |
| ●●             | -             |            |             |               |                |                    | 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



| 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"                 | ●●             | -             | #8558      | #7340       | #7284         | #7238          | #7598              | See Instructions | #9376 (I) #9318 (E)           | #5845   | -         | RC12YC     |
| 1.46"                 | ●●             | -             | #8558      | #7340       | #7284         | #7238          | #7598              | See Instructions | #9376 (I) #9318 (E)           | #5767   | -         | 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 ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

## PONTIAC V8

| Port Intake / Exhaust | Volume Description                          | Bare (Single) | Complete (Single) | Complete (Single) | Max HP  | Exhaust Port Location | Chamber Volume | Valve Sizes Intake / Exhaust | Camshaft Type | Max. Lift |
|-----------------------|---|---------------|-------------------|-------------------|---------|-----------------------|----------------|------------------------------|---------------|-----------|
|                       |   |               |                   | Polished Finish   |         |                       |                |                              |               |           |
| 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            | #615719*          | 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            | #605719*          | 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            | #605919*          | 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 emission 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.

**Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.**



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

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EFI  
IGNITION  
ENGINES  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

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

**Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.**



The flow box is a plastic model of one intake port, one exhaust port and one combustion chamber. This cross section is created using 3-dimensional Siemens NX8 design software and tested with Computational Fluid Dynamic (CFD) 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<br>1.219" = 320 lbs   | 1.130"    | Performer cams: 5500 rpm<br>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<br>1.200" = 420 lbs   | 1.150"    | Rollin Thunder cams: 6500 rpm                            |
| #61385, #79259   | 1.800"        | 1.800" = 138 lbs.<br>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.<br>1.270" = 338 lbs. | 1.130"    | Performer RPM cams: 6500 rpm                             |
| #60069, #60079, #60929, #61629, #60829   | 1.885"        | 1.885" = 134 lbs.<br>1.400" = 280 lbs. | 1.160"    | Performer cams: 5500 rpm<br>Performer RPM cams: 6500 rpm |
| #60119, #60139, #60049   | 1.900"        | 1.900" = 132 lbs.<br>1.400" = 312 lbs. | 1.160"    | Performer cams: 5500 rpm<br>Performer RPM cams: 6500 rpm |
| #5087, #5027   | 1.900"        | 1.900" = 145 lbs.<br>1.300" = 345 lbs. | 1.130"    | Rollin Thunder cams: 6500 rpm                            |
| #60065, #60075, #60815, #60925, #61625   | 1.885"        | 1.885" = 140 lbs.<br>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.<br>1.375" = 465 lbs. | 1.150"    | Rollin Thunder cams: 6500 rpm                            |
| #60459, #60479, #60499, #60559, #60669, #60679   | 1.975"        | 1.975" = 125 lbs.<br>1.475" = 310 lbs. | 1.160"    | Performer cams: 5500 rpm<br>Performer RPM cams: 6500 rpm |
| #77189, #77589, #77619, #77309   | 1.900"        | 1.900" = 145 lbs.<br>1.300" = 380 lbs. | 1.130"    | 8000 rpm   |
| #77199, #77599, #77629, #77359   | 1.900"        | 1.900" = 210 lbs.<br>1.300" = 490 lbs. | 1.170"    | 8000 rpm   |
| #61669   | 1.950"        | 1.950" = 235 lbs.<br>1.250" = 610 lbs. | 1.170"    | 7500 rpm   |
| #61409, #77409, #77459   | 2.000"        | 2.000" = 250 lbs.<br>1.150" = 800 lbs. | 1.070"    | 8000 rpm   |

PART NUMBERS IN RED ARE... **NEW**

CARBURETORS  
MANIFOLDS  
CASNETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
WATER PUMPS  
ENGINE DRESS-UP  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

| Applications                    | .100"<br>Int / Exh | .200"<br>Int / Exh | .300"<br>Int / Exh | .400"<br>Int / Exh | .500"<br>Int / Exh | .600"<br>Int / Exh | .700"<br>Int / Exh | .800"<br>Int / Exh | .900"<br>Int / Exh |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| <b>AMC</b>                      |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #60119, #60139                  | 65 / 52            | 130 / 96           | 192 / 127          | 235 / 163          | 258 / 182          | 260 / 190          | -                  | -                  | -                  |
| <b>BUICK</b>                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #60049                          | 68 / 58            | 127 / 108          | 190 / 150          | 241 / 173          | 274 / 183          | 273 / 190          | -                  | -                  | -                  |
| <b>CHEVROLET</b>                |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #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          | -                  | -                  | -                  |
| #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          | -                  | -                  | -                  |
| #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          |
| <b>CHRYSLER</b>                 |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #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          | -                  | -                  |
| <b>FORD</b>                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #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          | -                  | -                  |
| <b>JEEP</b>                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #50169                          | 66 / 63            | 123 / 103          | 179 / 127          | 221 / 144          | 241 / 151          | 237 / 155          | -                  | -                  | -                  |
| <b>OLDSMOBILE</b>               |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #60519, #60515                  | 67 / 54            | 131 / 102          | 195 / 137          | 245 / 163          | 278 / 179          | 268 / 188          | -                  | -                  | -                  |
| <b>PONTIAC</b>                  |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| #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" H<sub>2</sub>O.

### EMISSIONS GUIDE

● 50-STATE 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**

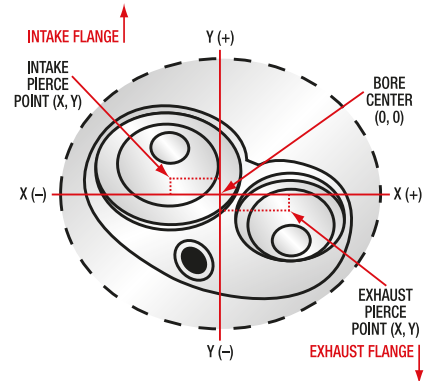
**WHAT IS HIP PROCESSING?**

Many Edelbrock Pro-Port cylinder heads are available 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 can not 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. |
|------------------------|------------------|-----------|--------------|-------------------------------|----------------------------------|---|--------------|---------------|-------------|--------------|----------|
| <b>CHEVY LS SERIES</b> |                  |           |              |                               |                                  |   |              |               |             |              |          |
| 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"        | 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"        | 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"        | 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"        | 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  |
| <b>CHEVY SB2</b>       |                  |           |              |                               |                                  |   |              |               |             |              |          |
| 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  |
| <b>BIG-BLOCK CHEVY</b> |                  |           |              |                               |                                  |   |              |               |             |              |          |
| 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  |
| 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  |
| Big Victor 3 ●         | –                | Y         | 11°          | 2.52" x 2.15" / 1.84" x 1.50" | 2.60" / 1.94"                    | (0.763", 0.521") (-1.347", 0.352")          | 4.84"        | –             | –           | included     | #613669  |



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 | Valve Pierce Points (X,Y)(C) Exhaust | Valve Spacing | Valve Seats | Valve Guides | Part No. |
|-----------------------------|------------------|-----------|-------------|-------------------------------|----------------------------------|-------------------------------------|--------------------------------------|---------------|-------------|--------------|----------|
| <b>SMALL-BLOCK CHRYSLER</b> |                  |           |             |                               |                                  |                                     |                                      |               |             |              |          |
| 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 | Valve Pierce Points (X,Y)(C) Exhaust | Valve Spacing | Valve Seats | Valve Guides | Part No.    |
|-------------------------|------------------|-----------|--------------------------------------|-------------------------------|----------------------------------|-------------------------------------|--------------------------------------|---------------|-------------|--------------|-------------|
| <b>SMALL-BLOCK FORD</b> |                  |           |                                      |                               |                                  |                                     |                                      |               |             |              |             |
| Glidden Victor II ●     | 24cc             | N         | 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     | #77319 (E)  |
| 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°<br>(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     |
| <b>FORD FE</b>          |                  |           |                                      |                               |                                  |                                     |                                      |               |             |              |             |
| 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 NHRA ●          | 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      |
| <b>FORD 460</b>         |                  |           |                                      |                               |                                  |                                     |                                      |               |             |              |             |
| Big Victor 3 ●          | 40cc             | Y         | (I) 11.1° x 6.0°<br>(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°<br>(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 can not 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 | Valve Pierce Points (X,Y)(C) Exhaust | Valve Spacing | Valve Seats | Valve Guides | Part No. |
|-----------------|------------------|-----------|-------------|-------------------------------|----------------------------------|-------------------------------------|--------------------------------------|---------------|-------------|--------------|----------|
| <b>PONTIAC</b>  |                  |           |             |                               |                                  |                                     |                                      |               |             |              |          |
| 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

● 50-STATE 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

## HEAD BOLT KITS

Edelbrock Head Bolt Kits contain a complete set of the highest quality head bolts and hardened washers available. 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.



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



Ford 289-302 Head Bolt Kit #8552



S/B Chrysler Head Bolt Kit #8555



S/B Ford Head Bolt Bushings #9680



AMC Head Bolt Bushings #9693



AMC Deck Dowels #9652

|  |       |
|--|-------|
| <b>AMC Head Bolt Kit</b> for pre-1970 engines, 7/16".....  | #8531 |
| <b>AMC Head Bolt Kit</b> for 1970 & later engines, 1/2".....   | #8532 |
| <b>Buick Head Bolt Kit</b> for 400, 430 & 455 engines.....   | #8503 |
| <b>S/B Chevrolet Head Bolt Kit</b> .....   | #8550 |
| <b>Chevrolet Gen III LS1 Head Bolt Kit</b> for Edelbrock & GM Gen III LS1 heads.....                                       | #8596 |
| <b>Chevrolet Gen IV Head Bolt Kit</b> for Edelbrock heads used on LS series engines 2004 and later.....                    | #8595 |
| <b>B/B Chevrolet Head Bolt Kit</b> (not for stock heads, Mark IV only).....  | #8551 |
| <b>B/B Chevrolet Head Bolt Kit</b> for #77409, #77419, #77459, #77469, #77479, #61409 (not for stock heads).....           | #8554 |
| <b>Chevrolet 348/409 Head Bolt Kit</b> .....   | #8581 |
| <b>S/B Chrysler Head Bolt Kit</b> (not for stock heads).....   | #8555 |
| <b>Chrysler Magnum Head Bolt Kit</b> for Edelbrock and '92 and up Magnum heads.....  | #8577 |
| <b>B/B Chrysler 426-572 Gen II HEMI Head Bolt Kit</b> .....  | #8513 |
| <b>B/B Chrysler Head Bolt Kit</b> .....  | #8591 |
| <b>B/B Chrysler Victor Head Bolt Kit</b> .....   | #8592 |
| <b>Ford Flathead Head Stud Kit</b> for 1938-48 Fords.....  | #8505 |
| <b>Ford Flathead Generator Stud Kit</b> for 1938-48 Fords.....   | #8506 |
| <b>Ford Flathead Head Stud Kit</b> for 1949-53 Fords.....  | #8502 |
| <b>Ford 289-302 Head Bolt Kit</b> (7/16" bolt diameter, use bushings #9680).....   | #8552 |
| <b>Ford 351-Windsor Head Bolt Kit</b> (1/2" bolt dia., used on 351W with 1/2" threads).....                                | #8553 |
| <b>Ford 351-Cleveland Head Bolt Kit</b> .....  | #8560 |
| <b>Ford 302-Clevo Head Bolt Kit</b> (7/16" bolt diameter, use bushings #9680).....   | #8562 |
| <b>Ford FE 390-428 Head Bolt Kit</b> .....   | #8557 |
| <b>Ford 429/460 Head Bolt Kit</b> .....  | #8566 |
| <b>Jeep 4.0L, Inline Six</b> .....   | #8533 |
| <b>Oldsmobile Head Bolt Kit</b> .....  | #8558 |
| <b>Pontiac Head Bolt Kit</b> for #60509, #60579 and #60599 <b>made before 3/15/02</b><br>(not for stock heads).....        | #8556 |
| <b>Pontiac Head Bolt Kit</b> for #60509, #60579, #60587 and #60599 <b>made after 3/15/02</b><br>(not for stock heads)..... | #8549 |
| <b>Pontiac D-Port Head Bolt Kit</b> (not for stock heads).....   | #8561 |

## 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.

|   |       |
|---|-------|
| <b>For Ford 5.0L</b> (20 per package).....              | #9680 |
| <b>For 1969 &amp; Earlier AMC</b> (28 per package)..... | #9693 |
| <b>For 1966-69 AMC</b> (4 deck dowels per package)..... | #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"            |   | #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    |

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CARBURETORS  
MANIFOLDS  
CASNETS  
CYLINDER HEADS  
CAM & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



Intake Valve #9760 and Exhaust Valve #9761



**TECH TIP**  
**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 galling.
- All cylinder head bolts should use washers underneath the 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 |
|----------------|--|----------------|--------|----------|
| <b>INTAKE</b>  |  |                |        |          |
| 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    |
| <b>EXHAUST</b> |  |                |        |          |
| 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   |
| <b>Valve Seals (2-ring positive oil control seals, sold in sets of 16)</b>      |        |         |
| 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

**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    |



Valve Spring Locators #5770

Spring Seat Locator/Seal Kit #5766

**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



**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 Arm #77781



Roller Rocker Arms #77770



Roller Rocker Arms #77780

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# 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                 |
|---|---|-------------|---------------|------------------|-------------------|--------|--------|-----------|----------------|----------------|---|
| <b>AMC 290-304-360-390-401 V8 '70 &amp; LATER</b> |   |             |               |                  |                   |        |        |           |                |                |   |
| -   | 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          |
| <b>BUICK 400-430-455 V8</b>                       |   |             |               |                  |                   |        |        |           |                |                |   |
| #5792   | Edelbrock #60049  | Non-Rotator | 132 lbs.      | 1.900"           | 312 lbs. @ 0.500" | 1.550" | 1.120" | 1.160"    | #9644          | #9616          | N/A                                       |
| <b>CHEVROLET 200-229-262 90° V6</b>               |   |             |               |                  |                   |        |        |           |                |                |   |
| -   | 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              |
| <b>CHEVROLET 4.3L 90° V6 '87-95</b>               |   |             |               |                  |                   |        |        |           |                |                |   |
| #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                       |
| <b>CHEVROLET 262-400 V8 '57-95</b>                |   |             |               |                  |                   |        |        |           |                |                |   |
| #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      |
| #5902 (B)   | Cast-Iron O.E. Head   | Rotator     | 80 lbs.       | 1.610"           | 200 lbs. @ 0.475" | 1.222" | 0.875" | 1.150"    | -              | 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                                     |
| <b>CHEVROLET LS1 V8</b>                           |   |             |               |                  |                   |        |        |           |                |                |   |
| #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 |
| <b>CHEVROLET 348/409 W-SERIES V8</b>              |   |             |               |                  |                   |        |        |           |                |                |   |
| #5792   | Edelbrock #60819  | Non-Rotator | 130 lbs.      | 1.900"           | 355 lbs. @ 0.600" | 1.550" | 1.120" | 1.160"    | #9715          | #9616          | N/A                                       |
| <b>CHEVROLET 396-402-427-454 V8</b>               |   |             |               |                  |                   |        |        |           |                |                |   |
| #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             |
|--|--|-------------|---------------|------------------|-------------------|---------|--------|-----------|-----------|----------------|---------------------------------------|
| <b>CHRYSLER 318-340-360 V8 1957-89</b>                         |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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             |
| <b>CHRYSLER 383-400-413-440 V8 '69-79</b>                      |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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<br>#60189 / #60929                     | Non-Rotator | 138 lbs.      | 1.880"           | 311 lbs. @ 0.500" | 1.550"  | 1.120" | 1.160"    | #9644     | #9616          | #2192 Performer and<br>#7194 RPM Cams |
| <b>FORD 289-302 &amp; 351W V8</b>                              |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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<br>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<br>& 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          | -                                     |
| <b>FORD 351M/400 V8 1971-1982</b>                              |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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                   |
| <b>FORD 351C V8</b>  |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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             |
| <b>FORD 390-428 FE V8 1961-1976</b>                            |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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              |
| <b>FORD 429/460 V8 1969-1987</b>                               |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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,<br>#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"    |           |                | Edelbrock Tech 800-416-8628           |
| <b>OLDSMOBILE 330-403 V8 1967-1984 &amp; 1965-1976 400-455</b> |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #5812  | 330-350-403<br>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             |
| <b>PONTIAC 389-455 V8 1965-LATER</b>                           |  |             |               |                  |                   |         |        |           |           |                |                                       |
| #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<br>#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<br>#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

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**EDELBRÖCK TOTAL POWER PACKAGE**

**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 Chevs are 50-state street legal.**



| Application                | Duration @ .050 Int/Exh | Lift @ Valve Int/Exh | Intake Lobe Seps. | Intake Line | Idle Vacuum @ 1000 RPM | Optional Valve Springs | Cam Features   | Part No. |
|----------------------------|-------------------------|----------------------|-------------------|-------------|------------------------|------------------------|--|----------|
| <b>AMC</b>                 |                         |                      |                   |             |                        |                        |  |          |
| 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    |
| <b>BUICK</b>               |                         |                      |                   |             |                        |                        |  |          |
| 231-252 V6 Even Fire ●     | 204°/214°               | .448"/.472"          | 112°              | 107°        | 15"                    | —                      | For non computer-controlled vehicles.  | #5487    |
| <b>CHEVROLET</b>           |                         |                      |                   |             |                        |                        |  |          |
| 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            | <b>50-state legal E.O. #D-215-19</b> 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            | <b>50-state legal E.O. #D-215-19</b> 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            | <b>50-state legal E.O. #D-215-19</b> 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    |
| <b>CHRYSLER</b>            |                         |                      |                   |             |                        |                        |  |          |
| 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    |
| <b>FORD</b>                |                         |                      |                   |             |                        |                        |  |          |
| 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    |
| <b>OLDSMOBILE</b>          |                         |                      |                   |             |                        |                        |  |          |
| 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    |
| <b>PONTIAC</b>             |                         |                      |                   |             |                        |                        |  |          |
| 350-455 V8 ●●              | 204°/214°               | .420"/.442"          | 110°              | 105°        | 15"                    | #5857                  | Produces 387 HP & 439 ft.-lbs. when matched with #2156 intake & #60599 heads.  | #2157    |

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAM & VALVE TRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

## 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<br>@ .050<br>Int/Exh | Lift<br>@ Valve<br>Int/Exh | Intake<br>Lobe<br>Sep. | Center<br>Line | Idle<br>@ 1000<br>RPM | Optional<br>Valve<br>Springs | Cam Features  | Part<br>No. |
|---------------------------|-------------------------------|----------------------------|------------------------|----------------|-----------------------|------------------------------|---|-------------|
| <b>AMC</b>                |                               |                            |                        |                |                       |                              |   |             |
| 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       |
| <b>CHEVROLET</b>          |                               |                            |                        |                |                       |                              |   |             |
| 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       |
| <b>CHRYSLER</b>           |                               |                            |                        |                |                       |                              |   |             |
| 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       |
| <b>FORD</b>               |                               |                            |                        |                |                       |                              |   |             |
| 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       |
| <b>OLDSMOBILE</b>         |                               |                            |                        |                |                       |                              |   |             |
| 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       |
| <b>PONTIAC</b>            |                               |                            |                        |                |                       |                              |   |             |
| 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<br>@ .050<br>Int/Exh | Lift<br>@ Valve<br>Int/Exh | Intake<br>Lobe<br>Sep. | Center<br>Line | Optional<br>Valve<br>Springs | Cam Features  | Part<br>No. |
|---------------------------|-------------------------------|----------------------------|------------------------|----------------|------------------------------|---|-------------|
| <b>CHEVROLET</b>          |                               |                            |                        |                |                              |   |             |
| 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       |
| <b>FORD</b>               |                               |                            |                        |                |                              |   |             |
| 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       |
| <b>PONTIAC</b>            |                               |                            |                        |                |                              |   |             |
| 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

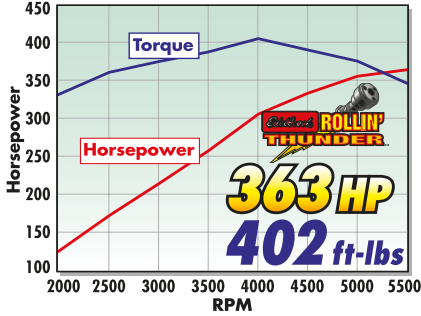
*Performer RPM and Torker-Plus cams are for street high-performance and racing applications only — not for heavy vehicles. Use with Edelbrock Performer RPM heads (or other aftermarket heads), adjustable valvetrain components, screw-in studs, high-performance adjustable rocker arms and at least 9.5:1 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 ● 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 engines emissions and does not require zinc or phosphate oil additives
- **Economy** – Reduced contact friction between the lifter and camshaft increases an engines fuel economy for better mileage potential

| Application  | Duration @ .050 Int/Exh | Lift @ Valve Int/Exh | Intake Lobe Seprs. | Intake Center Line | Optional Valve Vacuum | Cam Features   | Part No. |
|--|-------------------------|----------------------|--------------------|--------------------|-----------------------|--|----------|
| <b>CHEVROLET</b>   |                         |                      |                    |                    |                       |  |          |
| 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 #3528, 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 #3528, 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 #3528 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...

INDEX SPORTSWEAR FUEL PUMPS NITROUS ENGINE DRESS-UP WATER PUMPS CRATE ENGINES IGNITION EFI SUPERCHARGERS KITS POWER PACKAGES CAMS & VALVETRAIN CYLINDER HEADS CASNETS MANIFOLDS CARBURETORS

| Application                             | Duration @ .050 Int/Exh | Lift @ Valve Int/Exh | Intake Lobe Center Seps. | Intake Line | Optional Valve Vacuum Springs | Cam Features  | Part No. |
|---|-------------------------|----------------------|--------------------------|-------------|-------------------------------|---|----------|
| <b>CHEVROLET</b>                        |                         |                      |                          |             |                               |   |          |
| 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    |
| <b>CHRYSLER</b>                         |                         |                      |                          |             |                               |   |          |
| 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    |
| <b>FORD</b>                             |                         |                      |                          |             |                               |   |          |
| 289-302 V8 ●●                           | 227°/234°               | .520"/.520"          | 112°                     | 107°        | 12"                           | - This camshaft works great when matched with Pro-Flo 2 system #35210 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    |
| <b>50-State Legal E.O. #D-215-14.</b>   |                         |                      |                          |             |                               |   |          |



### Important Footnotes

- (A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713. Call Edelbrock Tech 800-416-8628 for info.  
 (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

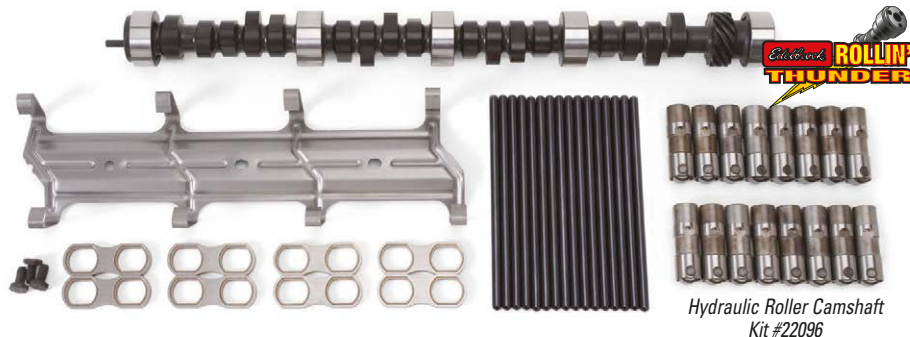
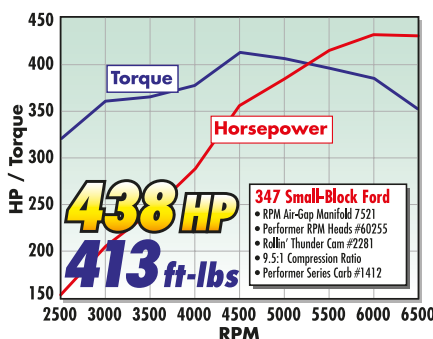
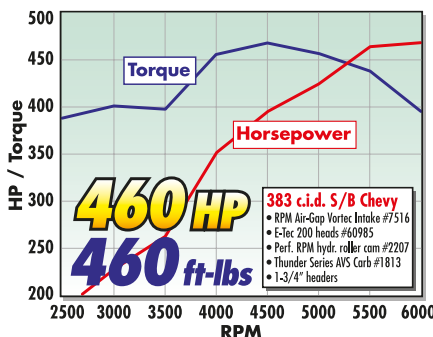
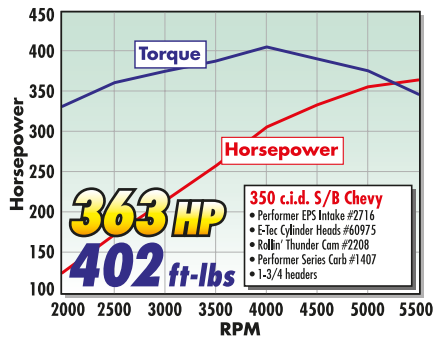
Rollin' Thunder Hydraulic Roller cams are for street high-performance and racing applications only — not for heavy vehicles. Use with Edelbrock Performer RPM heads (or other aftermarket heads), adjustable valvetrain components, high-performance adjustable rocker arms, screw-in studs and at least 9.5:1 compression ratio. Headers, high-energy ignitions, lower-than-stock rear gearing and a high-performance torque converter (in auto. transmission equipped vehicles) are necessary.

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# 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.

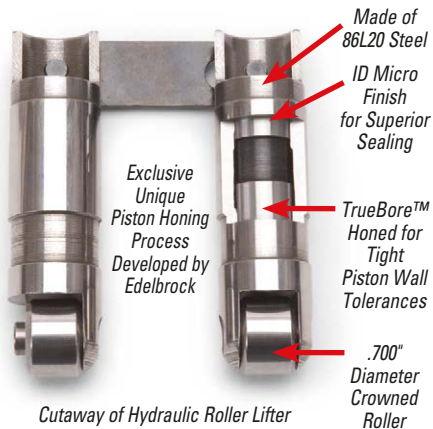
- Complete kit gives you everything you need to upgrade your camshaft
- Rollin' Thunder hydraulic roller cams feature more aggressive profiles than conventional cams without excessive valve overlap
- Virtually eliminate break-in problems – no special break-in required over flat tappet cams
- Higher lift 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, 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 a 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.

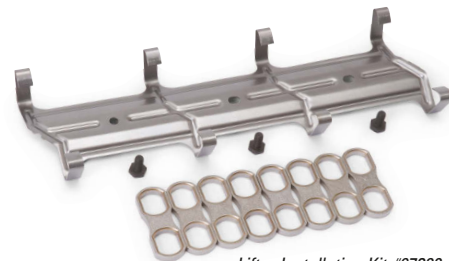


- S/B Chevy (1986 & earlier) and 348/409 "W-series" Chevys.....#97423
- B/B Chevy (1995 & earlier Mark IV).....#97433
- S/B Chrysler (318-340-360).....#97413
- B/B Chrysler (383-400-440).....#97483
- S/B Ford (289/302 1962-87, 351W 1969-93).....#97453
- B/B Ford FE (390-428).....#97393

**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 that allow 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 a 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; 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 axles 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 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.

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#7807



#7808

**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. |
|--|--------------|---------------|-----------|----------|---|---------|---------------|-----------|----------|
| <b>AMC</b>   |              |               |           |          | <b>CHRYSLER</b>   |         |               |           |          |
| V8 290, 304, 343, 360, 390, 401                            | 1967-91      | ●             | —         | #7818    | V6 238 (3.9L)   | 1987-90 | ●             | —         | #7803    |
| <b>BUICK, OLDS, PONTIAC V6 &amp; 215 V8</b>                |              |               |           |          | 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    | <b>FORD</b>   |         |               |           |          |
| <b>BUICK</b>   |              |               |           |          | 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    |
| <b>CHEVROLET</b>   |              |               |           |          | 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    | <b>OLDSMOBILE</b>   |         |               |           |          |
| 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    | <b>PONTIAC</b>  |         |               |           |          |
| 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      | ●             | —         | #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.



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.

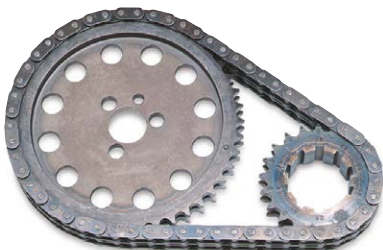
| Application                    | Emissions Code | Footnotes | Part No. |
|--------------------------------|----------------|-----------|----------|
| Chevy 262-400 V8 (1955-95)     | ●●●            | A         | #7331    |
| Chevy LS1, LS2 & LS6 (1997-06) | ●●             | D         | #7343    |
| 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

CARBURETORS  
MANIFOLDS  
CASNETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



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



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.

## 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



Timing Cover #4265 for Pontiac

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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 1980's, 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 & 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 |
|---|------------------------------------|----------------------------------|--------------------|--------------------|---------------------|------------|-----------------------------------|----------------------------|--------------------------------|
| <b>AMC</b>                                  |                                    |                                  |                    |                    |                     |            |                                   |                            |                                |
| 343-401 V8 1970-91                          | #2131, #3731                       | 500-650 cfm                      | #60139             | #2132              | #7818               | -          | #5792                             | #5832, #5932               | (F)                            |
| <b>BUICK</b>                                |                                    |                                  |                    |                    |                     |            |                                   |                            |                                |
| 400-455 V8 1967-76                          | #2146                              | 650-800 cfm                      | #60049             | -                  | #7840               | -          | #5792                             | -                          | -                              |
| <b>CHEVROLET</b>                            |                                    |                                  |                    |                    |                     |            |                                   |                            |                                |
| 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                          |
| <b>CHRYSLER</b>                             |                                    |                                  |                    |                    |                     |            |                                   |                            |                                |
| 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 |
|-----------------------------------|------------------------------------|----------------------------------|------------------------|--------------------|---------------------|------------|-----------------------------------|----------------------------|--------------------------------|
| <b>FORD</b>                       |                                    |                                  |                        |                    |                     |            |                                   |                            |                                |
| 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)                            |
| <b>OLDSMOBILE</b>                 |                                    |                                  |                        |                    |                     |            |                                   |                            |                                |
| 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)                            |
| <b>PONTIAC</b>                    |                                    |                                  |                        |                    |                     |            |                                   |                            |                                |
| 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 |
|--|------------------------------------|----------------------------------|------------------------|-----------------------------|---------------------|------------|-----------------------------------|----------------------------|--------------------------------|
| <b>AMC</b>                                 |                                    |                                  |                        |                             |                     |            |                                   |                            |                                |
| 343-401 V8 1968-91                         | #7530, #7531                       | 650-800 cfm                      | #60119                 | #7132                       | #7818               | -          | #5792                             | -                          | -                              |
| <b>CHEVROLET</b>                           |                                    |                                  |                        |                             |                     |            |                                   |                            |                                |
| 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                      | -                              |
| <b>CHRYSLER</b>                            |                                    |                                  |                        |                             |                     |            |                                   |                            |                                |
| 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)                            |
| <b>FORD</b>                                |                                    |                                  |                        |                             |                     |            |                                   |                            |                                |
| 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)                            |
| <b>OLDSMOBILE</b>                          |                                    |                                  |                        |                             |                     |            |                                   |                            |                                |
| 350-403 V8 1964-85                         | #7111                              | 600-800 cfm                      | #60519 (A)             | #7112                       | #7813               | -          | #5767                             | #5712                      | (F)                            |
| <b>PONTIAC</b>                             |                                    |                                  |                        |                             |                     |            |                                   |                            |                                |
| 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 ● 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 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 Kit #2022*



*Performer RPM Top End Kit #2098*



*Performer RPM Top End Kit #2080*

**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.

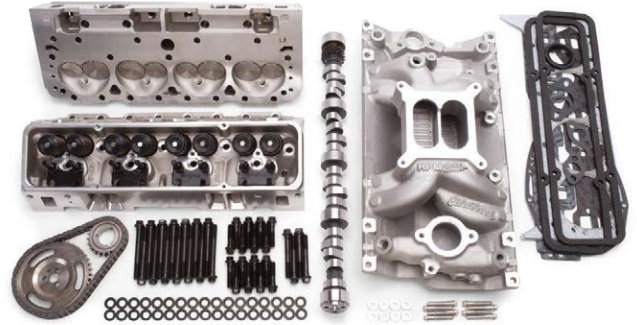
**PERFORMER RPM TOP END KITS** deliver improved performance in street applications in the 1,500 to 6,500 rpm range. They include Performer RPM or RPM Air-Gap intake manifold, Performer RPM cylinder heads, pushrods, hydraulic cam and lifters, timing chain (in most cases), complete bolt kits and an Edelbrock 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.

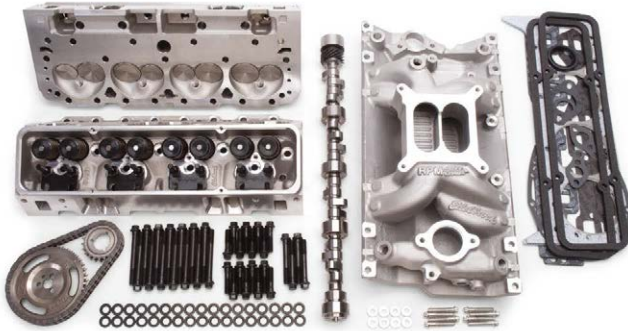
# POWER PACKAGE TOP END KITS



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     |
|---|--|-----|-----|----------------|-----------------|----------------|-------|----------|---------|--------------|----------------|------------------|----------------|
| <b>CHEVROLET E-STREET POWER PACKAGE KITS</b>  |  |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2022   | S/B Chevy • 1957-86<br>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<br>#6997 |
| #2038   | EFI Top End Kit for S/B Chevy • 1957-86<br>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<br>#6997 |
| #2024   | 396-454 B/B Chevy • 1965-95<br>Results on a 454 c.i.d. B/B w/9.6:1 compression.  | 354 | 470 | ●●             | #7161           | #50459         | #2162 | Included | -       | #7810        | #8551          | #8564            | #7363<br>#6998 |
| <b>CHEVROLET PERFORMER POWER PACKAGE KITS</b> |  |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2088   | S/B Chevy • 1957-86<br>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<br>#6997 |
| #2089*  | S/B Chevy • 1987 & later<br>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<br>#6997 |
| <b>CHEVROLET RPM POWER PACKAGE KITS</b>       |  |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2098<br>#20984                               | 327-350 S/B Chevy • 1957-86<br>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<br>#6997 |
| #2099   | 327-350 S/B Chevy • 1957-86<br>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<br>#6997 |
| #2097*  | 350 S/B Chevy • 1987 & later<br>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<br>#6997 |
| #2093   | 383-427 S/B Chevy • 1957-86<br>Results on a 383 c.i.d. and retro-fit hydraulic roller cam.                                 | 460 | 460 | ●              | #7516           | #60985         | #2231 | #97423   | #9646   | #7800        | #8550          | #8516            | #7367<br>#6997 |
| #2096*  | 383 S/B Chevy • 1987 & later<br>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<br>#6997 |
| #2039   | 409 W-Series V8 • 1961-65<br>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

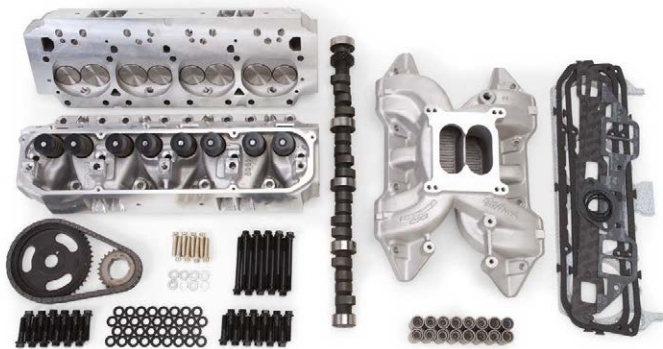
## EMISSIONS GUIDE

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

CARBURETORS  
MANIFOLDS  
CASNETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



# 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     |
|---|--|------------------------------------|-----|----------------|-----------------|----------------|-------|----------|---------|--------------|----------------|------------------|----------------|
| <b>CHEVROLET RPM POWER PACKAGE KITS (cont.)</b> |  |                                    |     |                |                 |                |       |          |         |              |                |                  |                |
| #2095   | 396-454 B/B Chevy • 1965-95<br>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<br>#6998 |
| #2079   | 396-454 B/B Chevy • 1965-95 Mark IV & Gen V<br>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<br>#6998 |
| #2094   | 502 B/B Chevy • 1996 & Later Gen V & VI<br>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<br>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<br>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<br>Kit includes MSD Ignition Control Module #6012   | CHECK OUR WEBSITE FOR DYNO RESULTS |     | ●●             | #71196          | #61319         | #2218 | -        | -       | -            | #8595          | #8515            | #7395          |
| <b>CHEVROLET VICTOR POWER PACKAGE KITS</b>      |  |                                    |     |                |                 |                |       |          |         |              |                |                  |                |
| #2078   | 496-555 B/B Chevy • 1965-95 Mark IV & V<br>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        | #8551          | #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<br>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<br>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<br>Kit includes MSD Ignition Control Module #6012   | 573                                | 485 | ●              | #28457          | #61339         | #2219 | -        | -       | -            | #8595          | #8515            | #7395          |
| <b>CHRYSLER RPM POWER PACKAGE KITS</b>          |  |                                    |     |                |                 |                |       |          |         |              |                |                  |                |
| #2049   | 340-418 S/B Chrysler • 1967-91 w/Flat tappet cam<br>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<br>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<br>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)<br>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



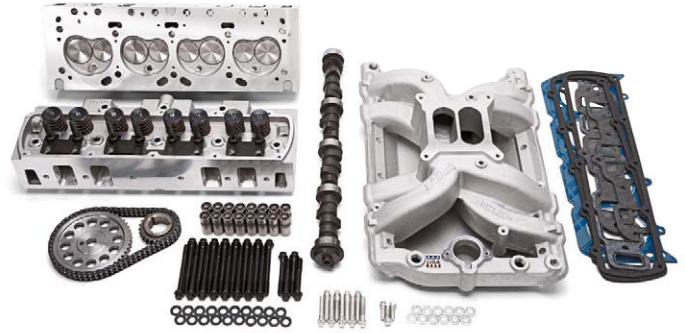
E-Street Top End Kit #2027



Performer RPM Top End Kit #2091



Performer RPM Top End Kit #2045



Performer RPM Top End Kit #2058

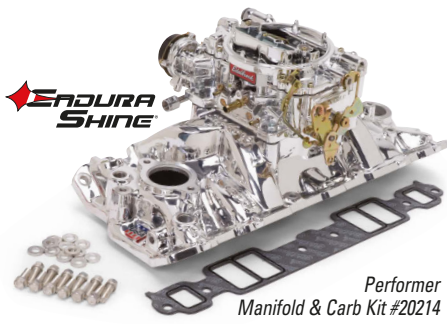
| Kit Part No.                             | Description   | HP  | TQ  | Emissions Code | Intake Manifold | Cylinder Heads | Cam   | Lifters  | Pushrod | Timing Chain | Bolt Kits Head | Bolt Kits Intake | Gasket Set     |
|--|---|-----|-----|----------------|-----------------|----------------|-------|----------|---------|--------------|----------------|------------------|----------------|
| <b>FORD E-STREET POWER PACKAGE KITS</b>  |   |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2027                                    | 289-302 S/B Ford • 1981 & earlier<br>Results on a 302 Ford S/B w/9.1:1 compression.   | 321 | 337 | ●●             | #2121           | #5023          | #2122 | Included | #9632   | #7820        | #8552          | #8524            | #7364<br>#6991 |
| <b>FORD RPM POWER PACKAGE KITS</b>       |   |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2091<br>#20914                          | 289-302 S/B Ford • 1981 & earlier w/Flat tappet cam<br>Results on a 302 Ford S/B w/9.5:1 compression.   | 367 | 340 | ●●             | #7521           | #60229         | #7122 | Included | #9632   | #7820        | #8552          | #8524            | #7364<br>#6991 |
| #2043                                    | 331-363 S/B Ford • 1981 & earlier<br>Results on a 347 Ford S/B w/9.5:1 compression.   | 438 | 413 | ●              | #7521           | #60255         | #2281 | #97453   | #9658   | #7820        | #8552          | #8524            | #7364<br>#6991 |
| #2092<br>#20924                          | 351W S/B Ford • 1969-95 w/Flat tappet cam.<br>Results on a 351W Ford S/B w/9.5:1 compression.   | 400 | 412 | ●              | #7581           | #60259         | #7182 | Included | #9636   | #7820        | #8553          | #8584            | #7364<br>#6991 |
| #2090                                    | 351W S/B Ford • 1969-95 w/Hydraulic roller cam<br>Results on a 351W Ford S/B w/9.5:1 compression.   | 451 | 433 | ●              | #7581           | #79259         | #2281 | #97453   | #9659   | #7820        | #8553          | #8584            | #7364<br>#6991 |
| #2059                                    | 302 block - 8.2" deck with Cleveland heads<br>w/Hydraulic roller cam (will not fit 351M/400)<br>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<br>w/hydraulic roller cam (will not fit 351M/400)<br>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          |
| <b>OLDSMOBILE RPM POWER PACKAGE KITS</b> |   |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2058                                    | 400-500 B/B Oldsmobile<br>Results on a 455 c.i.d. w/9.5:1 compression.  | 450 | 541 | ●●             | #7551           | #60519         | #7112 | Included | -       | #7813        | #8558          | #8514            | #7373          |
| <b>PONTIAC RPM POWER PACKAGE KITS</b>    |   |     |     |                |                 |                |       |          |         |              |                |                  |                |
| #2053                                    | 389-467 Pontiac with 72cc Cylinder Heads  | 471 | 530 | ●●             | #7156           | #61519         | #7157 | Included | -       | #7812        | #8549          | #8559            | #7382          |
| #2057                                    | 389-467 Pontiac with 87cc Cylinder Heads  | 471 | 530 | ●●             | #7156           | #61529         | #7157 | Included | -       | #7812        | #8549          | #8559            | #7382          |
| #2054                                    | 389-467 Pontiac with 87cc D-Port Cylinder Heads<br>Results on a 468 c.i.d. w/9.5:1 compression.   | 460 | 538 | ●●             | #7156           | #61579         | #7157 | Included | -       | #7812        | #8561          | #8559            | #7382          |
| #2055                                    | 389-467 Pontiac with 72cc D-Port Cylinder Heads<br>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 ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

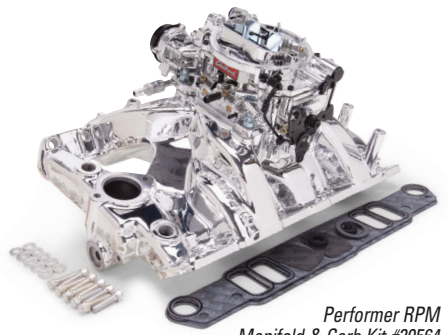
CARBURETORS  
MANIFOLDS  
GASKETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



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 Thunder Series AVS 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 & Thunder Series AVS 800 cfm carb   | #2023 | #20234      |
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb     | #2004 | #20244      |

**FOR SMALL-BLOCK CHEVY WITH VORTEC OR EDELBROCK E-TEC CYLINDER HEADS**

|  |       |        |
|--|-------|--------|
| Performer manifold & Thunder Series AVS 650 cfm carb     | #2007 | #20274 |
| Performer RPM manifold & Thunder Series AVS 800 cfm carb | #2028 | #20284 |
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb   | #2029 | #20294 |

**FOR BIG-BLOCK CHEVY**

|  |       |        |
|--|-------|--------|
| Performer manifold & Thunder Series AVS 800 cfm carb (oval port)     | #2061 | #20614 |
| Performer RPM manifold & Thunder Series AVS 800 cfm carb (oval port) | #2062 | #20624 |
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb (oval port)   | #2063 | #20634 |
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb (rect. port)  | #2064 | #20644 |

**CHRYSLER SINGLE-QUAD KIT**

|   |       |        |
|---|-------|--------|
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb for 340/360 Chrysler | #2075 | #20754 |
|---|-------|--------|

**FORD SINGLE-QUAD KITS**

**FOR SMALL-BLOCK FORD**

|  |       |        |
|--|-------|--------|
| Performer manifold & Performer Series 600 cfm carb                   | #2031 | #20314 |
| Performer RPM manifold & Thunder Series AVS 800 cfm carb             | #2032 | #20324 |
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb               | #2033 | #20334 |
| RPM Air-Gap manifold & Thunder Series AVS 800 cfm carb for 351W Ford | #2034 | #20344 |

**FOR BIG-BLOCK FORD**

|  |       |        |
|--|-------|--------|
| Performer RPM manifold & Thunder Series AVS 800 cfm carb for Ford FE | #2037 | #20374 |
|--|-------|--------|

**PONTIAC SINGLE-QUAD KIT**

|   |       |        |
|---|-------|--------|
| Performer RPM manifold & Thunder Series AVS 800 cfm carb for 1965-79, 389-455 | #2056 | #20564 |
|---|-------|--------|

**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           | #1813 | #8126     | #7201          | #8504           | #8008         |
| #2004        | #7501           | #1813 | #8126     | #7201          | #8504           | #8008         |
| #2007        | #2116           | #1806 | #8126     | #7235          | #8516           | #8008         |
| #2028        | #7116           | #1813 | #8126     | #7235          | #8516           | #8008         |
| #2029        | #7516           | #1813 | #8126     | #7235          | #8516           | #8008         |
| #2061        | #2161           | #1813 | #8126     | #7203          | #8564           | #8008         |
| #2062        | #7161           | #1813 | #8126     | #7203          | #8564           | #8008         |
| #2063        | #7561           | #1813 | #8126     | #7203          | #8564           | #8008         |
| #2064        | #7562           | #1813 | #8126     | #7202          | #8564           | #8008         |
| #2075        | #7576           | #1813 | #8126     | #7276          | #8579           | #8008         |
| #2031        | #2121           | #1406 | #8126     | #7220          | #8524           | #8008         |
| #2032        | #7121           | #1813 | #8126     | #7220          | #8524           | #8008         |
| #2033        | #7521           | #1813 | #8126     | #7220          | #8524           | #8008         |
| #2034        | #7581           | #1813 | #8126     | #7220          | #8584           | #8008         |
| #2037        | #7105           | #1813 | #8126     | #7224          | #8507           | #8008         |
| #2056        | #7156           | #1813 | #8126     | #7280          | #8559           | #8008         |

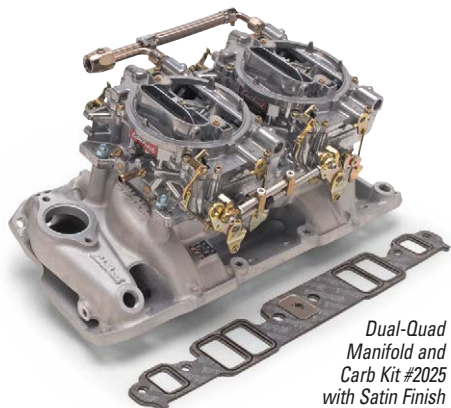
**ENDURASHINE® FINISH**

**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          | #18134 | #8126     | #7201          | #8504           | #8008         |
| #20244       | #75014          | #18134 | #8126     | #7201          | #8504           | #8008         |
| #20274       | #21164          | #18064 | #8126     | #7235          | #8516           | #8008         |
| #20284       | #71164          | #18134 | #8126     | #7235          | #8516           | #8008         |
| #20294       | #75164          | #18134 | #8126     | #7235          | #8516           | #8008         |
| #20614       | #21614          | #18134 | #8126     | #7203          | #8564           | #8008         |
| #20624       | #71614          | #18134 | #8126     | #7203          | #8564           | #8008         |
| #20634       | #75614          | #18134 | #8126     | #7203          | #8564           | #8008         |
| #20644       | #75624          | #18134 | #8126     | #7202          | #8564           | #8008         |
| #20754       | #75764          | #18134 | #8126     | #7276          | #8579           | #8008         |
| #20314       | #21214          | #14064 | #8126     | #7220          | #8524           | #8008         |
| #20324       | #71214          | #18134 | #8126     | #7220          | #8524           | #8008         |
| #20334       | #75214          | #18134 | #8126     | #7220          | #8524           | #8008         |
| #20344       | #75814          | #18134 | #8126     | #7220          | #8584           | #8008         |
| #20374       | #71054          | #18134 | #8126     | #7224          | #8507           | #8008         |
| #20564       | #71564          | #18134 | #8126     | #7280          | #8559           | #8008         |

## 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 Thunder Series AVS 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 Thunder Series carbs are available with a standard satin finish or with our bright EnduraShine chrome-like finish for long lasting show quality looks.



Dual-Quad Manifold and Carb Kit #2025 with Satin Finish

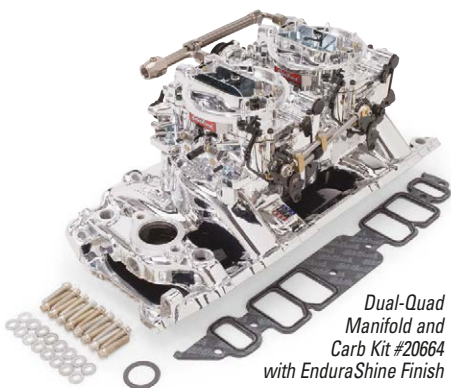
### CHEVY DUAL-QUAD KITS

|   | 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      |
| For Big-Block Chevy with rectangular ports ●●●                                  | #2066 | #20664      |

### 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 #20664 with EnduraShine Finish

### SATIN FINISH

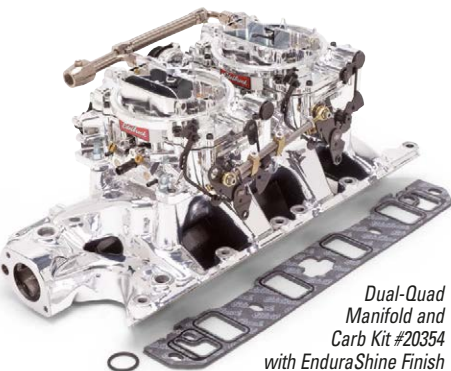
#### RPM AIR-GAP DUAL-QUAD MANIFOLD & CARB KITS INCLUDE

| Kit Part No. | Intake Manifold | Carburetors |        | Throttle Linkage | Fuel Line | Intake Gaskets | Intake Bolt Kit | Carb Stud Kit |
|--------------|-----------------|-------------|--------|------------------|-----------|----------------|-----------------|---------------|
|              |                 | Electric    | Manual |                  |           |                |                 |               |
| #2025        | #7525           | #1803       | #1804  | #7094            | #8091     | #7201          | #8504           | #8008         |
| #2035        | #7535           | #1803       | #1804  | #7094            | #8091     | #7220          | #8524           | #8008         |
| #2036        | #7505           | #1803       | #1804  | #7094            | #8091     | #7224          | #8536           | #8008         |
| #2065        | #7520           | #1803       | #1804  | #7094            | #8091     | #7203          | #8564           | #8008         |
| #2066        | #7522           | #1803       | #1804  | #7094            | #8091     | #7202          | #8564           | #8008         |
| #2069        | #5409           | #1803       | #1804  | #7094            | #8091     | #7240          | #8509           | #8008         |
| #2085        | #7585           | #1803       | #1804  | #7094            | #8091     | #7220          | #8584           | #8008         |

### ENDURASHINE® FINISH

#### RPM AIR-GAP DUAL-QUAD MANIFOLD & CARB KITS INCLUDE

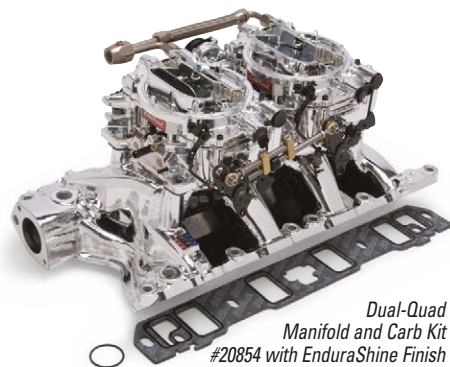
| Kit Part No. | Intake Manifold | Carburetors |        | Throttle Linkage | Fuel Line | Intake Gaskets | Intake Bolt Kit | Carb Stud Kit |
|--------------|-----------------|-------------|--------|------------------|-----------|----------------|-----------------|---------------|
|              |                 | Electric    | Manual |                  |           |                |                 |               |
| #20254       | #75254          | #18034      | #18044 | #7094            | #8091     | #7201          | #8504           | #8008         |
| #20354       | #75354          | #18034      | #18044 | #7094            | #8091     | #7220          | #8524           | #8008         |
| #20364       | #75054          | #18034      | #18044 | #7094            | #8091     | #7224          | #8536           | #8008         |
| #20654       | #75204          | #18034      | #18044 | #7094            | #8091     | #7203          | #8564           | #8008         |
| #20664       | #75224          | #18034      | #18044 | #7094            | #8091     | #7202          | #8564           | #8008         |
| #20854       | #75854          | #18034      | #18044 | #7094            | #8091     | #7220          | #8584           | #8008         |



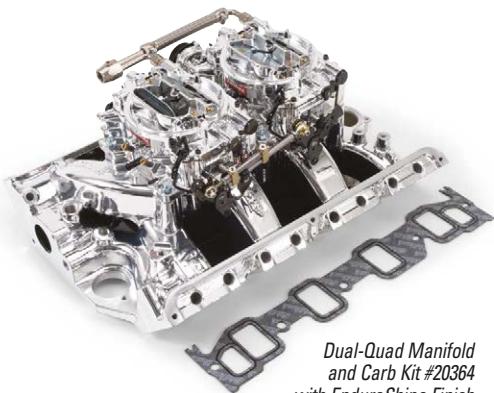
Dual-Quad Manifold and Carb Kit #20354 with EnduraShine Finish



Edelbrock carburetors and intake manifolds are manufactured in the USA for unsurpassed quality.



Dual-Quad Manifold and Carb Kit #20854 with EnduraShine Finish



Dual-Quad Manifold and Carb Kit #20364 with EnduraShine Finish

### EMISSIONS GUIDE

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



# SUPERCHARGERS INTRODUCTION



## AVAILABLE FOR POPULAR CHRYSLER, FORD, GM, JEEP, MAZDA, SCION & SUBARU APPLICATIONS

Edelbrock E-Force Supercharger systems deliver excellent horsepower and torque in a complete kit. Featuring a unique design with minimal components. It 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 our Chevrolet Corvette systems, which are emissions legal) and are available as a complete kit or as an upgrade. The supplied tune is intended for completely 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.

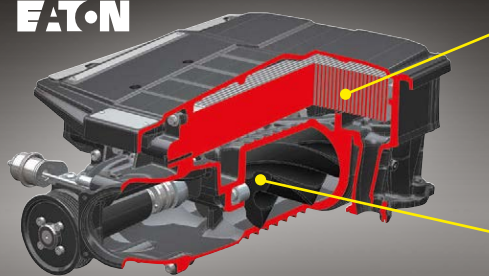


Finally... the Edelbrock E-Force Supercharger system is not just a performance upgrade, it also has great looks! The supercharger assembly and aluminum coil covers (on most applications) are powder coated for durability and provide a unique appearance that will give any engine compartment a custom look.

#### E-FORCE FEATURES & BENEFITS

- Everything fits right out of the box, no welding, cutting or 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
- High Flow Mass Air Flow Sensor (as needed)
- Little to no decrease in fuel economy
- Limited powertrain warranty
- Unique design allows maximum low end torque and instant throttle response
- 50-state emissions street legal (Stage 1 and select Stage 2 systems)

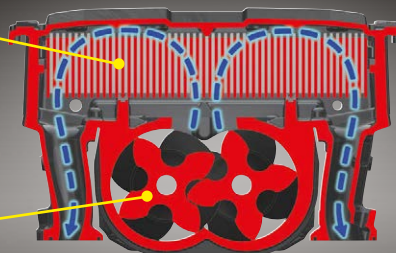
## SELECT E-FORCE SYSTEMS FEATURE THE DP-3C INTERCOOLER AND EATON R2650 ROTOR ASSEMBLY



DP-3C high capacity air to water intercooler system with 160 square inch intercooler and dual core low temp radiator



2650cc/rev Twin Vortices (TVS®) Rotor Group

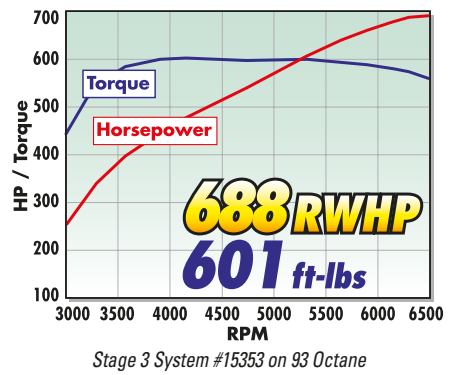
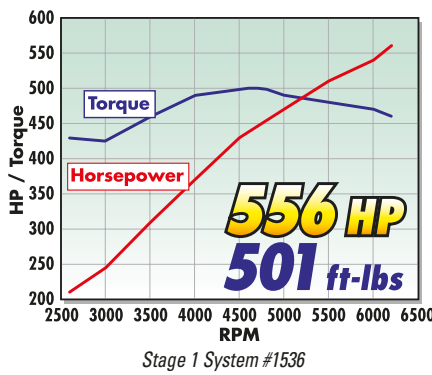
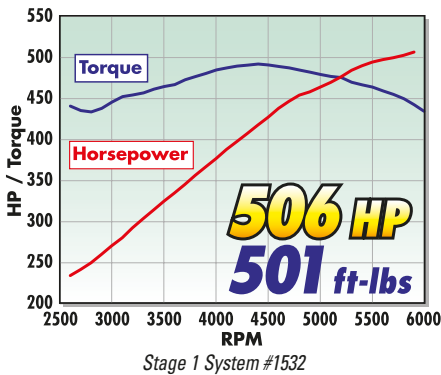


Several of our new E-Force systems now feature the DP-3C intercooler. DP-3C references the "Dual-Pass Three Core" design. With the DP-3C design, the intake air charge passes through the intercooler twice; first pass is from the rotors up through the center core and the second pass is when the air charge goes down into the runners. The DP-3C intercooler also features 45% more of surface area over our previous design, allowing this system to achieve lower intake air temps for improved power output. Some of these same system 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 that's 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 only the Edelbrock name can guarantee. They feature minimum air restriction in and out of the supercharger for optimal 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

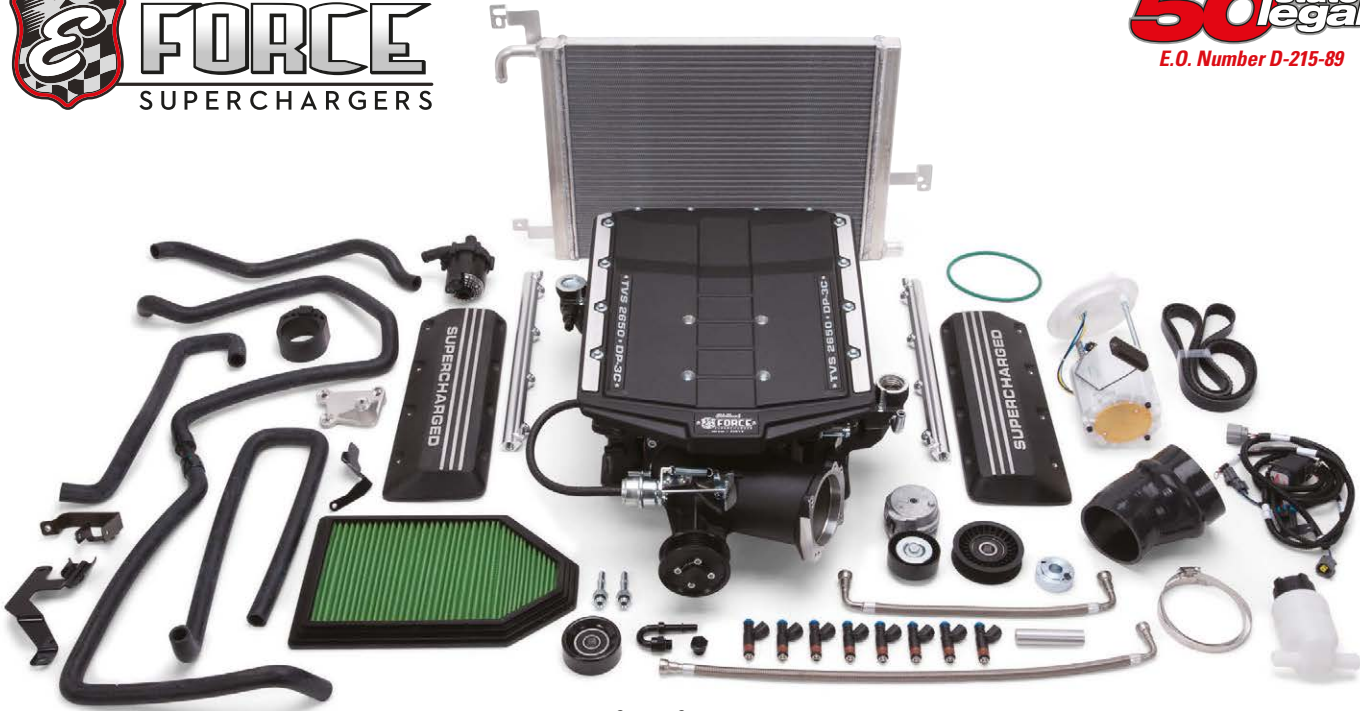


HEMI is a registered trademarks of Chrysler Group LLC.

**EMISSIONS GUIDE**

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Stage 1 System #1517

| Year                               | Model                                    | Engine | TVS Series | HP     | Torque (Ft.-lbs.) | Emissions Code | Tune   | No Tune |
|------------------------------------|--|--------|------------|--------|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b>    |  |        |            |        |                   |                |        |         |
| 2006-08                            | Chrysler 300, Dodge Charger & Magnum     | 5.7L   | 2300       | 466    | 456               | ●              | #1530  | #15300  |
| 2009-10                            | Chrysler 300, Dodge Charger & Challenger | 5.7L   | 2300       | 506    | 501               | ●              | #1532  | #15320  |
| 2005-10                            | Chrysler 300, Dodge Charger & Challenger | 6.1L   | 2300       | 556    | 501               | ●              | #1536  | #15360  |
| 2011-14                            | Chrysler 300, Dodge Charger & Challenger | 5.7L   | 2300       | 471RW  | 475               | ●              | #1534  | #15340  |
| 2011-14                            | Dodge Charger & Challenger               | 6.4L   | 2300       | 551RW  | 526               | ●              | #1535  | #15350  |
| 2015-17*                           | Chrysler 300, Dodge Charger & Challenger | 5.7L   | 2650       | 483RW  | 450RW             | Pending        | #1517  | #15170  |
| 2015-17*                           | Dodge Charger & Challenger               | 6.4L   | 2650       | 572RW  | 53RW              | Pending        | #15172 | #151720 |
| 2012-14                            | Jeep Cherokee SRT8                       | 6.4L   | 2650       | -      | -                 | Pending        | #15354 | #153560 |
| 2015                               | Jeep Cherokee SRT8                       | 6.4L   | 2650       | -      | -                 | Pending        | #15356 | #153560 |
| <b>Stage 3 - Pro-Tuner Systems</b> |  |        |            |        |                   |                |        |         |
| 2006-08                            | Chrysler 300, Dodge Charger & Magnum     | 5.7L   | 2300       | -      | -                 | ●              | -      | #1531   |
| 2009-10                            | Chrysler 300, Dodge Charger & Challenger | 5.7L   | 2300       | -      | -                 | ●              | -      | #1533   |
| 2005-10                            | Chrysler 300, Dodge Charger & Challenger | 6.1L   | 2300       | 651RW+ | 626RW+            | ●              | -      | #1537   |
| 2011-14                            | Chrysler 300, Dodge Charger & Challenger | 5.7L   | 2300       | -      | -                 | ●              | -      | #15343  |
| 2011-14                            | Dodge Charger & Challenger               | 6.4L   | 2300       | 688RW+ | 601RW+            | ●              | -      | #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 2017 AND 2018 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. 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



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



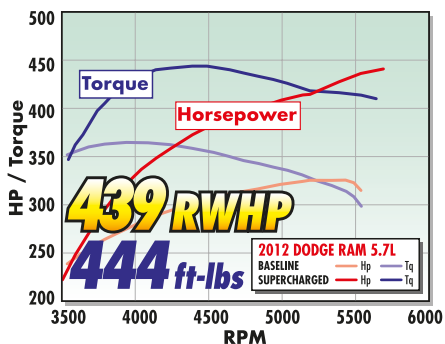
**50** state  
legal  
E.O. Number D-215-89



Stage 1 System #1538

## MORE POWER FOR YOUR DODGE 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 5.7L HEMI engine. This complete supercharger system provides maximum flow, minimum temperature rise, quiet operation and reliability 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 |
|---------------------------------|-----------------|--------|------------|-------|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b> |                 |        |            |       |                   |                |        |         |
| 2009-14                         | Dodge Ram Truck | 5.7L   | 2300       | 439RW | 444RW             | ●              | #1538  | #15380  |
| 2015-17                         | Dodge Ram Truck | 5.7L   | 2300       | 439RW | 444RW             | Pending        | #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. 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

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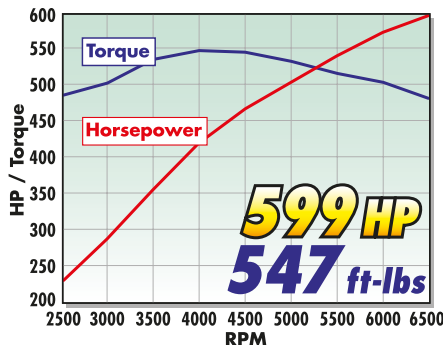


# SUPERCHARGERS CAMARO



## TAKE YOUR CAMARO TO THE NEXT LEVEL

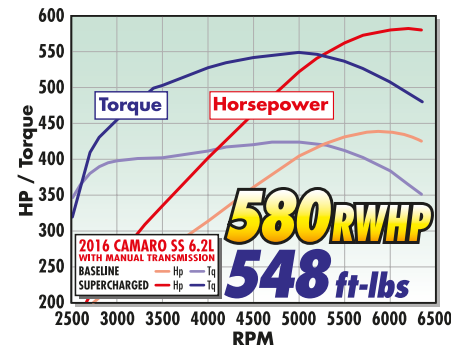
426 horsepower not enough? Take an already high performance street car to the next level with an Edelbrock E-Force Supercharger! These supercharger systems are exclusively tailored for the 2010-14 Camaro SS and feature 12" long intake runners that allow for maximum low end torque. **Its compact design fits under the stock hood** and compliments the clean look of the engine compartment.



Stage 1 System #1598



Stage 1 System #1597



Stage 1 System #1559 with 93 Octane Fuel



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 #15908

## 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



Convertible Brace #15956

## 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. Kit includes brace and all hardware necessary for installation.

- Convertible Brace .....#15956



**50** state legal  
E.O. Number D-215-89  
E.O. Number D-215-92

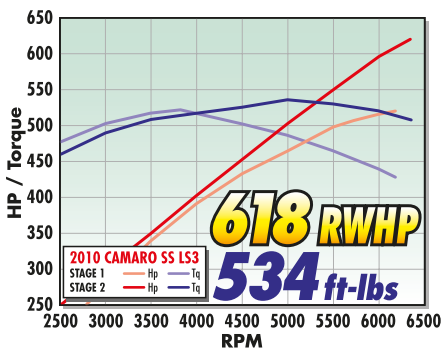


Stage 1 System #1559

| Year                               | Model                       | Engine | Trans Type | TVS Series | HP    | Torque (Ft.-lbs.) | Emissions Code | Tune   | No Tune |
|------------------------------------|-----------------------------|--------|------------|------------|-------|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b>    |                             |        |            |            |       |                   |                |        |         |
| 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                               | Camaro SS                   | LT1    | Auto       | 2300       | -     | -                 | ●              | #1558  | #15590  |
| 2016                               | Camaro SS                   | LT1    | Manual     | 2300       | 580RW | 548RW             | ●              | #1559  | #15590  |
| 2016                               | Camaro SS                   | LT1    | Manual     | 2300       | 580RW | 548RW             | ●              | #1559  | #15590  |
| 2017                               | Camaro SS                   | LT1    | Manual     | 2300       | 580RW | 548RW             | Pending        | #1529  | #15590  |
| 2016-17                            | Camaro SS                   | LT1    | Manual     | 2650       | -     | -                 | ●              | #15595 | #155950 |
| <b>Stage 3 - Pro-Tuner Systems</b> |                             |        |            |            |       |                   |                |        |         |
| 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   |

**Important Installation Note:** 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. 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. **2017-Later Chevy Camaro SS Supercharger Systems WILL REQUIRE the ECM to be sent in for modification... NO HANDHELD PROGRAMMER INCLUDED. This is an 5 day process/waiting period from the time they are received!**

**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                           |   |  |
|--|---|--|
| <b>Horsepower:</b> 618 hp (rear wheel)   | <b>PSI:</b> 6   |  |
| <b>Torque:</b> 534 ft.-lbs. (rear wheel) | <b>Header Type:</b> Long Tube                                     |  |
| <b>Block:</b> Stock GM LS3               | <b>Camshaft:</b> Edelbrock Rollin' Thunder Hydraulic Roller #2219 |  |
| <b>Cylinder Heads:</b> Stock GM LS3      | <b>CAMSHAFT SPECIFICATIONS</b>                                    |  |
| <b>Valve Springs:</b> Edelbrock #5768    | <b>Intake Duration:</b> 230°                                      |  |
| <b>Air Intake:</b> Edelbrock #15988      | <b>Exhaust Duration:</b> 243°                                     |  |
| <b>Pulley:</b> Edelbrock 3.5"            | <b>Intake Valve Lift:</b> .631"                                   |  |
| <b>Fuel Injectors:</b> Edelbrock #15903  | <b>Exhaust Valve Lift:</b> .631"                                  |  |
| <b>Fuel Pump:</b> ZL1                    | <b>Lobe Separation:</b> 114°                                      |  |

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CARBURETORS  
MANIFOLDS  
CASNETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



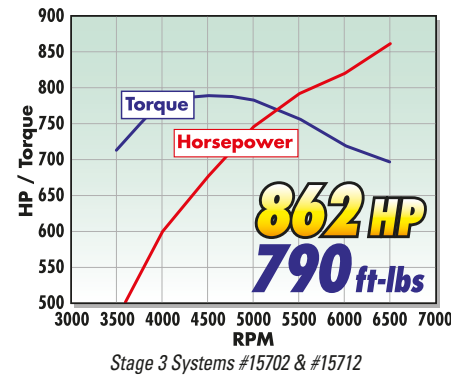
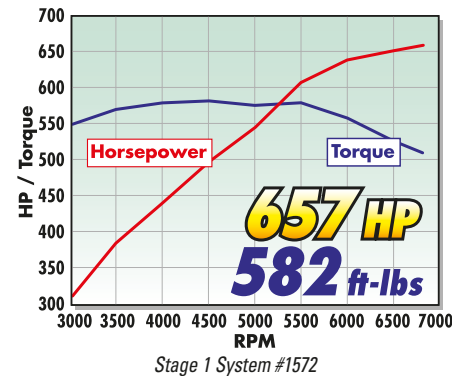
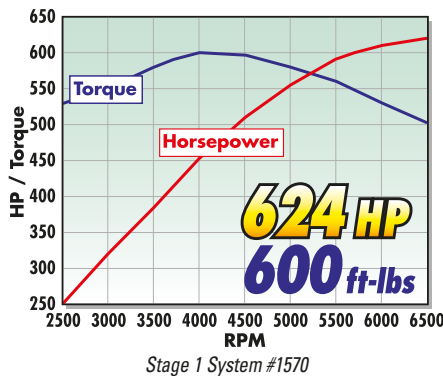
# SUPERCHARGERS CORVETTE



## DESIGNED TO BOOST YOUR CORVETTE TO NEW PERFORMANCE LEVELS

Our E-Force 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, plus it fits under the stock hood with no modifications!

Our new E-Force for the C7 Z06 is designed exclusively for the LT4 engine. The system includes a new intake manifold with 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.



**E-Force superchargers are manufactured in the USA for unsurpassed quality and performance**



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



**50** state legal  
E.O. Number D-215-89  
E.O. Number D-215-96



Stage 1 System #1570

| Year                               | Model                     | Engine | TVS Series | HP    | Torque (Ft.-lbs.) | Emissions Code | Tune   | No Tune |
|------------------------------------|---------------------------|--------|------------|-------|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b>    |                           |        |            |       |                   |                |        |         |
| 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  |
| 2015-16                            | Corvette Z06              | LT4    | 2300       | 626RW | 589RW             | ●              | #15731 | #157310 |
| 2014-16                            | Stingray                  | LT1    | 2300       | 624   | 600               | ●              | #1571  | #15710  |
| 2014-16                            | Stingray Z51              | LT1    | 2300       | 624   | 600               | ●              | #1570  | #15700  |
| 2017                               | Stingray                  | LT1    | 2300       | 624   | 600               | Pending        | #15294 | #15710  |
| 2017                               | Stingray Z51              | LT1    | 2300       | 624   | 600               | Pending        | #15296 | #15700  |
| 2017                               | Corvette Z06              | LT4    | 2300       | -     | -                 | Pending        | #15292 | #157310 |
| <b>Stage 2 - Track Systems</b>     |                           |        |            |       |                   |                |        |         |
| 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  |
| 2014-16                            | Stingray Z51              | LT1    | 2300       | 537RW | 527RW             | ●              | #15701 | -       |
| 2014-16                            | Stingray                  | LT1    | 2300       | 537RW | 527RW             | ●              | #15711 | -       |
| 2015-17                            | Corvette Z06              | LT4    | 2300       | -     | -                 | ●              | -      | #157320 |
| 2017                               | Stingray                  | LT1    | 2300       | -     | -                 | Pending        | #15295 | -       |
| 2017                               | Stingray Z51              | LT1    | 2300       | -     | -                 | Pending        | #15297 | -       |
| <b>Stage 3 - Pro-Tuner Systems</b> |                           |        |            |       |                   |                |        |         |
| 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       | 862+  | 790+              | ●              | -      | #15712  |
| 2014-17                            | Stingray Z51              | LT1    | 2300       | 862+  | 790+              | ●              | -      | #15702  |

**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. **For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.** **2017-Later Chevy Corvette Supercharger Systems WILL REQUIRE the ECM to be sent in for modification... NO HANDHELD PROGRAMMER INCLUDED. This is a 5 day process/ waiting period from the time they are received!**

**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.

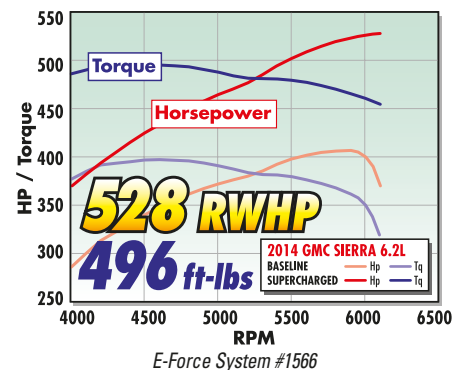
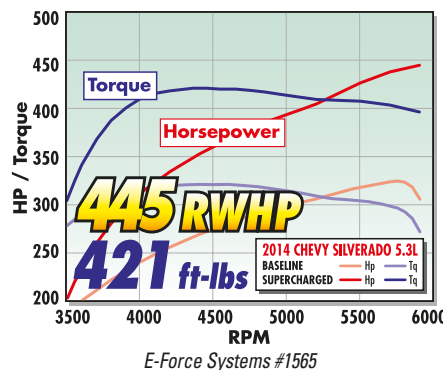
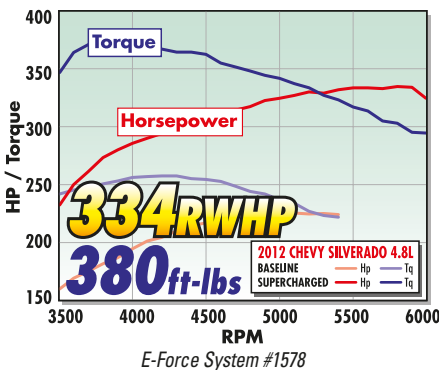
## EMISSIONS GUIDE

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



**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 & SUV'S**

These Supplemental Fuel Pump Kits are required for 2009 and earlier GM trucks and SUV's 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 that properly operate with the 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  
CASNETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
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FUEL PUMPS  
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Stage 1 System #1566

| Year                            | Model   | Engine         | TVS Series | HP  | Torque (Ft.-lbs.) | Emissions Code | Tune   | No Tune |
|---------------------------------|---|----------------|------------|-----|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b> |   |                |            |     |                   |                |        |         |
| 2003-06                         | Silverado and Sierra 1500   | 4.8L (Gen III) |            | 339 | 359               |                |        |         |
|                                 |   | 5.3L (Gen III) | 2300       | 345 | 381               | ●              | #1577  | #15770  |
|                                 |   | 6.0L (Gen III) |            | 348 | 381               |                |        |         |
| 2007                            | Silverado and Sierra Classic 1500   | 4.8L (Gen III) |            | 339 | 359               |                |        |         |
|                                 |   | 5.3L (Gen III) | 2300       | 345 | 381               | ●              | #1577  | #15770  |
|                                 |   | 6.0L (Gen III) |            | 348 | 381               |                |        |         |
| 2007-10                         | Silverado and Sierra HD 2500  | 6.0L (Gen IV)  | 2300       | 424 | 431               | Pending        | #1560  | #15600  |
| 2007-13                         | Silverado and Sierra 1500   | 4.8L (Gen IV)  |            | 334 | 380               |                |        |         |
|                                 |   | 5.3L (Gen IV)  | 2300       | 364 | 397               | ●              | #1578  | #15780  |
| 2007-13                         | Silverado and Sierra 1500   | 6.2L (Gen IV)  | 2300       | 407 | 434               | ●              | #1579  | #15790  |
| 2007-14                         | Suburban, Tahoe, Yukon & Yukon XL   | 5.3L (Gen IV)  | 2300       | 384 | 390               | ●              | #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       | 399 | 395               | Pending        | #1561  | #15610  |
| 2014-16                         | Silverado and Sierra 1500   | 5.3L (Gen V)   | 2300       | 445 | 421               | Pending        | #1565  | #15650  |
| 2015-16                         | Suburban, Tahoe, Yukon & Yukon XL   | 5.3L (Gen V)   | 2300       | 445 | 421               | Pending        | #1565  | #15650  |
| 2014-16                         | Silverado and Sierra 1500   | 6.2L (Gen V)   | 2300       | 528 | 496               | Pending        | #1566  | #15660  |
| 2015-16                         | Escalade, Escalade ESV, Yukon & Yukon XL Denali                                     | 6.2L (Gen V)   | 2300       | 528 | 496               | Pending        | #1566  | #15660  |
| 2017                            | Silverado 1500, Sierra 1500, Suburban, Tahoe, Yukon & Yukon XL                      | 5.3L (Gen V)   | 2300       | 445 | 421               | Pending        | #1519  | #15650  |
| 2017                            | Silverado 1500, Sierra 1500, Escalade, Escalade ESV, Yukon Denali & Yukon Denali XL | 6.2L (Gen V)   | 2300       | 528 | 496               | Pending        | #15192 | #15660  |
| 2017                            | Silverado 1500, Sierra 1500, Suburban, Tahoe, Yukon & Yukon XL                      | 5.3L (Gen V)   | 2650       | -   | -                 | Pending        | #15663 | #156630 |
| 2017                            | Silverado 1500, Sierra 1500, Escalade, Escalade ESV, Yukon Denali & Yukon Denali XL | 6.2L (Gen V)   | 2650       | -   | -                 | Pending        | #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 below). Failure to use a Supplemental Fuel Kit may result in engine damage and will void your warranty. #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. **ALL 2017-Later GM Truck & SUV Supercharger Systems WILL REQUIRE the ECM to be sent in for modification... NO HANDHELD PROGRAMMER INCLUDED. This process can take up to 5 days from the time your ECU is received!**

**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

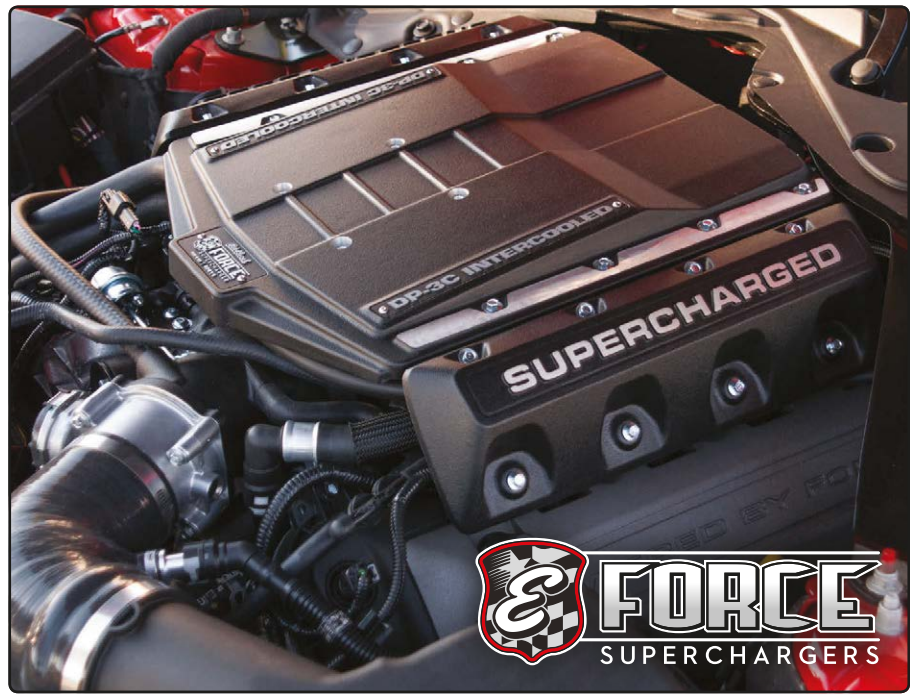
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
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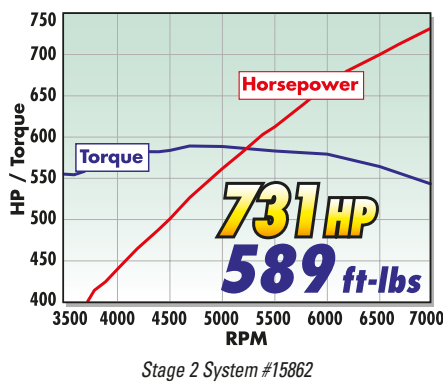
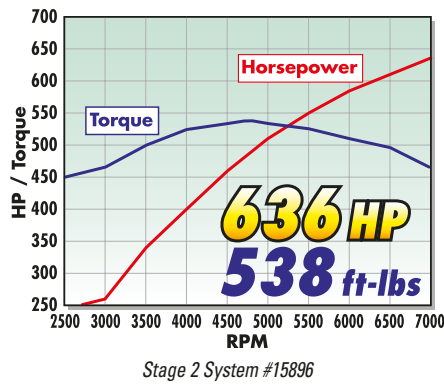
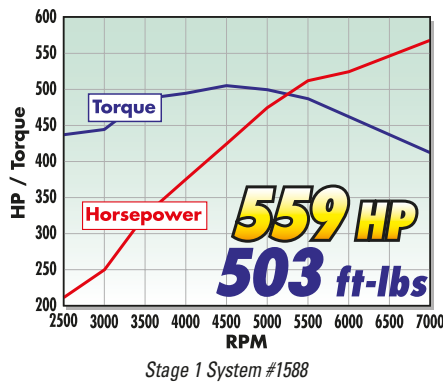


# SUPERCHARGERS MUSTANG



## BOOST THE PERFORMANCE ON YOUR STOCK MUSTANG

These Edelbrock E-Force Supercharger systems will boost the performance of your Mustang to impressive levels without changing the daily driving characteristics. 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 at the lowest amount of boost, resulting in performance that is safe to operate on a completely stock engine.



Cooling System Upgrade Kit #15804

Hardware Kit #15805

### 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

### 2015-17 MUSTANG 8-RIB CONVERSION KIT

This kit supplies you with everything needed to convert your factory 6-rib drive setup to an 8-rib with an Edelbrock E-Force supercharger for improved belt traction.

8-Rib Conversion Kit (for 2015-17 Ford Mustang GT).....#15879



Stage 1 System #1586

| Year                               | Model                   | Engine  | TVS Series | HP   | Torque (Ft.-lbs.) | Emissions Code | Tune   | No Tune |
|------------------------------------|-------------------------|---------|------------|------|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b>    |                         |         |            |      |                   |                |        |         |
| 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 | 2300       | 690  | 588               | Pending        | #1586  | #15860  |
| 2015-17                            | Ford Mustang            | 5.0L 4V | 2650       | 690  | 588               | Pending        | #15865 | #158650 |
| <b>Stage 2 - Track Systems</b>     |                         |         |            |      |                   |                |        |         |
| 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 | 2300       | 731  | 588               | ●              | #15862 | #158620 |
| 2015-17                            | Ford Mustang (complete) | 5.0L 4V | 2650       | 731  | 588               | ●              | #15864 | #158640 |
| 2015-17                            | Ford Mustang (upgrade)  | 5.0L 4V | 2650       | 731  | 588               | ●              | -      | #15866  |
| <b>Stage 3 - Pro-Tuner Systems</b> |                         |         |            |      |                   |                |        |         |
| 2005-09                            | Ford Mustang            | 4.6L 3V | 2300       | 646+ | 646+              | ●              | -      | #1585   |
| 2010                               | Ford Mustang            | 4.6L 3V | 2300       | -    | -                 | ●              | -      | #1587   |
| 2011-14                            | Ford Mustang            | 5.0L 4V | 2300       | -    | -                 | ●              | -      | #1589   |
| 2015-17                            | Ford Mustang            | 5.0L 4V | 2300       | 785+ | 660+              | ●              | -      | #15863  |
| 2015-17                            | Ford Mustang            | 5.0L 4V | 2650       | -    | -                 | ●              | -      | #15869  |

**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 Bullet 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.



Stage 1 System #1586



Stage 2 System #15896



Stage 2 Upgrade System #15882

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**50** state legal  
E.O. Number D-215-89

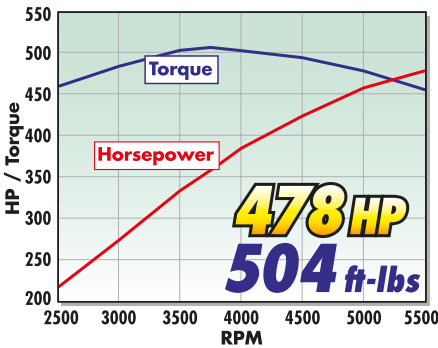


Stage 1 System #1581



**IMPRESSIVE RESULTS FOR YOUR TRUCK AND SUV**

Now you can bolt-on an Edelbrock E-Force Supercharger system and boost the power in your 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 #1583 for 2009-10 F-150

| Year                            | Model                    | Engine  | TVS Series | HP    | Torque (Ft.-lbs.) | Emissions Code | Tune  | No Tune |
|---------------------------------|--------------------------|---------|------------|-------|-------------------|----------------|-------|---------|
| <b>Stage 1 - Street Systems</b> |                          |         |            |       |                   |                |       |         |
| 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       | -     | -                 | ●              | #1583 | #15830  |
| 2011-14                         | Ford F-150               | 5.0L 4V | 2300       | 421RW | 422RW             | ●              | #1584 | #15840  |
| 2015-16*                        | Ford F-150               | 5.0L 4V | 2650       | 533RW | 482RW             | Pending        | #1557 | #15570  |

**\*CALL FOR AVAILABILITY ON 2017 MODELS.**

**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



CARBURETORS  
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POWER PACKAGES  
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**50** state  
legal  
E.O. Number D-215-91



Stage 1 System #1527



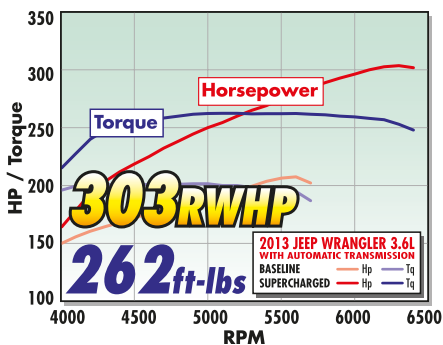
## 2012-17 JEEP WRANGLER

Now you can get the popular E-Force Supercharger for your Pentastar equipped JK! This E-Force Supercharger system is designed exclusively for the Pentastar 3.6L V6 engine. It is designed 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 PCM 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 |
|---------------------------------|---------------|--------|------------|------------|-------|-------------------|----------------|--------|---------|
| <b>Stage 1 - Street Systems</b> |               |        |            |            |       |                   |                |        |         |
| 2012-14                         | Jeep Wrangler | 3.6L   | Manual     | 1320       | 317RW | 277RW             | ●              | #1527  | #15270  |
| 2012-14                         | Jeep Wrangler | 3.6L   | Auto       | 1320       | 303RW | 262RW             | ●              | #1527  | #15270  |
| 2015-16                         | Jeep Wrangler | 3.6L   | Manual     | 1320       | 317RW | 277RW             | ●              | #1528  | #15270  |
| 2015-16                         | Jeep Wrangler | 3.6L   | Auto       | 1320       | 303RW | 262RW             | ●              | #1528  | #15270  |
| 2017                            | Jeep Wrangler | 3.6L   | Manual     | 1320       | 317RW | 277RW             | Pending        | #15282 | #15270  |
| 2017                            | Jeep Wrangler | 3.6L   | Auto       | 1320       | 303RW | 262RW             | Pending        | #15282 | #15270  |

**Important Installation Note:** #1528/#15282 will require the ECM and TCM to be sent into Edelbrock for modification, no handheld programmer is included with these systems. 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, 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 with tuner are eligible for our FREE Limited Powertrain 3 year/36,000 mile warranty.

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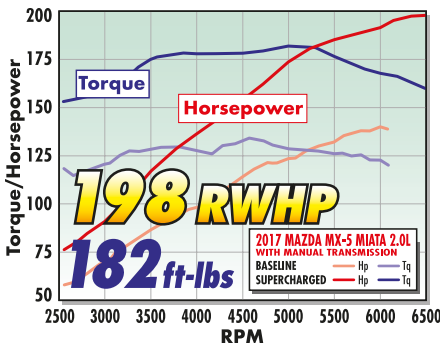


**2016-18 MAZDA MX-5 MIATA**

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. It's 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. To cool 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 with E-Force tune
- Integrated bypass valve for minimal decrease in fuel economy
- 50-state emissions legal pending
- 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 |
|---------------------------------|------------------|--------|------------|-------|-------------------|----------------|-------|---------|
| <b>Stage 1 - Street Systems</b> |                  |        |            |       |                   |                |       |         |
| 2016-18                         | Mazda MX-5 Miata | 2.0L   | 900        | 198RW | 182RW             | Pending        | #1554 | #15540  |

**\*CALL FOR AVAILABILITY ON 2018 MODELS.**

**Important Installation Note:** 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.



Stage 1 System #1556

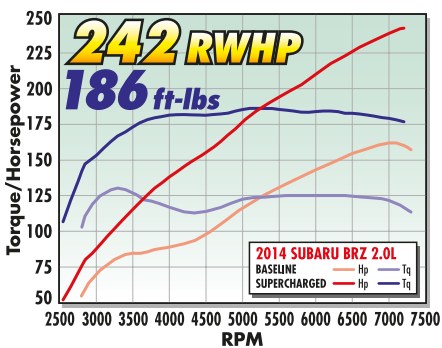


## 2013-16 SCION FR-S / SUBARU BRZ / TOYOTA GT86

Now you can get the popular E-Force Supercharger for your 2.0L equipped FR-S, BRZ, or GT86. This E-Force Supercharger system is designed exclusively for the FA20/4U-GSE engine. It's 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. To cool 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 with E-Force tune
- Integrated bypass valve for minimal decrease in fuel economy
- 50-state emissions legal



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 |
|---------------------------------|--------------------------------------|--------|------------|-------|-------------------|----------------|-------|---------|
| <b>Stage 1 - Street Systems</b> |                                      |        |            |       |                   |                |       |         |
| 2013-16*                        | Scion FR-S, Subaru BRZ & Toyota GT86 | 2.0L   | 1320       | 242RW | 186RW             | ●              | #1556 | #15560  |

**\*CALL FOR AVAILABILITY ON 2017 MODELS.**

**Important Installation Note:** 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.

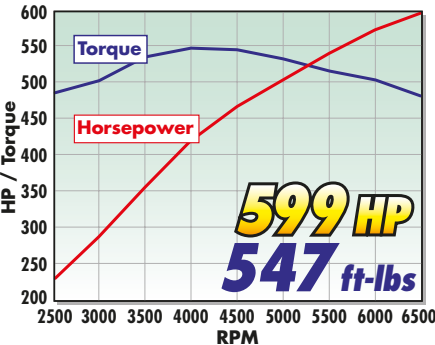
**Available Warranty:** All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty.

### EMISSIONS GUIDE

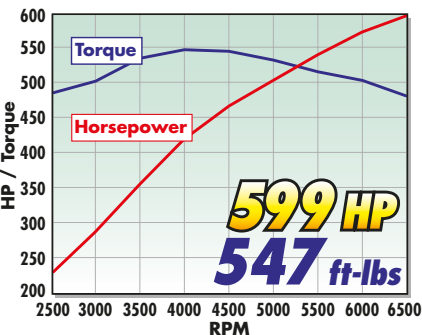
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Edelbrock installed a Universal E-Force Supercharger System #1540 in Car Craft's 1965 El Camino test vehicle.



Universal System #1540



Universal E-Force System #15426

**50** state legal

E.O. Number D-215-89



Universal System #154

## UNIVERSAL SYSTEMS FOR 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). System #1540 includes handheld tuner for use with GM Parts LS Series Engine Control System #19258270. **Call for custom configurations.**

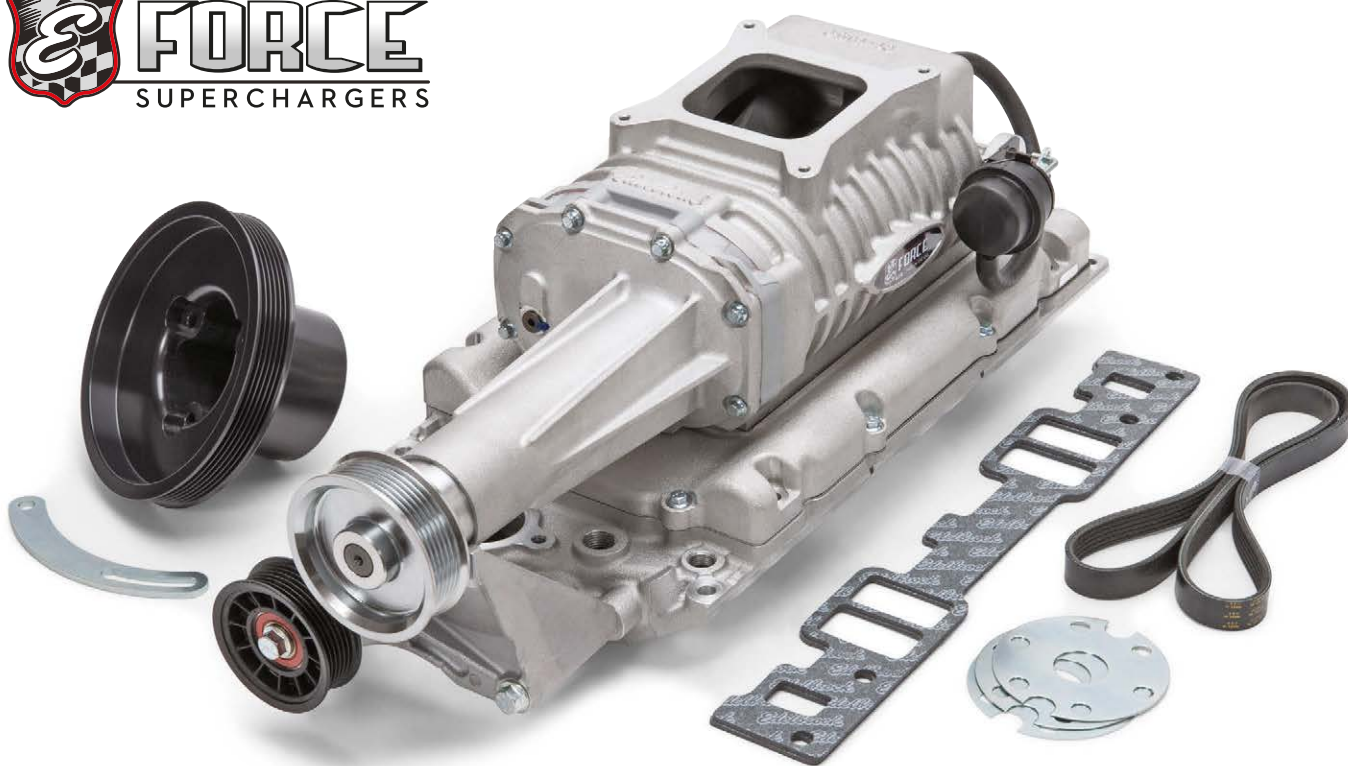
| Block  | Cylinder Head            | Belt Offset                 | TVS Series | Emissions Code | Tune  | No Tune |
|--|--------------------------|-----------------------------|------------|----------------|-------|---------|
| <b>Universal Systems for GM LS/LT Engine Swap</b>    |                          |                             |            |                |       |         |
| 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       | ●              | #1540 | #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  |
| <b>Universal Systems for Chrysler Engine Swap</b>    |                          |                             |            |                |       |         |
| Gen III 5.7L   | Stock                    | Stock                       | 2650       | ●              | -     | #15347  |
| Gen III 6.4L   | Stock                    | Stock                       | 2650       | ●              | -     | #15347  |
| <b>Universal Systems for Ford Coyote Engine Swap</b> |                          |                             |            |                |       |         |
| 5.0L   | Stock                    | Stock                       | 2300       | ●              | -     | #15867  |
| 5.0L   | Stock                    | Stock                       | 2650       | ●              | -     | #15837  |

## E-FORCE SYSTEMS FOR GM® E-ROD® ENGINES

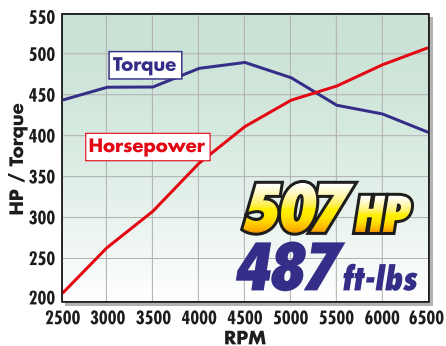
Edelbrock has designed these Universal E-Force supercharger systems for use with GM Performance's LC9 (#19258004) and LS3 (#19244805) E-Rod emissions-legal Gen IV small-block crate engines. These systems include all of the necessary components to increase the performance of these engines, while maintaining the E-Rod emissions-legal status. **These systems are ideal for use 1995 and earlier vehicles and kit cars that require emissions testing.** The supercharger housing features 12" long 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. It's 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 handheld 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   |

CARBURETORS  
MANIFOLDS  
CASKETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



E-Force 122 #1552



## E-FORCE 122 SUPERCHARGER BACK BY POPULAR DEMAND

We first launched this E-Force system back in 2007 and it was one of our best sellers. Unfortunately it had to be discontinued... but now its back and even better! 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 may potentially fit under the hood of most muscle car and street rod applications. Testing resulted in a peak of 507 horsepower and 487 ft/lbs of torque @ 5 psi on a 350 c.i.d. with 9.5:1 compression. The E-Force 122 is designed for use with factory style belt and pulley configurations. Will not work with aftermarket serpentine pulley systems and will require the use of a long-style water pump. Each kit includes the supercharger assembly with Eaton internals, intake manifold, drive pulleys, belt, gaskets and all necessary items for ease of installation. Does not include carburetor, so you can use your carburetor of choice.

### UNIQUE E-FORCE 122 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 oil 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 ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP  
PLEASE REFER TO PAGE 244 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.





E-Force System #15141



**E-Force superchargers are manufactured in the USA for unsurpassed quality and performance**



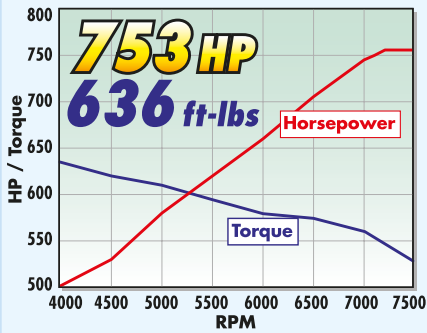
**E-FORCE ENFORCER SYSTEMS FOR S/B CHEVY**

These E-Force Supercharger systems for small-block Chevy are a traditional positive displacement supercharger that is ideal for use in street rod and muscle car applications. They include a newly designed intake assembly with Eaton Gen VI 2300 TVS internals, manifold, drive pulleys, 10-rib serpentine belt, and all the necessary hardware. Complete systems are pre-assembled for an easy bolt-on installation. E-Force supercharger systems are available with or without dual-carburetors and dual EFI throttle bodies. These systems are designed to be installed on a factory style front end drive. Will not work directly with aftermarket serpentine systems. Systems are available in natural satin aluminum, black powder coated or polished finish for a show quality classic look. Compatible with 6-7/16" center-to-center air cleaners.

**EFI SYSTEMS**

These systems are setup for electronic fuel injected applications and feature a throttle body flange that will accept dual throttle bodies with 4150-style bolt pattern. These E-Force Supercharger systems also include a high capacity air to water intercooler with a bar and plate design and will require a low temp radiator (sold separately, see page 163) to cool the incoming intake charge.

**TAKE YOUR STREET ROD OR MUSCLE CAR TO THE NEXT LEVEL!**



Our standalone system #1520 on a professionally built engine produced 753 HP and 636 ft-lbs. of torque

**ENGINE SPECS**

350 Cubic Inch  
9.5:1 Compression Ratio  
Victor Jr. Heads #77629  
Forged Rotating Assembly

**BOOST INFO**

12-14 psi boost  
2.75" SC Pulley  
110 octane gasoline

**CAM SPECS**

Intake Duration: 264°  
Exhaust Duration: 276°  
Intake Valve Lift: 630"  
Exhaust Valve Lift: 630"  
Lobe Separation: 112°

| Description  | S/B Chevy Cylinder Head Type | Emissions Code | Finish |          |        |
|--|------------------------------|----------------|--------|----------|--------|
|  |                              |                | Satin  | Polished | Black  |
| <b>E-Force RPM Base Supercharger System</b><br>without throttle bodies, electronics, harness & injectors | Conventional                 | ●●             | #1520  | #15201   | #15203 |
| <b>E-Force RPM Base Supercharger System</b><br>without throttle bodies, electronics, harness & injectors | E-Tec, Vortec                | ●              | #1522  | #15221   | #15223 |

**Important Installation Notes:** Intended for 302-400 c.i.d. Small-Block Chevrolets equipped with a long water pump and stock style bracketry. It's designed to utilize the factory accessory drive belts, in conjunction with the secondary 10 rib supercharger pulley drive system. Carb pad height: 11.73" (measured from the end seal surface), throttle body height: 2.66".

**CARBURETOR SYSTEMS**

These systems feature a carburetor pad with dual 4150-style flange configuration. These systems are available with or without dual, 600 cfm Performer Series carburetors. The systems with carbs are specifically tuned and ready to run right out of the box.

| Description   | S/B Chevy Cylinder Head Type | Emissions Code | Finish |          |        |
|---|------------------------------|----------------|--------|----------|--------|
|   |                              |                | Satin  | Polished | Black  |
| <b>E-Force RPM Supercharger System</b><br>without carburetors               | Conventional                 | ●●             | #1513  | #15131   | #15133 |
| <b>E-Force RPM Supercharger System</b><br>with dual 600 cfm Performer carbs | Conventional                 | ●●             | #1514  | #15141   | #15143 |
| <b>E-Force RPM Supercharger System</b><br>without carburetors               | E-Tec, Vortec                | ●              | #1515  | #15151   | #15153 |
| <b>E-Force RPM Supercharger System</b><br>with dual 600 cfm Performer carbs | E-Tec, Vortec                | ●              | #1516  | #15161   | #15163 |

**Important Installation Notes:** Carb pad height: 11.73" (measured from the end seal surface), carb height: 3.25".

CARBURETORS  
MANIFOLDS  
CASKETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



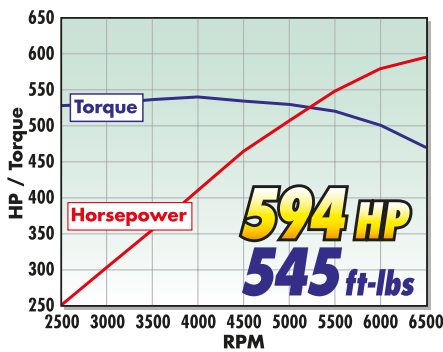
## E-FORCE ENFORCER SYSTEMS FOR LS ENGINES

These E-Force Enforcer Supercharger systems are designed for Chevy LS engines with rectangular port cylinder heads. It's a traditional positive displacement supercharger that is ideal for street rods and muscle cars with an LS transplant.

These E-Force systems are setup with a dual 4150-style flange and are compatible with both dual carburetors or electronic fuel injected applications. They are designed to be installed on a factory style front end drive and pulley system. Will not work directly with aftermarket serpentine systems. Compatible with Edelbrock dual carburetor air cleaners. They include a newly designed assembly with Eaton Gen VI 2300 TVS internals, manifold, drive pulleys, 10-rib serpentine belt and all the necessary hardware. Available in a natural satin aluminum, high quality polished and black powder coated finish.

These systems are sold in several configurations to match your build, whether its carbureted or fuel injected.

- **Carbureted systems include the supercharger housing with rotors and drive pulley, intake manifold with cathedral or rectangular ports and intermediary adapter plate with burst valve.**
- **EFI systems include the supercharger housing with rotors and drive pulley, intake manifold, fuel rails and a high capacity air to water intercooler with a bar and plate design. A heat exchanger is required for installation to cool the intercooler water and is sold separately, see page 163.**
- **Systems come with Corvette belt offset setup and Corvette crankshaft drive pulley adapter.**



E-Force system #1511 on a stock LS3 engine

| Induction Application Type | Cylinder Head Type | Emissions Code | Satin      | Polished       | Black  |
|----------------------------|--------------------|----------------|------------|----------------|--------|
|                            |                    |                | Carbureted | Cathedral Port | ●      |
| Electronic Fuel Injected   | Cathedral Port     | ●              | #1526      | #15261         | #15263 |
| Carbureted                 | Rectangular Port   | ●              | #1511      | #15111         | #15113 |
| Electronic Fuel Injected   | Rectangular Port   | ●              | #1525      | #15251         | #15253 |

**Important Installation Notes:** Carb pad height: 12.10" (measured from the end seal flange).



## CRANKSHAFT DRIVE PULLEY ADAPTER

These crankshaft drive pulleys are intended for use with the above E-Force systems when installing on a engine utilizing a GM Gen V Camaro or truck front end drive setup.

Crankshaft Drive Pulley Adapter with Truck/Gen V Camaro Belt Offset.....#15818

Crankshaft Drive Pulley Adapter #15818



## E-FORCE PERFORMER SERIES CARBURETORS

These Performer Series carburetors are optimized to work with our street rod and muscle car E-Force systems. Available in satin aluminum, EnduraShine or black powder coated finish.

|  | Emissions Code | Satin  | EnduraShine | Black   |
|--|----------------|--------|-------------|---------|
| E-Force Performer 600 cfm Series (front) | ●              | #14055 | #140545     | #140535 |
| E-Force Performer 600 cfm Series (rear)  | ●              | #14056 | #140546     | #140536 |



Tensioner Cover #15553



Tensioner Cover #15551

## BILLET BELT TENSIONER COVERS

These billet belt tensioner covers are the perfect way to complete the look of the Enforcer supercharger. They are included with all Enforcer crate engines. Available in a high quality mirror polish or black hard anodized finish.

Tensioner Cover For Enforcer Supercharger Systems.....  
Polished #15551 Black #15553

### EMISSIONS GUIDE

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



## 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   |



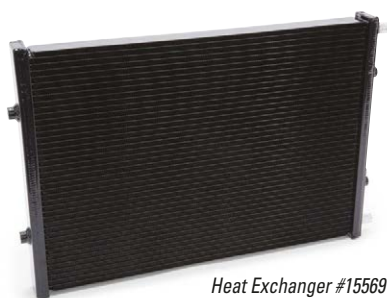
Heat Exchanger #15408



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   |
| 50    | Long (60 mm)        | USCAR           | #1588, #1584, #15986                                   | —   | Dual        | ●              | #15901   |
| 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 Fuel Rail Kit #3623

### 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 needed in 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



E-Force Competition Air Intake System #15988

### 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   |
| 2015-17 | Mustang GT                          | ●              | #15868   |



MAFS Sensor Kit #15401

Conical Air Filter #15403

### 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



Pro-Charge Cleaning Kit #43600

### 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 performing 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 #7397

### REPLACEMENT LID GASKET

This is a replacement gasket for the E-Force supercharger lid cover. Will fit the following applications: Camaro systems #1562, #1563, #1596, #1597, #1598, #1599, #1590, #15990; 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

### EMISSIONS GUIDE

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



Harmonic Damper #15819

**18% 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



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'S**

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**

Edelbrock E-Force pulleys allow you to fine tune the air flow and performance of your E-Force Supercharger system to your preference. They are available in a 6-rib design for use with any of our Stage 3 Professional Tuner systems. These pulleys feature a black anodized finish.

| Size   | Emissions Code | Black  |
|--------|----------------|--------|
| 2.625" | ●              | #15814 |
| 2.75"  | ●              | #15823 |
| 3.00"  | ●              | #15822 |
| 3.25"  | ●              | #15821 |
| 3.50"  | ●              | #15820 |
| 3.75"  | ●              | #15825 |
| 3.875" | ●              | #15824 |
| 4.125" | ●              | #15826 |



6-Rib Supercharger Pulleys

**8-RIB PULLEYS**

Edelbrock E-Force pulleys allow you to fine tune the air flow and performance of your E-Force Supercharger system to your preference. They are available in a 8-rib design for use with any of our Stage 3 Professional Tuner systems. These pulleys feature a black anodized finish.

| Size   | Emissions Code | Black  |
|--------|----------------|--------|
| 2.625" | ●              | #15870 |
| 2.75"  | ●              | #15871 |
| 3.00"  | ●              | #15872 |
| 3.25"  | ●              | #15873 |



10 Rib Pulleys

**10-RIB PULLEYS**

Edelbrock E-Force pulleys allow you to fine tune the air flow and performance of your E-Force C7 Corvette or Enforcer Supercharger system to your preference. They feature a 10-rib design for use with our E-Force street rod and muscle car Supercharger systems. Choose from a high quality mirror polished or black hard anodized finish.

| Size   | Emissions Code | Polished | Black  |
|--------|----------------|----------|--------|
| 2.625" | ●●             | -        | #15858 |
| 2.75"  | ●●             | #15855   | #15854 |
| 3.00"  | ●●             | #15853   | #15852 |
| 3.25"  | ●●             | #15851   | #15850 |
| 3.50"  | ●●             | #15829   | #15849 |
| 3.75"  | ●●             | #15844   | #15848 |
| 3.875" | ●●             | #15827   | #15847 |
| 4.00"  | ●●             | #15843   | #15846 |
| 4.125" | ●●             | #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 with DP-3C E-Force System            | #41137   |
| 2005-13 | Corvette   | #41123   |
| 2010-13 | Corvette Grand Sport with Dry Sump (LS3) & Z06 (LS7) | #41103   |
| 2014-15 | Corvette   | #41124   |
| 2010-15 | Camaro SS  | #41143   |
| 2010-13 | Camaro SS  | #41142   |
| 2005-10 | Chrysler HEMI  | #41113   |
| 2011-14 | Chrysler HEMI  | #41114   |
| 2015-16 | 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

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

SUPPORTS UP TO 775 HORSEPOWER



**PRO-FLO<sup>4</sup>**  
ELECTRONIC  
FUEL INJECTION

Pro-Flo 4 EFI System #35760 Shown



**PRO-FLO 4 EFI SYSTEM**  
**EASY TO USE SELF-LEARNING EFI**

Edelbrock pioneered the aftermarket EFI industry with the first system in 1979. Every generation of Pro-Flo EFI since, has continued to deliver the performance you want. We are excited to announce the latest edition – Pro-Flo 4 which has been improved with the latest technology and features. Most of these advancements are in the all-new ECU, which features a faster processor, a water proof design and measures half the depth of the previous ECU. It also has an upgraded Bluetooth chip that is faster, more reliable and will not drop connection. **Finally, we've added more features for the advanced tuner giving you control over cold starts and acceleration, while retaining the simplicity Pro-Flo is known for and proven to deliver.**

Pro-Flo 4 does not require laptop tuning. **The key to the system is our exclusive E-Tuner application with base calibrations that have been developed on our dyno.** 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 maximize performance of your engine. **E-Tuner features a simple and easy to use setup wizard to help you get started.** Best of all, the E-Tuner app is free and can be downloaded from the Google Play Store, allowing you to use your personal Android based smart phone or tablet. If you don't have a compatible device, then we also offer kits that include a 7" Android tablet with the E-Tuner app pre-installed.

**Another great feature of Pro-Flo 4 is the ability to control both fuel and spark from the E-Tuner app.** E-Tuner app gives you complete control of the system with the ability to adjust air-fuel ratios, ignition curve, idle speed, acceleration fuel, coolant fans, Rev limiter and much more. Multiple dash displays are included to allow you to monitor engine vitals and performance from your Android smart phone or tablet.

**FEATURES INCLUDE:**

- **Ready to run right out of the box with pre-loaded calibrations**
- **Self-Learning Fuel Technology...**
  - No tuning experience required
  - No laptop tuning required - System will adjust the calibration to continually improve engine performance as the vehicle is driven
- **Ignition Control...**
  - Adjust ignition curve with the E-Tuner App for optimal performance and MPG
- **Offered with multiple fuel injector choices...**
  - 29 lb/hr for small cubic inch engines that support up to 450 hp
  - 35 lb/hr for engines that support up to 550 hp
  - 42 lb/hr for engines that support up to 650 hp
  - 60 lb/hr for engines that support 775+ hp
- **System automatically compensates for altitude and weather changes**
- **Industry leading dedicated support staff to assist and answer any questions**
- **Includes easy to use E-Tuner App that features...**
  - Bluetooth connectivity between ECU and Android phone or tablet
  - Multiple control functions including two adjustable cooling fan outputs, idle speed, AFR set points, acceleration fuel tuning, ignition control, cold start fuel and cranking fuel
  - Includes multiple dash display configurations for monitoring engine vitals and performance
  - Compatible with most Android smart phones and tablets
  - Available free from the Google Play Store and will automatically send notifications when updates are available
- **Includes a fully assembled OEM quality wiring harness with pre terminated connectors and labeled connection for a simplified installation**
- **Choose from a return-style or our unique Universal Fuel Sump for your fuel system (sold separately)**



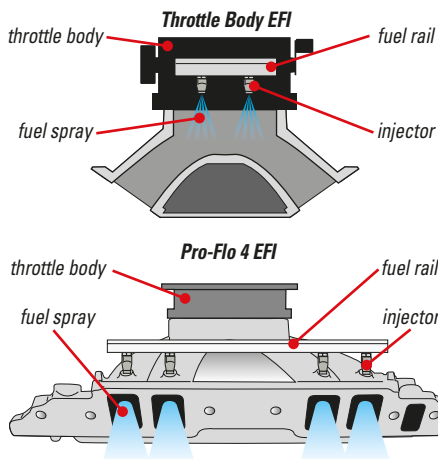
Advanced Ignition Timing Control Features

**PRO-FLO 4 SYSTEMS INCLUDE:**

- Engine Control Unit
- 7" Touch Screen Tablet (optional)
- Fully Assembled Intake Manifold with Air Valve, Fuel Rails and Injectors
- Complete High Quality Wiring Harness
- E-Tuner Application for Setup and Engine Monitoring
- Wide Band Oxygen Sensor
- Distributor
- Gaskets and Hardware
- Installation Instructions



The Edelbrock Pro-Flo 4 EFI system is available with an optional easy-to-use 7" Android touch screen tablet for setup and monitor engine functions



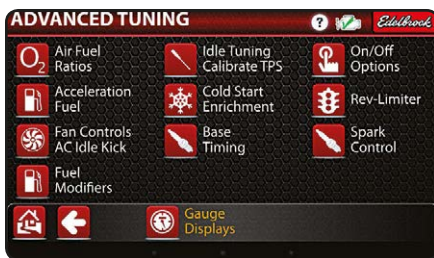
## WHY IS PRO-FLO 4 EFI BETTER THEN A THROTTLE BODY STYLE EFI SYSTEM?

What is the differences between a throttle body style EFI system and a Pro-Flo 4 EFI system? We get asked this question all of the time at events, so here's the answer.

**Throttle body style EFI systems feature a throttle body with the fuel rails and injectors mounted directly on it.** It delivers the fuel into the air flow stream in the plenum below the throttle body similar to a carburetor. It's the most universal type of EFI system and sometimes the only solution for engines that don't have a direct port style intake manifold available, but its not the ideal for high performance engines.

**Pro-Flo 4 EFI systems feature a high performance Edelbrock intake manifold with fuel rails and individual injectors for each cylinder.** The fuel injection is timed with the intake valve opening and delivered into the air flow stream at the end of the runner on the intake manifold right before it enters the combustion chamber. This is produces the best fuel atomization and distribution for the ultimate performance. It also gives you the most control with and is the most efficient way to deliver fuel into your engine.

**WHY SETTLE FOR LESS, WHEN YOU CAN GET THE BEST!**



## THE MOST ADVANCED EFI TECHNOLOGY ON THE MARKET

Edelbrock's Pro-Flo 4 fuel injection systems utilize the latest in Bluetooth Mobile Technology – all tuning related functions can be done on your Android smart phone or tablet with the Edelbrock E-Tuner App. The E-Tuner App features an easy to use setup wizard to guide you through the setup process for your specific engine package. E-Tuner App also includes page specific help files for assistance if needed.

Pro-Flo 4 also gives you the ultimate control of your engine when using the Advanced Tuning features. These features give you the ability to easily adjust your ignition curve specifically for your engine setup, eliminating the hassle, complexity and limitations of the standard distributor advance mechanism. This type of control will result in a smoother idle, faster acceleration, better peak power, improved fuel economy and the ability to control detonation, all with the touch of your finger in the E-Tuner app.

**E-Tuner App is available free from Google Play Store, Android devices will receive automatic App update notifications as Edelbrock releases updates.**



The E-Tuner App features bright and vibrant dash displays in various configurations included to help monitor engine function!

## WHICH FUEL KIT IS BEST FOR MY INSTALLATION?

Selecting the right fuel delivery system is critical to the performance of any EFI application. To help you select the ideal system for your vehicle and engine combination, simply review the chart below to ensure a hassle free installation and the best performance for your vehicle.

| Fuel Kit Options   | Features & Benefits   | Limitations   | Part No.                                    |
|--|---|---|---|
| <b>RETURN-STYLE FUEL KIT</b><br>Ideal for any vehicle that is capable of mounting a fuel pump in a location lower than the fuel tank. Must have a gravity fed path from the fuel tank to the fuel pump. Performs well in all weather conditions.   | <ul style="list-style-type: none"> <li>Fuel pressure can be adjusted for optimum performance</li> <li>Higher horsepower capacity than return-less system</li> <li>Includes a return line to eliminate the potential for fuel vapor lock</li> </ul>  | <ul style="list-style-type: none"> <li>Unbaffled tanks may exhibit fuel starvation, due to sloshing at low fuel levels</li> <li>Requires a return fitting to be installed in the fuel tank</li> <li>More complicated installation</li> </ul>                        | #3604<br>#3651<br>#3653<br>#17400<br>#17401 |
| <b>UNIVERSAL EFI SUMP FUEL KIT</b><br>Best choice for any vehicle with an existing low pressure fuel system. Any user desiring any easy installation that delivers reliable fuel pressure performance and no potential for starvation at low fuel levels. Performs well in all weather conditions. | <ul style="list-style-type: none"> <li>Supports up to 600 HP</li> <li>Easy to install</li> <li>No need to run new fuel lines under vehicle</li> <li>No issue with fuel starvation, due to sloshing</li> <li>No fuel tank modifications required</li> <li>Maintains pressure at low fuel levels</li> </ul> | <ul style="list-style-type: none"> <li>Requires an existing mechanical or electric, low pressure pump in vehicle</li> <li>Requires sufficient space to mount the sump in engine compartment</li> <li>Requires a vent line from the sump to the fuel tank</li> </ul> | #36031                                      |

### EMISSIONS GUIDE

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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 S/B Chevy with standard cylinder heads                             | 550           | 29 lb/hr      | Yes                | ●●             | #35760       |
| 1986 and earlier S/B Chevy with standard cylinder heads                             | 550           | 29 lb/hr      | No                 | ●●             | #357600      |
| 1986 and earlier S/B Chevy with standard cylinder heads                             | 625           | 35 lb/hr      | Yes                | ●●             | #35770       |
| 1986 and earlier S/B Chevy with standard cylinder heads                             | 625           | 35 lb/hr      | No                 | ●●             | #357700      |
| S/B Chevy with Vortec or E-Tec cylinder heads                                       | 550           | 29 lb/hr      | Yes                | ●              | #35780       |
| S/B Chevy with Vortec or E-Tec cylinder heads                                       | 550           | 29 lb/hr      | No                 | ●              | #357800      |
| <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                                     | 475           | 29 lb/hr      | No                 | ●●             | #357000      |
| Gen III & IV with cathedral port cylinder heads                                     | 550           | 35 lb/hr      | Yes                | ●●             | #35710       |
| Gen III & IV with cathedral port cylinder heads                                     | 550           | 35 lb/hr      | No                 | ●●             | #357100      |
| Gen III & IV with rectangular port cylinder heads                                   | 550           | 35 lb/hr      | Yes                | ●●             | #35740       |
| Gen III & IV with rectangular port cylinder heads                                   | 550           | 35 lb/hr      | No                 | ●●             | #375400      |
| Gen III & IV with rectangular port cylinder heads                                   | 675           | 42 lb/hr      | Yes                | ●●             | #35750       |
| Gen III & IV with rectangular port cylinder heads                                   | 675           | 42 lb/hr      | No                 | ●●             | #357500      |
| <b>BIG-BLOCK CHEVROLET</b>  |               |               |                    |                |              |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval port cylinder heads  | 625           | 35 lb/hr      | Yes                | ●●             | #35830       |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval port cylinder heads  | 625           | 35 lb/hr      | No                 | ●●             | #358300      |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval port cylinder heads  | 850           | 60 lb/hr      | Yes                | ●●             | #35840       |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with large oval port cylinder heads  | 850           | 60 lb/hr      | No                 | ●●             | #358400      |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular port cylinder heads | 625           | 35 lb/hr      | Yes                | ●●●            | #35850       |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular port cylinder heads | 625           | 35 lb/hr      | No                 | ●●●            | #358500      |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular port cylinder heads | 775           | 60 lb/hr      | Yes                | ●●●            | #35860       |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rectangular port cylinder heads | 775           | 60 lb/hr      | No                 | ●●●            | #358600      |

**Installation Notes:** These systems will require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately, see the page 172 for selecting the right kit for your installation. LS kits will require a coil harness which is sold separately. 24(x) reductor applications will require #37-1633 and 58(x) reductor applications will require #37-1632. #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 pages 81-82 for manifold reference dimensions). Throttle body height: 2.25"



Pro-Flo 4 Kit #35860

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



Pro-Flo 4 Kit #35900



Pro-Flo 4 Kit #35930

## SYSTEMS WITH A TRADITIONAL INTAKE MANIFOLD & 4150-STYLE THROTTLE BODY

| Application Description                     | Max HP Rating | Injector Size | 7" Throat Included | Emissions Code | Satin Finish |
|---|---------------|---------------|--------------------|----------------|--------------|
| <b>CHRYSLER</b>                             |               |               |                    |                |              |
| 318-340-360                                 | 625           | 35 lb/hr      | Yes                | ●●             | #35900       |
| 318-340-360                                 | 625           | 35 lb/hr      | No                 | ●●             | #359000      |
| 413-426-440                                 | 625           | 35 lb/hr      | Yes                | ●●             | #35910       |
| 413-426-440                                 | 625           | 35 lb/hr      | No                 | ●●             | #359100      |
| <b>FORD</b>                                 |               |               |                    |                |              |
| 289-302-347                                 | 550           | 29 lb/hr      | Yes                | ●●             | #35930       |
| 289-302-347                                 | 550           | 29 lb/hr      | No                 | ●●             | #359300      |
| 289-302-347                                 | 625           | 35 lb/hr      | Yes                | ●●             | #35940       |
| 289-302-347                                 | 625           | 35 lb/hr      | No                 | ●●             | #359400      |
| 351W  | 625           | 35 lb/hr      | Yes                | ●●             | #35950       |
| 351W  | 625           | 35 lb/hr      | No                 | ●●             | #359500      |
| 390-428 FE                                  | 625           | 35 lb/hr      | Yes                | ●●             | #35960       |
| 390-428 FE                                  | 625           | 35 lb/hr      | No                 | ●●             | #359600      |
| <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) | 550           | 29 lb/hr      | No                 | ●●             | #359700      |
| 326-455 (except Ram Air V and 265/301 V8's) | 625           | 35 lb/hr      | Yes                | ●●             | #35980       |
| 326-455 (except Ram Air V and 265/301 V8's) | 625           | 35 lb/hr      | No                 | ●●             | #359800      |

**Installation Notes:** These systems will require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately, see the page 172 for selecting the right kit for your installation. #359300 manifold height: 6.30". #335910 manifold height: 6.10". #35930/#35940 manifold height: 6.35". #35950 manifold height: 6.25". #35960 manifold height: 6.49". #35970/#35980 manifold height: 6.60". (see pages 81-82 for manifold reference dimensions).

## PRO-FLO<sup>®</sup> 4 ELECTRONIC FUEL INJECTION



Pro-Flo 4 Kit #35970

Edelbrock manifolds  
are manufactured  
in the USA for  
unsurpassed quality.



### READ ALL ABOUT IT...

Do you want to learn more about the Edelbrock Universal EFI Sump Fuel Kit? Then check out this article. In this write up, Stephen Kim will walk you through a complete installation on a 1955 Chevy Nomad with an LS7 that puts out 625 hp. "After putting up with cold-start headaches for the past six years, the owner, decided it was time to ditch the carburetor for an Edelbrock E-Street 2 EFI conversion kit, and the Universal Sump was the way to go."

### EMISSIONS GUIDE

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

CARBURETORS  
MANIFOLDS  
CASNETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

**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 |
|--|---------------|---------------|--------------------|----------------|--------------|
| <b>SMALL-BLOCK CHEVROLET</b>   |               |               |                    |                |              |
| 1986 and earlier S/B Chevy with standard cylinder heads                      | 550           | 29 lb/hr      | Yes                | ●●             | #35790       |
| 1986 and earlier S/B Chevy with standard cylinder heads                      | 550           | 29 lb/hr      | No                 | ●●             | #357900      |
| 1986 and earlier S/B Chevy with standard cylinder heads                      | 625           | 35 lb/hr      | Yes                | ●●             | #35810       |
| 1986 and earlier S/B Chevy with standard cylinder heads                      | 625           | 35 lb/hr      | No                 | ●●             | #358100      |
| S/B Chevy with Vortec or E-Tec cylinder heads                                | 550           | 29 lb/hr      | Yes                | ●              | #35820       |
| S/B Chevy with Vortec or E-Tec cylinder heads                                | 550           | 29 lb/hr      | No                 | ●              | #358200      |
| <b>LS CHEVROLET</b>  |               |               |                    |                |              |
| Gen III & IV with cathedral port cylinder heads                              | 475           | 29 lb/hr      | Yes                | ●●             | #35720       |
| Gen III & IV with cathedral port cylinder heads                              | 475           | 29 lb/hr      | No                 | ●●             | #357200      |
| Gen III & IV with cathedral port cylinder heads                              | 550           | 35 lb/hr      | Yes                | ●●             | #35730       |
| Gen III & IV with cathedral port cylinder heads                              | 550           | 35 lb/hr      | No                 | ●●             | #357300      |
| <b>BIG-BLOCK CHEVROLET</b>   |               |               |                    |                |              |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads | 625           | 35 lb/hr      | Yes                | ●●●            | #35870       |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads | 625           | 35 lb/hr      | No                 | ●●●            | #358700      |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads | 775           | 60 lb/hr      | Yes                | ●●●            | #35880       |
| 1965-Later Mark IV and Gen V/VI 396-502 c.i.d. with rect-port cylinder heads | 775           | 60 lb/hr      | No                 | ●●●            | #358800      |
| <b>CHRYSLER</b>  |               |               |                    |                |              |
| 413-426-440  | 625           | 35 lb/hr      | Yes                | ●●●            | #35920       |
| 413-426-440  | 625           | 35 lb/hr      | No                 | ●●●            | #359200      |

**Installation Notes:** These systems will require a high pressure EFI compatible fuel delivery system. Fuel delivery kits are available and sold separately, see the next page for selecting the right kit for your installation. LS kits will require a coil harness which is sold separately. 24(x) retractor applications will require #37-1633 and 58(x) retractor applications will require #37-1632. #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 pages 81-82 for manifold reference dimensions).



Pro-Flo 4 Harness Kit #35711



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.

**PRO-FLO 4 LS ECU & HARNESS KITS**

Now you can get an affordable easy solution for adding EFI on your Gen III or IV LS engine. This basic EFI conversion kit is a great option if you already have an EFI intake on your LS engine and only require an engine management system. This kit is a great solution for any performance level LS engine swap. **These kits include the all new Pro-Flo 4 ECU, Bosch 4.9 LSU wide band sensor and harness.** The harnesses connect directly to the factory coils, injectors, camshaft/crank sensors and other sensors on the factory LS intake manifold. **To further simplify your LS EFI conversion experience, this system also uses the exclusive Edelbrock E-Tuner 2 wireless Bluetooth Android based tuning application that can be downloaded to your smartphone or optional tablet.** No complicated laptop software necessary, as Edelbrock has done the hard work for you. The E-Tuner 2 app includes a setup wizard that's easy to use and the ECU is pre-loaded with calibrations that best fit your engine setup. **Once your vehicle is up and running, the self-learning features of the E-Tuner 2 app continually adjust the fuel mapping to get the best performance available from your engine package, leaving you to enjoy the ride!**

- LS Chevrolet Gen III Harness Kit with Tablet (for use with 24x retractor crank trigger) ●●.....#35711
- LS Chevrolet Gen III Harness Kit without Tablet (for use with 24x crank trigger) ●●.....#357110
- LS Chevrolet Gen IV Harness Kit with Tablet (for use with 58x crank trigger) ●●.....#35712
- LS Chevrolet Gen IV Harness Kit without Tablet (for use with 58x crank trigger) ●●.....#357120

**Installation Notes:** LS1 (24x) applications can be recognized by the rear mounted cam position sensor which is black in color, while LS2 (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.

INDEX SPORTSWEAR FUEL PUMPS NITROUS ENGINE DRESS-UP WATER PUMPS CRATE ENGINES IGNITION EFI SUPERCHARGERS KITS POWER PACKAGES CAMS & VALVETRAIN CYLINDER HEADS CASNETS MANIFOLDS CARBURETORS



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

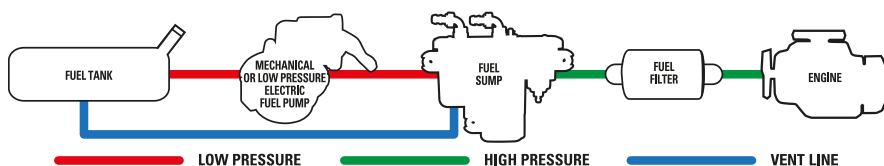
## UNIVERSAL EFI SUMP FUEL KITS

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.**

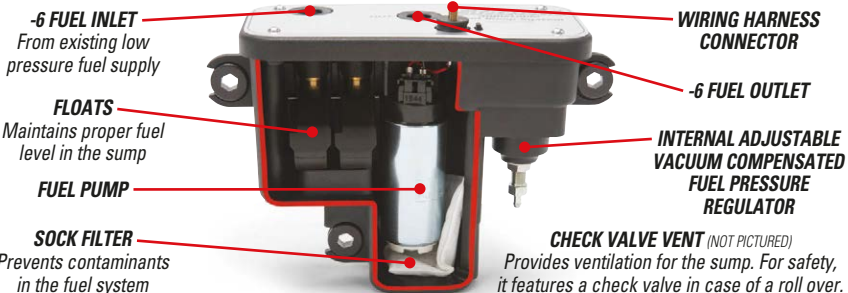
These Fuel Sump Kits feature a compact design that is adjustable from 35 to 90 psi and include a vacuum reference port. **They are available in a 67 gph flow rate and can support up to 600 HP.** They're great solutions when used with an E-Street, Pro-Flo 3, Pro-Flo 4 or other aftermarket EFI system.

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   |

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



# THROTTLE BODIES



Each throttle body is precision machined and assembled, by Edelbrock, with the finest OE quality components

**Edelbrock throttle bodies are engineered, cast, machined and assembled in the USA**



## EDELBROCK THROTTLE BODIES

Our throttle bodies are engineered and manufactured with larger than stock smooth throttle bore to deliver more air for increased performance. They are cast in our ultra-modern foundry in San Jacinto, California. Each casting is then precision machined and assembled with the finest OE quality components. The throttle blade is securely staked to the throttle shaft to ensure a secure fit and finish and the throttle shaft rides on sealed ball bearings for smooth, safe operation. Most applications include a new throttle position sensor (TPS) that is pre-installed and electronically calibrated by sophisticated equipment for an easy bolt-on installation. **Our throttle bodies are available in several sizes to suit your application.** Smaller sizes are slightly larger than stock and are a great first step for stock or mildly modified engines, while larger sizes are for more radical engine combinations, and in most cases, require port matching of the manifold for proper fit. **These high-quality Edelbrock throttle bodies bolt to the stock manifolds with mounts for stock sensors and vacuum lines, however some applications may require port-matching.**



Edelbrock throttle bodies include all hardware for a complete installation

**50 state legal**

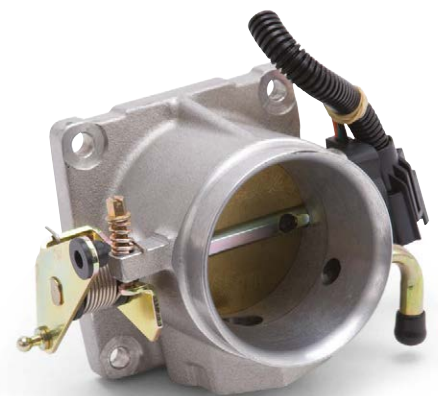


Throttle Body/EGR Plate #3825/#3828

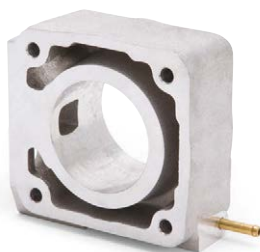
## FORD 1986-95 5.0L MUSTANGS

These throttle bodies are 50-state street legal (E.O. Number D-215-75) replacements for late-model 5.0L Ford Mustangs. The 65mm size is ideal for stock manifolds, while the 70mm size is ideal for use with our Performer 5.0/Performer RPM 5.0 intake manifolds and The Total Power Package. The 70mm gained 10 hp over stock throttle body. The 75mm is ideal for more radical applications and requires port matching to fit most manifolds. Our 1986-93 throttle bodies must be used with matching EGR Plates. Gaskets are included. Our throttle body spacers/adapters are designed to adapt our 70mm and 75mm throttle bodies to a wide variety of applications. They are 1/2" thick and will require intake port matching.

| Description                                 | Emissions Code | 65mm           | 70mm           | 75mm       |
|---|----------------|----------------|----------------|------------|
| 1986-93 Mustang Throttle Body and EGR Plate | ●              | #3824<br>#3827 | #3825<br>#3828 | #3826<br>- |
| Universal Spacer/Adapter (undrilled)        | ●              | -              | #38113         | -          |
| Replacement Gasket Sets                     | N/A            | #3830          | #3830          | #3831      |



Throttle Body #3824



Throttle Body EGR Plate #3827



Throttle Body EGR Plate #3829

**Edelbrock throttle bodies are engineered, cast, machined and assembled in the USA**



## 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. Available in titanium gray and black powder-coated finish to match the Performer 5.0L and Performer RPM II 5.0L intake manifolds.

| Description  | Emissions Code | 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  |



Throttle Body Adapter #38353



LS Series 90mm Throttle Body #38643

## GM VICTOR LS SERIES

Designed for modified Gen III-IV engines, the Victor LS Series 90mm throttle bodies increase flow and horsepower in high-performance street or competition applications. Throttle bodies #3864/#38643 include a LS1 stock-style TPS and IAC. Throttle body #386403 does not include the TPS and IAC. 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 LS2/LS7 factory manifolds. They do not retain the lower water tube and are perfect for enthusiasts who want to use an LS2 or LS7 in an older vehicle with no fly-by-wire throttle.

| Description                                      | CFM  | Throttle Bore Size | Emissions Code | Finish |         |
|--|------|--------------------|----------------|--------|---------|
|  |      |                    |                | Satin  | Black   |
| Victor LS Series Throttle Body with TPS & IAC    | 1100 | 90mm               | ●●             | #3864  | #38643  |
| Victor LS Series Throttle Body without TPS & IAC | 1100 | 90mm               | ●●             | #38640 | #386403 |



Pro-Flo XT Throttle Body #3869

## PRO-FLO XT

These 90mm single bore throttle bodies are designed specifically for use with our Pro-Flo XT EFI manifolds and Victor EFI intake elbows. They are ideal for high performance street, race and custom EFI system installations. Available satin, polished or black powder coat finish. **Universal Pro-Flo XT Throttle Bodies have provisions for either LS1 or LS2 mounting bolt patterns.** They use a LS1 style TPS and 4-wire stepper motor IAC. They include an idle bleed screw to offer better idle control than other 90mm throttle bodies on the market. The bleed screw can be used to create a base amount of idle air flow instead of using throttle tip-in, leaving the TPS signal unaffected. Features a 4.5" diameter inlet flange and is ideal for use with Edelbrock Pro-Flo XT intake manifolds #7136, #71363, #7137, #71373, #7139, #71393, #7144 and #71443. **Small-block Ford Pro-Flo XT throttle bodies are for use with our Intake Elbows or Pro-Flo XT intake manifolds #7128 and #71283.** Includes a Ford style TPS and provisions for a Ford style IAC motor, OEM or Edelbrock #36017. Uses a standard Ford 5.0L mounting bolt pattern and has a 4.0" diameter inlet flange.

| Description                               | CFM  | Throttle Bore Size | Emissions Code | Satin | Polished | Black  |
|---|------|--------------------|----------------|-------|----------|--------|
|   |      |                    |                | #3869 | #38691   | #38693 |
| Universal Pro-Flo XT Throttle Body        | 1100 | 90mm               | ●●             | #3869 | #38691   | #38693 |
| Small-Block Ford Pro-Flo XT Throttle Body | 1100 | 90mm               | ●●             | #3818 | -        | #38183 |



Universal Throttle Body #3878

## 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. Fully machined by Edelbrock and include a GM style throttle position sensor (TPS). They are available with and without an idle air control (IAC) motor. Will fit standard style air cleaners (5-1/8" or 4500 series). Available in satin or black powder coated finish.

| Description                                      | Carb Flange Type | CFM  | Throttle Bore Size | Emissions Code | Satin  | Black |
|--|------------------|------|--------------------|----------------|--------|-------|
|  |                  |      |                    |                | #3878  | #3978 |
| Universal 4-Barrel with Delphi/GM IAC Motor      | 4150             | 1000 | 1.75"              | ●●             | #3878  | #3978 |
| Universal 4-Barrel with Delphi/GM IAC Motor      | 4500             | 1600 | 2.00"              | ●●             | #3879  | #3979 |
| Universal 4-Barrel with Hitachi Linear IAC Motor | 4150             | 1000 | 1.75"              | ●●             | #38783 | -     |

**Installation Note:** #38783 includes a Hitachi (PWM) IAC motor (two wire).



Universal Throttle Body #3978



Universal Throttle Body #3888



Universal Throttle Body #38783

### EMISSIONS GUIDE

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MANIFOLDS  
GASKETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
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WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



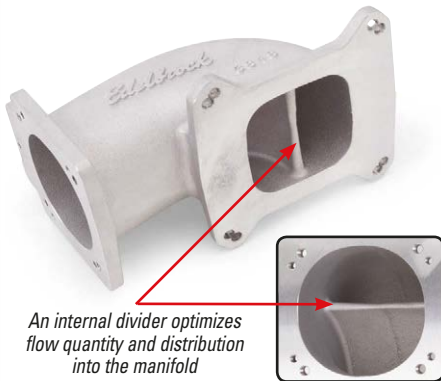
Ultra Low Profile Intake Elbow #3847



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

**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/#38183, 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 hp 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 hp. 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 |
|---------------|-------------|-----------------|------------------------------|----------------------------|
| #3814         | 8.0"        | 6.0"            | 8.86"                        | 100°                       |
| #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



#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.

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



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# EFI COMPONENTS



Wide Band Air/Fuel Ratio Interface #3532

## WIDE BAND AIR/FUEL RATIO KIT

This Edelbrock Wide Band Air/Fuel Ratio interface unit will work with any aftermarket EFI system or data logger system that can accept a 0-5 volt input for monitoring Air Fuel Ratios. Features two independent 0-5V analog outputs that are linearly scaled with 0V=10.0 AFR and 5V=20.0 AFR. Includes interface unit, sensor, weld-in bungs and all necessary wiring. Does not have internal data logging capability and only includes a single oxygen sensor. For data acquisition applications requiring two oxygen sensors, use Dual Channel Wide Band kit #91170.

- Allows improved Closed Loop control of the current Pro-Flo EFI systems
- Suitable for automotive, motorcycle, and other 4-Stroke engine applications
- Highly accurate with less than  $\pm 0.10$  AFR error over 10.3 - 19.5 AFR range
- Easy free-air calibration procedure corrects for sensor aging effects
- 0-5V analog AFR output for interface to EFI, Data or Dyno instrumentation
- Wide supply voltage range from 11-18V allows operation from battery on small engines or race vehicles with out an alternator
- Current draw is approx. 1 amp
- Features compact 4" x 2" x 0.5" water-proof enclosure

|  |        |
|--|--------|
| Wide Band Air/Fuel Ratio Interface .....   | #3532  |
| Dual Channel Wide Band Amplifier Kit ..... | #91170 |



Dual Channel Wide Band Amplifier Kit #91170



Compliment your Edelbrock EFI system with Max-Fire High Performance Spark Plug Wires. See page 177 for more info.



Wide Band O2 Sensor #91171

## WIDE BAND OXYGEN SENSOR

This Wide Band Oxygen Sensor is a replacement sensor for our Wide Band Interface Kits. Sensor is complete with special Deutsch connector for direct replacement.

|                               |        |
|-------------------------------|--------|
| Wide Band Oxygen Sensor ..... | #91171 |
|-------------------------------|--------|



O2 Sensor Weld-On Bung #91172

Edelbrock intake manifolds, cylinder heads, carburetors, superchargers and water pumps are manufactured in the USA for unsurpassed quality.



## OXYGEN SENSOR WELD-ON BUNG

This Weld-On Bung can be used with Edelbrock QwikData 2, Pro-Flo 2, Pro-Flo XT or any application requiring an Oxygen Sensor installed in the Exhaust system. It's manufactured from steel stock and has 18 x 1.5mm internal threads.

|                              |        |
|------------------------------|--------|
| O2 Sensor Weld-On Bung ..... | #91172 |
|------------------------------|--------|



EFI Supplemental Harness Kit #36054

## EFI SUPPLEMENTAL HARNESS KIT

This Supplemental Harness Kit is required when installing Edelbrock Return-style Fuel Kit #3604 or Universal Sump Fuel kit #3605, #3607 and #36052 with E-Street 1 EFI systems. This harness kit is included in the complete E-Street 1 EFI system with Sump Fuel kit #3606. Includes fuel pump relay harness and a fuel sump adapter harness. Failure to use this harness will cause damage to the fuel pump driver in the ECU.

|                                |        |
|--------------------------------|--------|
| Supplemental Harness Kit ..... | #36054 |
|--------------------------------|--------|



**ENGINE CONTROL UNITS**

- E-Street 2 Systems .....#22-3664
- Pro-Flo 3 Systems.....#22-3220

**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             | Deka   | –          | ● ●            | #51-4463        | –                 |
| 60             | Siemens Short Body (For use with E-Street, E-Street 2 & Pro-Flo 3 systems) | Blue       | ● ●            | #51-4106        | –                 |
| 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

**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
- 30 AMP Harness Power Relay (12 volt, for Pro-Flo 2 systems only).....#36014
- Pro-Flo Ignition Amplifier (for Pro-Flo systems) .....#3518
- 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 (for first generation Pro-Flo systems) .....#3587
- MAP Sensor 1 Bar (for E-Street, Pro-Flo 2, Pro-Flo 3 & Pro-Flo 4 systems) .....#36019
- MAP Sensor 2 Bar (for Pro-Flo 2 systems) .....#36020
- 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
- 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

**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**

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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 RPM's
- 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

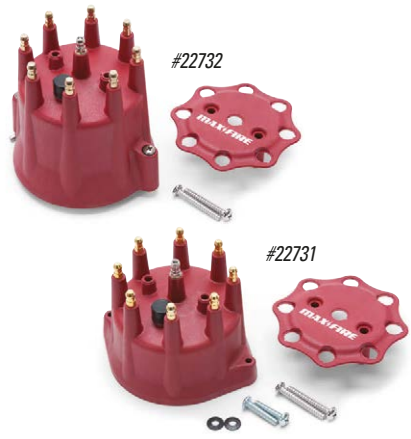
**MAX-FIRE DISTRIBUTORS**

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 RPM's. 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 V8  | ●              | #22756   |
| Ford 332-428 FE V8  | ●              | #22757   |
| Oldsmobile 260-455 V8   | ●              | #22764   |
| Pontiac 326-455 V8  | ●              | #22754   |



**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  
CRATE ENGINES  
WATER PUMPS  
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**IGNITION COILS**  
**ELECTRONIC OIL FILLED COILS**

These Max-Fire coils are ideal for high performance vehicles that have been converted to a 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 for high output resulting in quicker starts, improved throttle response and more power at higher RPM.

- Electronic Oil Filled Ignition Coil with Chrome Finish (0.45 PR) ●●●.....#22740
- Electronic Oil Filled Ignition Coil with Red Finish (0.45 PR) ●●●.....#22741



**UNIVERSAL HIGH OUTPUT DOME STYLE IGNITION COIL**

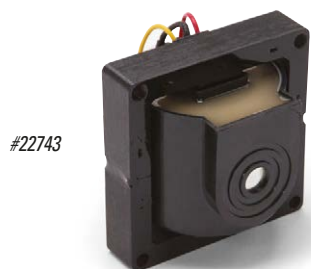
This universal coil is designed to work specifically with the high output inductive storage ignition module in the ready to run distributors. It features heavy gauge windings that are engineered to ensure maximum power at higher RPM levels. A molded housing of glass reinforced polyester and high temperature 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 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 reduce acceleration. For most vehicles, you should replace your spark plugs every 30,000 miles.

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Max-Fire spark plug wires are manufactured in the USA for unsurpassed quality.



Ultra-Spark 50 Plug Wires #22714



Ultra-Spark 500 Plug Wires #22702



Ultra-Spark 50 Plug Wires #22715 for 1997-2013 GM LS Engines



## HIGH PERFORMANCE SPARK PLUG WIRES

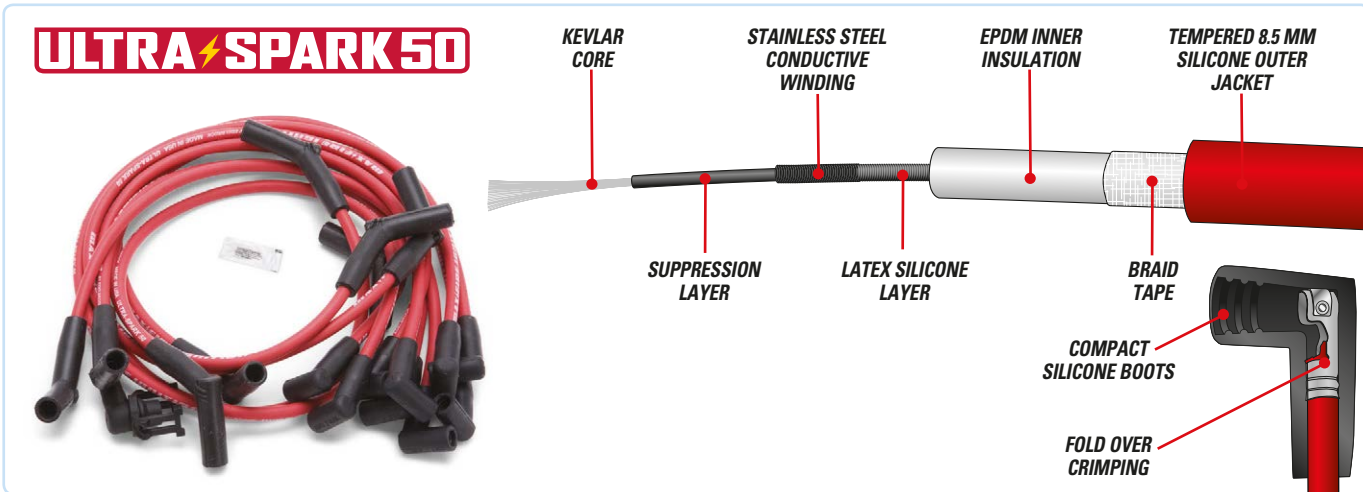
Max-Fire® Ultra-Spark® performance spark plug wires are manufactured from highest quality materials to help deliver maximum voltage – ensuring the ultimate performance. These wires have an extremely high EMI/RFI suppression along with a very low resistance to help deliver the most spark possible. They 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

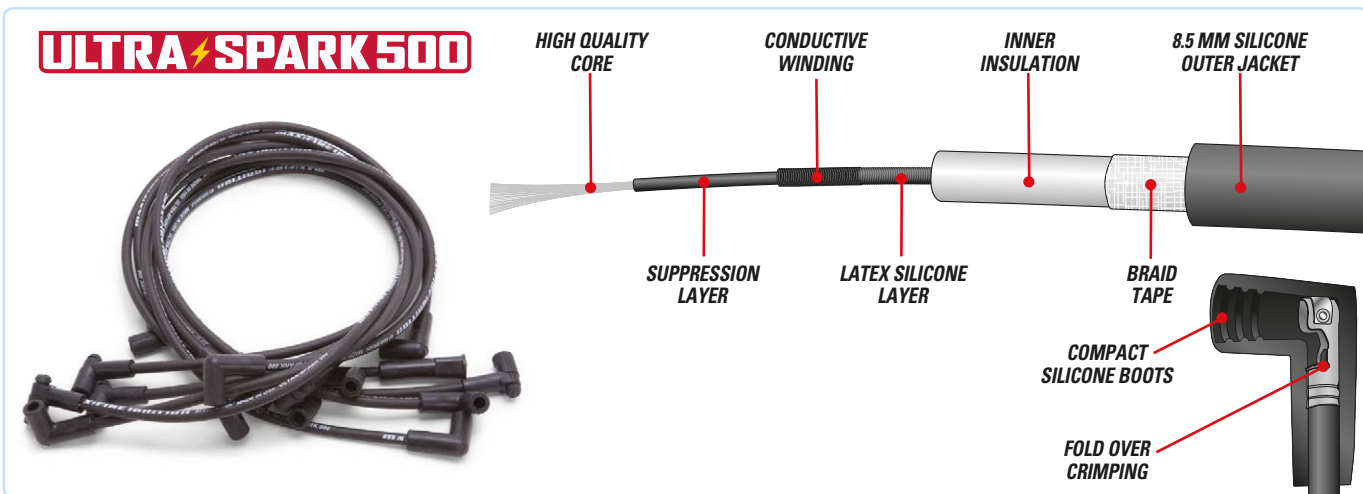
- 8.5mm diameter reduces voltage leak for improved performance over smaller diameter designs
- Features a spiral wound Ferro-magnetic Kevlar core that creates an effective EMI choke, along with high dielectric strength inner insulation
- Silicone jacket is chemical resistant and won't crack or shrink when exposed to extreme temperatures
- Each engine specific applications are 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 O.E.M. 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**  
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**Max-Fire spark plug wires are manufactured in the USA for unsurpassed quality.**

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# MAX-FIRE IGNITION UNIVERSAL SPARK PLUG WIRES



#22700



#22711



#22701



#22710



**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 your 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 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. |
|---|---------|---------------|-------------------|--------------------------|-------------------------|
| <b>BUICK</b>  |         |               |                   |                          |                         |
| 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                  |
| <b>CADILLAC</b>   |         |               |                   |                          |                         |
| 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                  |
| <b>CHECKER</b>  |         |               |                   |                          |                         |
| 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                  |
| <b>CHEVROLET</b>  |         |               |                   |                          |                         |
| 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<br>G10 / G20 / K10 / K10 Suburban<br>K20 / K20 Suburban / K5 Blazer | 1977    | 305 / 5.0L V8 | -                 | #22702                   | #22712                  |
| C10 / C10 Suburban / C20 / C20 Suburban<br>K10 / K10 Suburban / K5 Blazer                                   | 1981-82 | 305 / 5.0L V8 | -                 | #22703                   | #22713                  |

CONTINUED ON NEXT PAGE...

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POWER PACKAGES  
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|---|-----------|---------------|-------------------|--------------------------|-------------------------|
| C10 / C10 Suburban / C20 / C20 Suburban<br>K10 / K10 Suburban / K20 / K20 Suburban<br>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 /<br>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                  |

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| 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<br>K10 / K10 Suburban / K20 / K20 Suburban<br>C30 / K5 Blazer / P10 / P20 / P30                       | 1975-77 | 350 / 5.7L V8 | -                 | #22702                   | #22712                  |
| C10 / C10 Suburban / C20 / C20 Suburban<br>K10 / K10 Suburban / K20 / K20 Suburban<br>K5 Blazer / C1500 / C2500                               | 1981-82 | 350 / 5.7L V8 | -                 | #22703                   | #22713                  |
| C10 / C10 Suburban / C20 / C20 Suburban<br>K10 / K10 Suburban / K20 / K20 Suburban<br>K30 / C30 / C1500 / C1500 Suburban<br>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<br>Silverado 3500 Classic  | 2007    | 364 / 6.0L V8 | Square Coil       | -                        | #22715                  |
| Silverado 1500 Classic / Silverado 2500 HD<br>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                  |

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| 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<br>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                  |
| <b>DeTOMASO</b>  |         |               |                   |                          |                         |
| Pantera  | 1984-86 | 351 / 5.8L V8 | -                 | #22704                   | #22714                  |
| <b>FORD</b>  |         |               |                   |                          |                         |
| 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<br>E-350 Econoline / E-350 Econoline Club Wagon | 1980-81 | 351 / 5.8L V8 | Windsor           | #22704                   | #22714                  |

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| 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                  |
| <b>GMC</b>  |         |               |                          |                          |                         |
| 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                  |

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| 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<br>C35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / P25 / P35 / Sprint | 1975-77 | 350 / 5.7L V8 | -                 | #22702                   | #22712                  |
| C1500 / C1500 Suburban / C2500 Suburban<br>K1500 Suburban / K2500 / K2500 Suburban                                    | 1981    | 350 / 5.7L V8 | Engine Vin: L     | #22703                   | #22713                  |
| C1500 / C1500 Suburban / G1500 / G3500 / Jimmy /<br>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                  |

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| 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<br>Sierra 3500 HD Classic   | 2007    | 364 / 6.0L V8 | Engine Vin: U<br>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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CARBURETORS  
MANIFOLDS  
GASKETS  
CYLINDER HEADS  
CAM & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
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| 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                  |
| <b>HUMMER</b>                              |         |               |                   |                          |                         |
| 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                  |
| <b>ISUZU</b>                               |         |               |                   |                          |                         |
| Ascender                                   | 2005-06 | 325 / 5.3L V8 | -                 | -                        | #22716                  |
| <b>LINCOLN</b>                             |         |               |                   |                          |                         |
| 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                  |
| <b>MERCURY</b>                             |         |               |                   |                          |                         |
| 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                  |
| <b>OLDMOBILE</b>                           |         |               |                   |                          |                         |
| Cutlass Calais / Cruiser / Salon / Supreme | 1980    | 305 / 5.0L V8 | -                 | #22703                   | #22713                  |
| Cutlass Calais                             | 1980    | 350 / 5.7L V8 | -                 | #22703                   | #22713                  |
| <b>PONTIAC</b>                             |         |               |                   |                          |                         |
| 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                  |
| <b>SAAB</b>                                |         |               |                   |                          |                         |
| 9-7x                                       | 2005-09 | 325 / 5.3L V8 | -                 | -                        | #22716                  |
| 9-7x                                       | 2008-09 | 364 / 6.0L V8 | -                 | -                        | #22716                  |

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 & 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 supercharged high-performing 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 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 a 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.**

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Small-block  
#450020



Bare blocks have a cast Edelbrock logo



Big-block  
#450000



Block #450000 features a 2-piece rear main seal

## 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. 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 the 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                         |
|------------------------------------|-----------------------------|-----------------------------|---------------------------------|---------------------------------|
| <b>Block Type</b>                  | Small-Block Chevy           | Small-Block Chevy           | Big-Block Chevy                 | Big-Block Chevy                 |
| <b>Block Material</b>              | Cast Iron                   | Cast Iron                   | Cast Iron                       | Cast Iron                       |
| <b>Cylinder Wall</b>               | Wet                         | Siamese                     | Siamese                         | Siamese                         |
| <b>Bore Size</b>                   | 4.000"                      | 4.125"                      | 4.500"                          | 4.500"                          |
| <b>Max Recommended Bore</b>        | 4.060"                      | 4.185"                      | 4.600"                          | 4.600"                          |
| <b>Deck Height</b>                 | 9.025"                      | 9.025"                      | 9.800"                          | 9.800"                          |
| <b>Cam Bearing Bore ID</b>         | 2.000"                      | 2.000"                      | 2.120"                          | 2.120"                          |
| <b>Camshaft Position</b>           | Standard SBC                | Standard SBC                | Standard BBC                    | Standard BBC                    |
| <b>Head Bolt Pattern</b>           | Standard SBC                | Standard SBC                | Standard BBC                    | Standard BBC                    |
| <b>Inside Head Stud Bosses</b>     | No                          | No                          | Yes                             | Yes                             |
| <b>Lifter Bores</b>                | Standard SBC                | Standard SBC                | Standard BBC                    | Standard BBC                    |
| <b>Main Bearing Size</b>           | Standard SBC 350            | Standard SBC 400            | Standard BBC                    | Standard BBC                    |
| <b>Main Bearing Bore</b>           | 2.6406"                     | 2.8408"                     | 2.9375"                         | 2.9375"                         |
| <b>Main Caps</b>                   | Nodular Iron 4 Bolt Splayed | Nodular Iron 4 Bolt Splayed | Nodular Iron 4 Bolt Splayed     | Nodular Iron 4 Bolt Splayed     |
| <b>Oil System</b>                  | Main Priority               | Main Priority               | Main Priority                   | Main Priority                   |
| <b>Oil Cooler Holes</b>            | N/A                         | N/A                         | Integral to Block               | Integral to Block               |
| <b>Rear Main Seal</b>              | 1-Piece                     | 2-Piece                     | 1-Piece                         | 2-Piece                         |
| <b>Hydraulic Roller Provisions</b> | Yes                         | Yes                         | Will Accept Gen V & VI Link Bar | Will Accept Gen V & VI Link Bar |
| <b>Stud and Bolt Holes</b>         | Through to Water            | Through to Water            | Blind Tapped                    | Blind Tapped                    |
| <b>Tapped Holes</b>                | Standard Thread & Pitch     | Standard Thread & Pitch     | Standard Thread & Pitch         | Standard Thread & Pitch         |
| <b>Timing Chain/Gears</b>          | Standard SBC                | Standard SBC                | Standard BBC Gen IV, V, VI      | Standard BBC Gen IV, V, VI      |
| <b>Timing Cover</b>                | 8 or 10 Bolt                | 8 or 10 Bolt                | Will accept Gen V and VI 6 Bolt | Will Accept Mark IV 10 Bolt     |
| <b>Fuel Pump Boss</b>              | Yes                         | Yes                         | Yes                             | Yes                             |
| <b>Starter</b>                     | Standard Location           | Standard Location           | Standard Location               | Standard Location               |
| <b>Clutch Linkage Boss</b>         | Yes                         | Yes                         | Yes                             | Yes                             |

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
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MADE IN USA

E-Street Long Block #45070

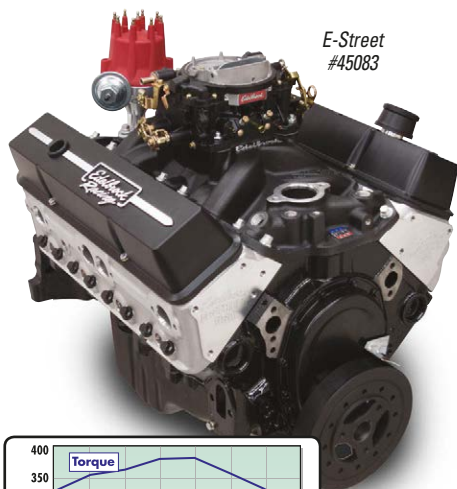
## E-STREET LONG-BLOCK AFFORDABLE PERFORMANCE FOR THE ENGINE BUILDER

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 main 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

|                      |   |                        |                            |
|----------------------|---|------------------------|----------------------------|
| <b>Displacement:</b> | 350 c.i.d.                                  | <b>Rocker Arms:</b>    | 1.5:1 Roller #77770        |
| <b>Compression:</b>  | 9.0:1                                       | <b>Cylinder Heads:</b> | E-Street #5089             |
| <b>Block:</b>        | New 4-bolt main with 2-piece rear main seal | <b>Valve Covers:</b>   | Racing Series              |
| <b>Crankshaft:</b>   | Cast Iron                                   | <b>Finish:</b>         | Satin                      |
| <b>Pistons:</b>      | Cast aluminum                               | <b>Warranty:</b>       | 2-year / Unlimited mileage |
| <b>Camshaft:</b>     | Performer #2102                             |                        |                            |

E-Street Long-Block (Max. 5,500 rpm) ●●.....#45070



E-Street #45083

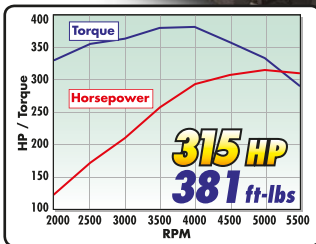
## E-STREET 315HP

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 main 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

|                      |   |                        |                                |
|----------------------|---|------------------------|--------------------------------|
| <b>Displacement:</b> | 350 c.i.d.                                  | <b>Rocker Arms:</b>    | 1.5:1 Roller #77770            |
| <b>Horsepower:</b>   | 315 hp                                      | <b>Manifold:</b>       | Performer EPS #2701, #27013    |
| <b>Torque:</b>       | 381 ft.-lbs.                                | <b>Cylinder Heads:</b> | E-Street #5089                 |
| <b>Compression:</b>  | 9.0:1                                       | <b>Carburetor:</b>     | Performer Series #1405, #14053 |
| <b>Block:</b>        | New 4-bolt main with 2-piece rear main seal | <b>Distributor:</b>    | Included                       |
| <b>Crankshaft:</b>   | Cast Iron                                   | <b>Valve Covers:</b>   | Racing Series                  |
| <b>Pistons:</b>      | Cast aluminum                               | <b>Finish:</b>         | Satin or black powder coated   |
| <b>Camshaft:</b>     | Performer #2102                             | <b>Warranty:</b>       | 2-year / Unlimited mileage     |

E-Street Carbureted (Max. 5,500 rpm) ●●.....#45080  
With Black Powder Coated Intake and Carburetor (Max. 5,500 rpm) ●●.....#45083

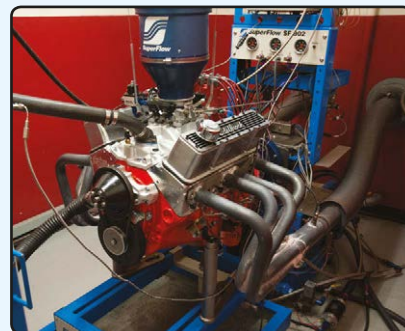


Compliment your Edelbrock crate engine with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.



## CUSTOM CRATE ENGINE ASSEMBLY AND ENGINE DYNO SERVICES AVAILABLE

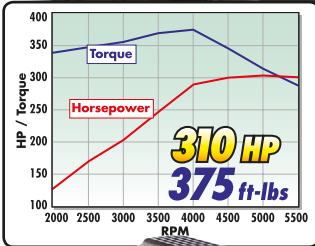
Skilled Edelbrock technicians can assemble most crate engines to suit your application and preference with Edelbrock components. Our in-house engine dyno facility is also available to break-in your new engine and provide you with actual performance results.



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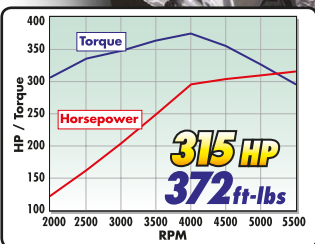
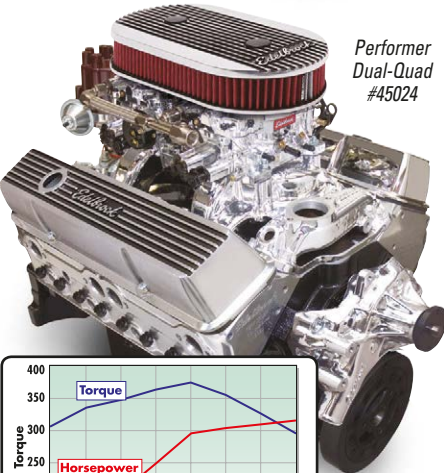
Performer 320  
#45411



Performer  
Classic 310  
#45123



Performer  
Dual-Quad  
#45024



## PERFORMER 310/320HP

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 manifolds.

### SPECIFICATIONS

|   |   |
|---|---|
| <b>Displacement:</b> 350 c.i.d.                                   | <b>Manifold:</b> Performer EPS #2701, Performer EPS #27013, Performer Air-Gap #2601 |
| <b>Horsepower:</b> 310 / 320 hp                                   | <b>Cylinder Heads:</b> Performer/RPM #60759, #60899 or #60909                       |
| <b>Torque:</b> 375 / 382 ft-lbs.                                  | <b>Carburetor:</b> Performer Series, Thunder Series AVS                             |
| <b>Compression:</b> 8.5:1 (Performer 310) / 9.0:1 (Performer 320) | <b>Water Pump:</b> Victor Series aluminum   |
| <b>Block:</b> New 4-bolt main with 2-piece rear main seal         | <b>Distributor:</b> Included  |
| <b>Crankshaft:</b> Cast Iron                                      | <b>Valve Covers:</b> Cast aluminum – style varies by application                    |
| <b>Pistons:</b> Cast Aluminum                                     | <b>Finish Options:</b> Satin, polished or black powder coated                       |
| <b>Camshaft:</b> Performer #2102                                  | <b>Warranty:</b> 2-year / Unlimited mileage   |
| <b>Rocker Arms:</b> 1.5:1 Roller #77770                           |   |

|   | Satin  | Polished | Black  |
|---|--------|----------|--------|
| <b>PERFORMER CLASSIC 310 EPS MANIFOLD &amp; 600 CFM PERFORMER SERIES CARB</b> (electric choke)<br>With long water pump #88113 ●●..... | N/A    | N/A      | #45123 |
| <b>PERFORMER 320 EPS MANIFOLD &amp; 650 CFM THUNDER SERIES AVS CARB</b> (electric choke)<br>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    |
| <b>PERFORMER 320 AIR-GAP MANIFOLD &amp; 650 CFM THUNDER SERIES AVS CARB</b> (electric choke)<br>Without water pump ●●.....            | #45500 | #45501   | N/A    |
| With short water pump #8810 ●●.....   | N/A    | #45511   | N/A    |



Compliment your Edelbrock crate engine with Max-Fire High Performance Spark Plug Wires. See page 181 for more info.



## PERFORMER DUAL-QUAD 315HP

This Performer Dual-Quad has the same specs as the Performer 320 with the addition of an Edelbrock dual-quad intake & 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

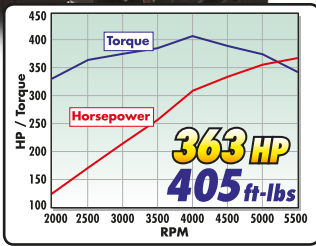
|   |  |
|---|--|
| <b>Displacement:</b> 350 c.i.d.                           | <b>Manifold</b> C-26 #5425 or RPM Air-Gap Dual-Quad #75254       |
| <b>Horsepower:</b> 315 hp                                 | <b>Cylinder Heads:</b> Performer RPM #60899                      |
| <b>Torque:</b> 372 ft-lbs.                                | <b>Carburetor:</b> Performer Series or Thunder Series AVS        |
| <b>Compression:</b> 9.0:1                                 | <b>Water Pump</b> Victor series aluminum                         |
| <b>Block:</b> New 4-bolt main with 2-piece rear main seal | <b>Distributor:</b> Included                                     |
| <b>Crankshaft:</b> Cast Iron                              | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Pistons:</b> Cast Aluminum                             | <b>Finish Options:</b> Satin or EnduraShine                      |
| <b>Camshaft:</b> Performer #2102                          | <b>Warranty:</b> 2-year / Unlimited mileage                      |
| <b>Rocker Arms:</b> 1.5:1 Roller #77770                   |  |

|  | Satin  | EnduraShine |
|--|--------|-------------|
| <b>C-26 Manifold &amp; Performer Carb</b> (with short water pump) ●●.....          | #45010 | N/A         |
| <b>C-26 Manifold &amp; Performer Carb</b> (with long water pump) ●●.....           | #45020 | N/A         |
| <b>RPM Air-Gap Manifold &amp; Thunder AVS Carb</b> (with short water pump) ●●..... | N/A    | #45014      |
| <b>RPM Air-Gap Manifold &amp; Thunder AVS Carb</b> (with long water pump) ●●.....  | N/A    | #45024      |

INDEX SPORTSWEAR FUEL PUMPS NITROUS ENGINE DRESS-UP WATER PUMPS CRATE ENGINES IGNITION EFI SUPERCHARGERS KITS POWER PACKAGES CAMS & VALVETRAIN CYLINDER HEADS CASSETS MANIFOLDS CARBURETORS



Performer Hi-Torq #46400



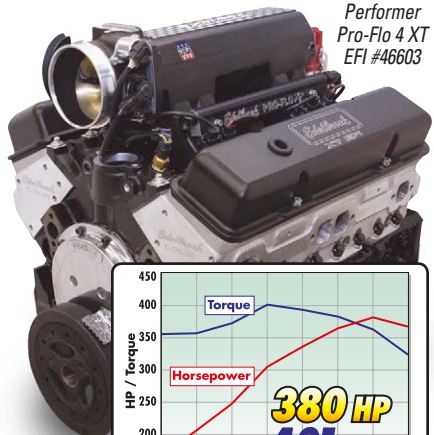
## PERFORMER HI-TORQ 363HP

Take advantage of modern cylinder head and camshaft technology with the Performer 363HP Hi-Torq Series of engines. These engines deliver high hp 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.

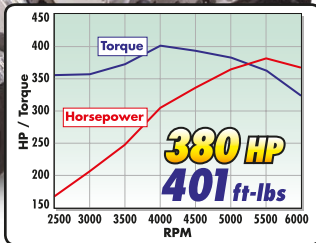
### SPECIFICATIONS

|   |  |
|---|--|
| <b>Displacement:</b> 350 c.i.d.                           | <b>Manifold:</b> Performer EPS Vortec #2716 or 27161             |
| <b>Horsepower:</b> 363 hp                                 | <b>Cylinder Heads:</b> E-Tec 170 #60975/#609715                  |
| <b>Torque:</b> 405 ft-lbs.                                | <b>Carburetor:</b> 750 cfm Performer                             |
| <b>Compression:</b> 9.0:1                                 | <b>Water Pump:</b> Victor Series #8810 / #8811                   |
| <b>Block:</b> New 4-bolt main with 2-piece rear main seal | <b>Distributor:</b> Included                                     |
| <b>Crankshaft:</b> Cast Iron                              | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Pistons:</b> Cast Aluminum                             | <b>Finish Options:</b> Satin, polished and EnduraShine           |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2208   | <b>Warranty:</b> 2-year / Unlimited mileage                      |
| <b>Rocker Arms:</b> 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 #46603



## PERFORMER PRO-FLO 4 XT EFI 380HP

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 the modern Pro-Flo 4 XT EFI, delivers a stout 380 horsepower and 401 ft-lbs. of torque with increased mileage potential!

### SPECIFICATIONS

|   |  |
|---|--|
| <b>Displacement:</b> 350 c.i.d.                           | <b>Rocker Arms:</b> 1.5:1 Roller #77770                          |
| <b>Horsepower:</b> 380 hp                                 | <b>EFI Systems:</b> Pro-Flo 4 XT #3228/#32283                    |
| <b>Torque:</b> 401 ft-lbs.                                | <b>Cylinder Heads:</b> E-Tec 170 #60975                          |
| <b>Compression:</b> 9.0:1                                 | <b>Throttle Body:</b> Edelbrock #38693                           |
| <b>Block:</b> New 4-bolt main with 2-piece rear main seal | <b>Distributor:</b> Included                                     |
| <b>Crankshaft:</b> Cast Iron                              | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Pistons:</b> Cast Aluminum                             | <b>Finish:</b> Black powder coated                               |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2208   | <b>Warranty:</b> 2-year / Unlimited mileage                      |

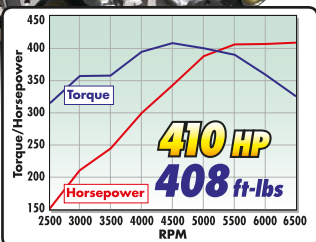
|  |        |
|--|--------|
| Performer 380 Pro-Flo 4 XT EFI (without water pump) ●● | #46613 |
|--|--------|



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 410HP

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

|  |   |
|--|---|
| <b>Displacement:</b> 350 c.i.d.                          | <b>Manifold:</b> Performer RPM #7101, #71011, RPM Air-Gap #7501, #75101 |
| <b>Horsepower:</b> 410 hp                                | <b>Cylinder Heads:</b> Performer RPM #60899                             |
| <b>Torque:</b> 408 ft-lbs.                               | <b>Carburetor:</b> Thunder Series AVS (electric choke)                  |
| <b>Compression:</b> 9.5:1                                | <b>Water Pump:</b> Victor Series #8810 / #8811                          |
| <b>Block:</b> 4 bolt main with 1-piece rear seal #450021 | <b>Distributor:</b> Included  |
| <b>Crankshaft:</b> Cast Iron                             | <b>Valve Covers:</b> Cast aluminum – style varies by application        |
| <b>Pistons:</b> Hypereutectic                            | <b>Finish Options:</b> Satin and polished                               |
| <b>Camshaft:</b> Performer RPM #7102                     | <b>Warranty:</b> 2-year / Unlimited mileage                             |
| <b>Rocker Arms:</b> 1.5:1 Roller #77770                  |   |

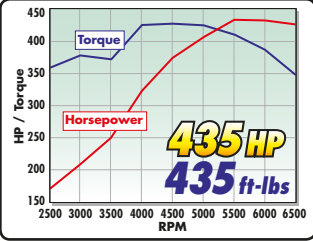
|  |              |                 |
|--|--------------|-----------------|
|  | <i>Satin</i> | <i>Polished</i> |
| Performer RPM Manifold (with short water pump) ●●        | #45610       | #45611          |
| Performer RPM Air-Gap Manifold (without water pump) ●●   | N/A          | #45701          |
| Performer RPM Air-Gap Manifold (with long water pump) ●● | #45720       | N/A             |

### EMISSIONS GUIDE

● 50-STATE 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  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX

Performer RPM E-Tec 435 #45904



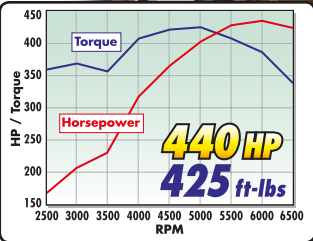
**PERFORMER RPM E-TEC 435HP**

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 Thunder Series AVS 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   |  |
|--|--|
| <b>Displacement:</b> 350 c.i.d.                          | <b>Manifold:</b> RPM Air-Gap Vortec #7516 / #75161 / #75164      |
| <b>Horsepower:</b> 435 hp                                | <b>Cylinder Heads:</b> E-Tec 170 #60975/#609715                  |
| <b>Torque:</b> 435 ft-lbs.                               | <b>Carburetor:</b> Thunder Series AVS                            |
| <b>Compression:</b> 9.5:1                                | <b>Water Pump:</b> Victor series #8810 / #8811                   |
| <b>Block:</b> 4 bolt main with 1-piece rear seal #450021 | <b>Distributor:</b> Included                                     |
| <b>Crankshaft:</b> Cast Iron                             | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Pistons:</b> Hypereutectic                            | <b>Finish Options:</b> Satin, polished and EnduraShine           |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2204  | <b>Warranty:</b> 2-year / Unlimited mileage                      |
| <b>Rocker Arms:</b> 1.5:1 Roller #77770                  |  |

|  | <i>Satin</i> | <i>Polished</i> | <i>EnduraShine</i> |
|--|--------------|-----------------|--------------------|
| 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 #46200



**PERFORMER RPM E-TEC PRO-FLO 4 EFI 440HP**

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 with 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   |  |
|--|--|
| <b>Displacement:</b> 350 c.i.d.                          | <b>Rocker Arms:</b> 1.5:1 Roller #77770                          |
| <b>Horsepower:</b> 440 hp                                | <b>EFI Systems:</b> Performer RPM Pro-Flo 4 EFI #3225/#32251     |
| <b>Torque:</b> 425 ft-lbs.                               | <b>Cylinder Heads:</b> E-Tec 170 #60975/#609715                  |
| <b>Compression:</b> 9.5:1                                | <b>Water Pump:</b> Victor series #8810                           |
| <b>Block:</b> 4 bolt main with 1-piece rear seal #450021 | <b>Distributor:</b> Included                                     |
| <b>Crankshaft:</b> Cast Iron                             | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Pistons:</b> Hypereutectic                            | <b>Finish:</b> Satin and polished                                |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2205  | <b>Warranty:</b> 2-year / Unlimited mileage                      |

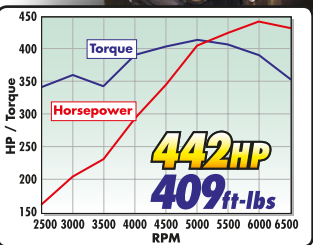
|  | <i>Satin</i> | <i>Polished</i> |
|--|--------------|-----------------|
| Performer RPM E-Tec Pro-Flo 4 EFI (without water pump) ●●    | #46240       | #46241          |
| Performer RPM E-Tec Pro-Flo 4 EFI (with short water pump) ●● | N/A          | #462401         |

**PERFORMER RPM E-TEC PRO-FLO 4 XT EFI 442HP**

Want the absolute latest in 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 with base calibrations. This package delivers great drivability and increased mileage potential. This engine features a black powder coated finish for durability and great looks.

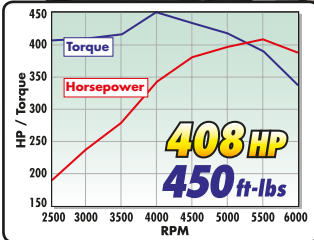
| SPECIFICATIONS   |  |
|--|--|
| <b>Displacement:</b> 350 c.i.d.                          | <b>Rocker Arms:</b> 1.5:1 Roller #77770                          |
| <b>Horsepower:</b> 442 hp                                | <b>EFI Systems:</b> Pro-Flo 4 XT #32283                          |
| <b>Torque:</b> 409 ft-lbs.                               | <b>Cylinder Heads:</b> E-Tec 170 #60975                          |
| <b>Compression:</b> 9.5:1                                | <b>Distributor:</b> Included                                     |
| <b>Block:</b> 4 bolt main with 1-piece rear seal #450021 | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Crankshaft:</b> Cast Iron                             | <b>Finish:</b> Black powder coated                               |
| <b>Pistons:</b> Hypereutectic                            | <b>Warranty:</b> 2-year / Unlimited mileage                      |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2205  |  |

|  |        |
|--|--------|
| Performer RPM E-Tec Pro-Flo 4 XT EFI (without water pump) ●● | #46913 |
|--|--------|



Performer RPM E-Tec Pro-Flo 4 XT #46903

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



Hi-Torq 383 #46383

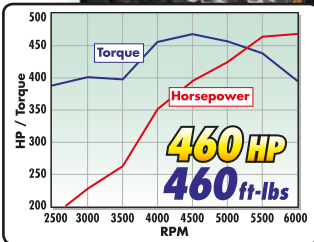
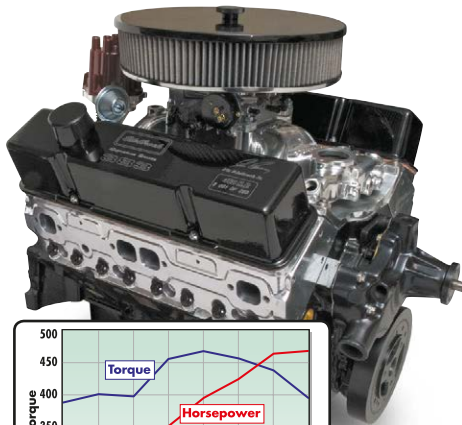
**HI-TORQ 383 PRO-FLO 4 XT EFI 408HP**

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 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 while driving - no need for a laptop computer. Your choice of polished or black powder coated finish.

**SPECIFICATIONS**

|   |  |
|---|--|
| <b>Displacement:</b> 383 c.i.d.                         | <b>Rocker Arms:</b> 1.5:1 Roller #77770            |
| <b>Horsepower:</b> 408 hp                               | <b>EFI Systems:</b> Pro-Flo 4 XT #32251/#32253     |
| <b>Torque:</b> 450 ft-lbs.                              | <b>Cylinder Heads:</b> E-Tec 170 #609715 or #60975 |
| <b>Compression:</b> 9.5:1                               | <b>Throttle Body:</b> Edelbrock #38693             |
| <b>Block:</b> New 4 bolt main with 1-piece rear seal    | <b>Distributor:</b> Included                       |
| <b>Crankshaft:</b> Forged Steel                         | <b>Valve Covers:</b> Cast aluminum - Victor Series |
| <b>Pistons:</b> Hypereutectic                           | <b>Finish:</b> Polished and black powder coated    |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2209 | <b>Warranty:</b> 2-year / Unlimited mileage        |

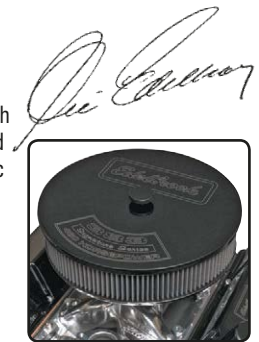
Hi-Torq 383 Pro-Flo 3 XT EFI (without water pump) ●●.....#46391 .....#46393  
**Polished**      **Black**



Signature Series 383 #46213

**SIGNATURE SERIES 383 460HP**

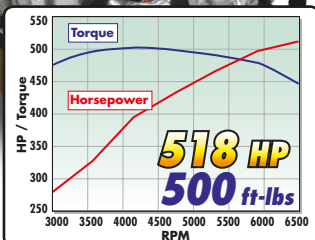
This Signature Series 383 is truly a unique crate engine, designed for those with an appreciation for Edelbrock performance and collectability. This 383 cubic inch Chevy delivers 460 horsepower and 460 ft-lbs. of torque. Qualities include: Brand new block with forged steel crankshaft, powdered metal rods and hypereutectic pistons, Edelbrock E-TEC 200 heads, Rollin' Thunder hydraulic roller camshaft, roller rocker arms, RPM Air-Gap intake manifold, Thunder Series AVS 800 cfm carburetor and short water pump. Unique to the SS383, the water pump and 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 engines serial number. **Only 250 will be made - get one while you still can.**



**SPECIFICATIONS**

|   |   |
|---|---|
| <b>Displacement:</b> 383 c.i.d.                         | <b>Rocker Arms:</b> 1.5:1 Roller #77770               |
| <b>Horsepower:</b> 460 hp                               | <b>Manifold:</b> RPM Air-Gap #75161                   |
| <b>Torque:</b> 460 ft-lbs.                              | <b>Cylinder Heads:</b> Polished E-Tec 200 #609815     |
| <b>Compression:</b> 9.5:1                               | <b>Carburetor:</b> Thunder Series AVS                 |
| <b>Block:</b> New 4 bolt main with 1-piece rear seal    | <b>Water Pump:</b> Victor Series aluminum             |
| <b>Crankshaft:</b> Forged Steel                         | <b>Distributor:</b> Included                          |
| <b>Pistons:</b> Hypereutectic                           | <b>Valve Covers:</b> Cast aluminum - Signature Series |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2207 | <b>Warranty:</b> 2-year / Unlimited mileage           |

Signature Series 383 ●●.....#46213



E-Force RPM Supercharged #46041

**E-FORCE RPM SUPERCHARGED**

Want big-block power in a small package for your street rod or muscle car? The recipe is simple...take the proven RPM E-TEC, bolt on powerful E-Tec 200 cylinder heads and Edelbrock E-Force Enforcer supercharger. **This engine produced 518 horsepower, 500 ft-lbs. of torque and performed on 91-octane pump gas with 6 psi.** Your choice of polished aluminum or black powder coated finish.

**SPECIFICATIONS**

|   |   |
|---|---|
| <b>Displacement:</b> 350 c.i.d.                         | <b>Rocker Arms:</b> 1.5:1 Roller #77770                           |
| <b>Horsepower:</b> 518 hp                               | <b>Supercharger:</b> Edelbrock E-Force #15231/#1523/#15231/#15233 |
| <b>Torque:</b> 500 ft-lbs.                              | <b>Cylinder Heads:</b> E-Tec 200 #60985/#609815                   |
| <b>Compression:</b> 9.5:1                               | <b>Carburetor:</b> Edelbrock 600 cfm Performer Series             |
| <b>Block:</b> New 4 bolt main with 1-piece rear seal    | <b>Distributor:</b> Included                                      |
| <b>Crankshaft:</b> Forged steel                         | <b>Valve Covers:</b> Cast aluminum - Classic Series               |
| <b>Pistons:</b> Hypereutectic                           | <b>Finish Options:</b> Satin, polished and black powder coated    |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2205 | <b>Warranty:</b> 2-year / Unlimited mileage                       |

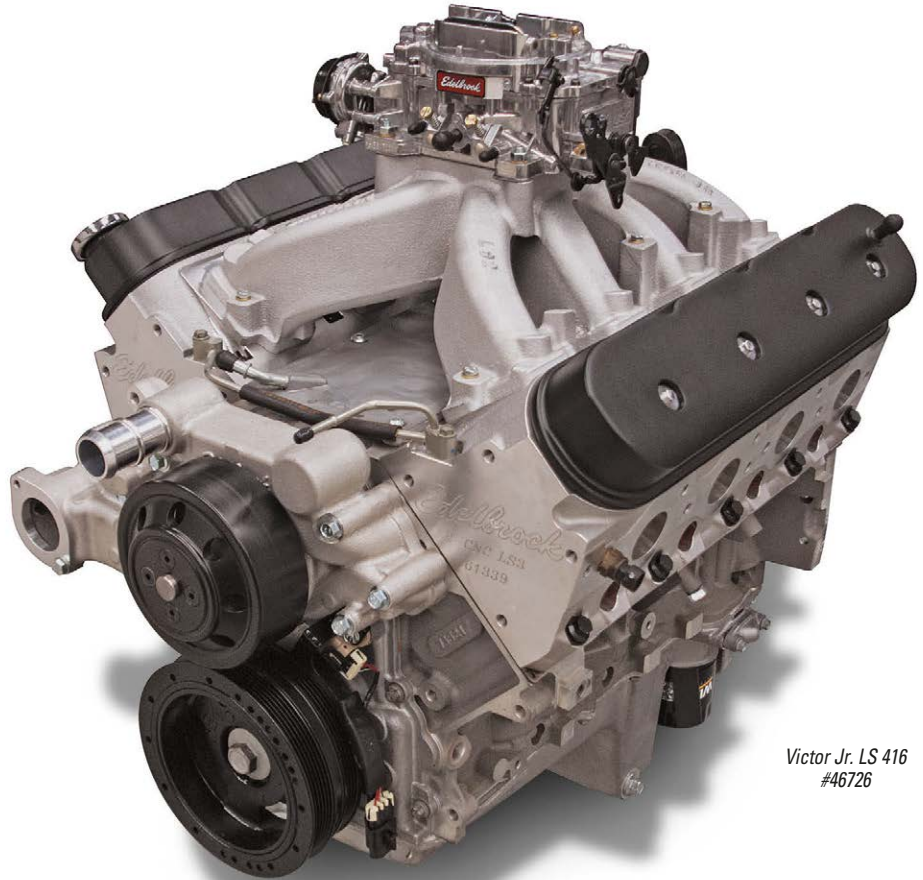
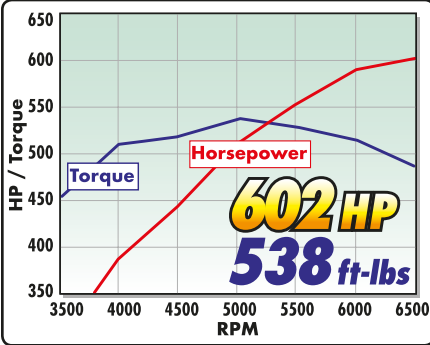
E-Force RPM Supercharged (carbureted) ●●.....#46041 .....#46043  
**Satin**      **Polished**      **Black**

**EMISSIONS GUIDE**

● 50-STATE 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

|                      |  |                        |                                      |
|----------------------|--|------------------------|--------------------------------------|
| <b>Displacement:</b> | 416 c.i.d. (4.065" bore x 4.000" stroke) | <b>Camshaft:</b>       | Edelbrock Rollin' Thunder #2219      |
| <b>Horsepower:</b>   | 602 hp                                   | <b>Rocker Arms:</b>    | LS3 1.7 ratio                        |
| <b>Torque:</b>       | 538 ft-lbs.                              | <b>Manifold:</b>       | Victor Jr. #28456 with MSD TCM #6014 |
| <b>Compression:</b>  | 11.2:1                                   | <b>Cylinder Heads:</b> | Edelbrock Victor Jr. #61339          |
| <b>Block:</b>        | New GM LS3 Aluminum                      | <b>Carburetor:</b>     | 800 cfm Thunder Series AVS #1813     |
| <b>Crankshaft:</b>   | Forged 4340                              | <b>Water Pump:</b>     | Victor #8894 with Pulley #8899       |
| <b>Pistons:</b>      | Forged Aluminum                          | <b>Finish:</b>         | Black Powder Coated                  |
| <b>Rods:</b>         | Forged H-Beam                            | <b>Warranty:</b>       | 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

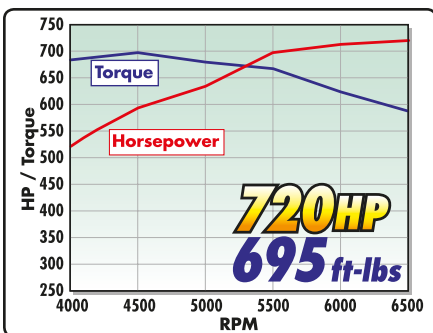
Victor Jr. LS 416 engine package #46727 is our most complete solution. It includes complete engine #46726 along with the front drive accessories, such as the alternator, power steering pump, power steering reservoir, idler pulleys, tensioner, required brackets and hardware.

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.





Supercharged  
LS 416



## 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 2300cc/rev 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

|  |  |
|--|--|
| <b>Displacement:</b> 416 c.i.d.        | <b>Rods:</b> Forged H-Beam                                   |
| <b>Horsepower:</b> 720 hp              | <b>Camshaft:</b> 215°/247°, .629/.656, 121 LSA               |
| <b>Torque:</b> 695 ft-lbs.             | <b>Rocker Arms:</b> LS3, 1.7 ratio                           |
| <b>Compression:</b> 9.5:1              | <b>Induction:</b> E-Force Supercharger System #1540          |
| <b>Block:</b> LS3 Aluminum             | <b>Cylinder Heads:</b> GM with Edelbrock Valve Springs #5768 |
| <b>Crankshaft:</b> Forged 4340         | <b>Finish:</b> Black powder coated                           |
| <b>Pistons:</b> Forged Aluminum - 18cc | <b>Warranty:</b> 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  
Long-Block #46720



LS 416 Crate Engine #46750 with Electronics

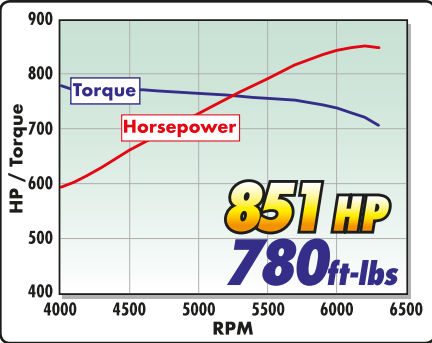


LS 416 Crate Engine #46760 with Electronics and Accessories

### EMISSIONS GUIDE

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





LS 416 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. The Edelbrock LT1 416 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

|                      |  |                        |                                   |
|----------------------|--|------------------------|-----------------------------------|
| <b>Displacement:</b> | 416 c.i.d. (4.065" bore x 4.000" stroke) | <b>Rods:</b>           | Forged H-Beam                     |
| <b>Horsepower:</b>   | 851 hp                                   | <b>Camshaft:</b>       | 243°/254°, .660/.651, 114 LSA     |
| <b>Torque:</b>       | 780 ft-lbs.                              | <b>Rocker Arms:</b>    | GM LT1 Gen V                      |
| <b>Compression:</b>  | 10.5:1                                   | <b>Induction:</b>      | E-Force R2650 Supercharger System |
| <b>Block:</b>        | GM LT1 Gen V Aluminum                    | <b>Cylinder Heads:</b> | Edelbrock Performer RPM #77119    |
| <b>Crankshaft:</b>   | Forged 4340                              | <b>Finish:</b>         | Black Powder Coated               |
| <b>Pistons:</b>      | Forged Aluminum -20cc                    | <b>Warranty:</b>       | 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



## 540 RPM CARBURETED

The Edelbrock 540 c.i.d. crate engine is a great powerplant for any high performance build. It features a top end package that includes a Victor Jr. intake manifold and E-CNC rectangular port cylinder heads that are 100% fully CNC ported for improved air flow. These heads also have stock exhaust port locations for use with off-the-shelf headers. When combined with our Rollin' Thunder hydraulic roller camshaft, this combination delivers over **650 horsepower and 640 ft-lbs of torque on pump gas**. This engine is sold without a carburetor so you can select the best one for your performance goals. **You can also special order this crate engine with an intake manifold with a 4500 series flange for even more power potential and any combination of valve covers to fit the look you want.**

### SPECIFICATIONS

|               |  |
|---------------|--|
| Displacement: | 540 c.i.d.                             |
| Horsepower:   | 650+ hp                                |
| Torque:       | 640+ ft-lbs.                           |
| Compression:  | 10.0:1                                 |
| Block:        | Big-block 9.8"                         |
| Crankshaft:   | Forged steel 4.250"                    |
| Pistons:      | Forged                                 |
| Camshaft:     | Rollin' Thunder Hydraulic Roller #2264 |

|                 |                            |
|-----------------|----------------------------|
| Rocker Arms:    | 1.7:1 Roller #77790        |
| Manifold:       | Victor Jr. 454-R #2902     |
| Cylinder Heads: | E-CNC #79555               |
| Carburetor:     | Not Included               |
| Distributor:    | Included                   |
| Valve Covers:   | Cast aluminum              |
| Warranty:       | 2-year / Unlimited mileage |

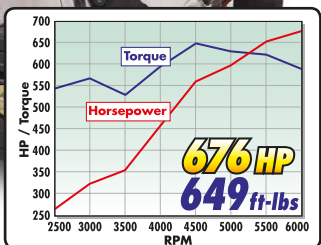
Edelbrock 540 RPM Carbureted (Without water pump) ●●●.....#46230

Edelbrock/Musi 555  
Carbureted  
#49550

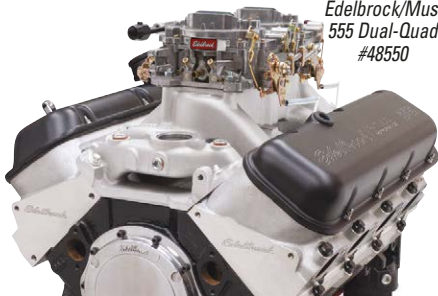


## EDELBROCK/MUSI 555 AVAILABLE CARBURETED OR EFI

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 air-flow 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 hp and torque on 91 octane.



Edelbrock/Musi  
555 Dual-Quad  
#48550



## 555 RPM CARBURETED 676HP

The carbureted package includes a Victor Jr. intake manifold and 800cfm Thunder Series AVS 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

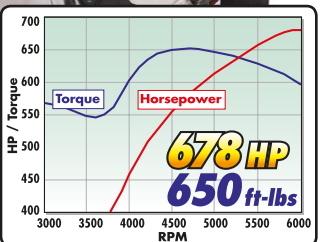
|               |  |
|---------------|--|
| Displacement: | 555 c.i.d.                             |
| Horsepower:   | 676 hp                                 |
| Torque:       | 649 ft-lbs.                            |
| Compression:  | 10.0:1                                 |
| Block:        | Big-block 9.8"                         |
| Crankshaft:   | Forged steel 4.250"                    |
| Pistons:      | Forged                                 |
| Camshaft:     | Rollin' Thunder Hydraulic Roller #2264 |

|                 |                            |
|-----------------|----------------------------|
| Rocker Arms:    | 1.7:1 Roller #77790        |
| Manifold:       | Victor Jr. 454-R #2902     |
| Cylinder Heads: | E-CNC #79555               |
| Carburetor:     | Thunder Series AVS         |
| Distributor:    | Included                   |
| Valve Covers:   | Cast aluminum              |
| Warranty:       | 2-year / Unlimited mileage |

Edelbrock/Musi 555 RPM Carbureted (Without water pump) ●●●.....#49550

## 555 RPM CARBURETED DUAL-QUAD 678HP

Now you can get the Edelbrock/Musi 555 RPM engine in a dual-quad setup for your hot rod. This engine features the same specs as the Edelbrock/Musi 555 RPM with the addition of a dual-quad RPM Air-Gap rectangular port intake manifold and two, 750 cfm Performer Series carburetors. It delivers an **incredible 678 horsepower and 650 ft-lbs of torque** on 91 octane pump gas. This engine features a great idle with a lopey sound that still delivers 10" vacuum at idle, making for an engine with great street manners!



### SPECIFICATIONS

|               |  |
|---------------|--|
| Displacement: | 555 c.i.d.                             |
| Horsepower:   | 678 hp                                 |
| Torque:       | 650 ft-lbs.                            |
| Compression:  | 10.0:1                                 |
| Block:        | Big-block 9.8"                         |
| Crankshaft:   | Forged steel 4.250"                    |
| Pistons:      | Forged                                 |
| Camshaft:     | Rollin' Thunder Hydraulic Roller #2264 |

|                 |                             |
|-----------------|-----------------------------|
| Rocker Arms:    | 1.7:1 Roller #77790         |
| Manifold:       | RPM Air-Gap Dual-Quad #7522 |
| Cylinder Heads: | E-CNC #79555                |
| Carburetor:     | Performer Series #1407      |
| Distributor:    | Included                    |
| Valve Covers:   | Cast aluminum               |
| Finish:         | Satin                       |
| Warranty:       | 2-year / Unlimited mileage  |

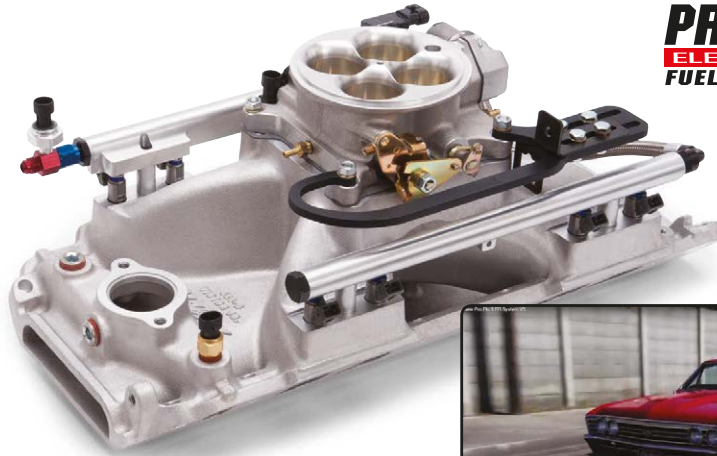
Edelbrock/Musi 555 RPM Dual-Quad (Without water pump) ●●●.....#48550

### EMISSIONS GUIDE

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

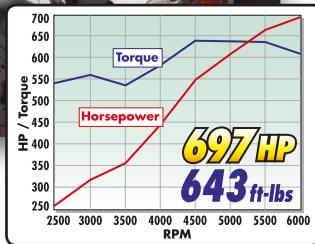
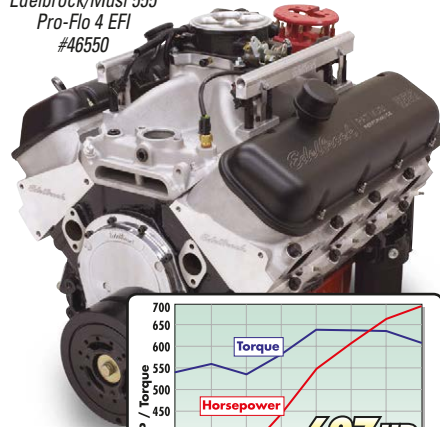
**PRO-FLO® 4 EFI SYSTEMS**

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.



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.

Edelbrock/Musi 555 Pro-Flo 4 EFI #46550



**555 RPM EFI 697HP FEATURING PRO-FLO 4 EFI SYSTEM**

The Edelbrock/Musi 555 RPM Pro-Flo 4 is complete 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!

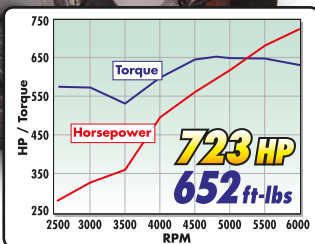
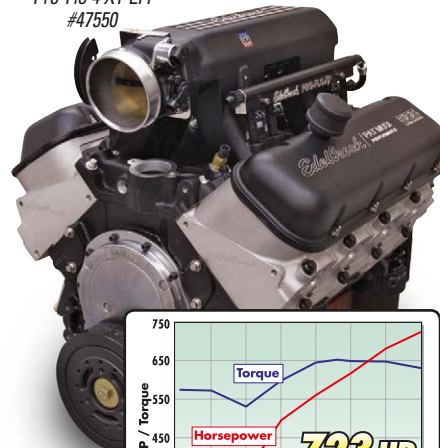
**SPECIFICATIONS**

|  |   |
|--|---|
| <b>Displacement:</b> 555 c.i.d.        | <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2264 |
| <b>Horsepower:</b> 697 hp              | <b>Rocker Arms:</b> 1.7:1 Roller #77790                 |
| <b>Torque:</b> 643 ft.-lbs.            | <b>EFI Systems:</b> Pro-Flo 4 #3233                     |
| <b>Compression:</b> 10.0:1             | <b>Cylinder Heads:</b> E-CNC #79555                     |
| <b>Block:</b> Big-block 9.8"           | <b>Distributor:</b> Included                            |
| <b>Crankshaft:</b> Forged steel 4.250" | <b>Valve Covers:</b> Cast aluminum                      |
| <b>Pistons:</b> Forged                 | <b>Warranty:</b> 2-year / Unlimited mileage             |

Edelbrock/Musi 555 RPM EFI with Pro-Flo 4 Fuel Injection (without water pump) ●●●.....#46557



Edelbrock/Musi 555 Pro-Flo 4 XT EFI #47550



**555 RPM XT EFI 723HP 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 our powerful Pro-Flo 4 XT electronic fuel injection. The Pro-Flo 4 XT EFI system consists of a front mount 90mm throttle body design manifold that delivers 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.

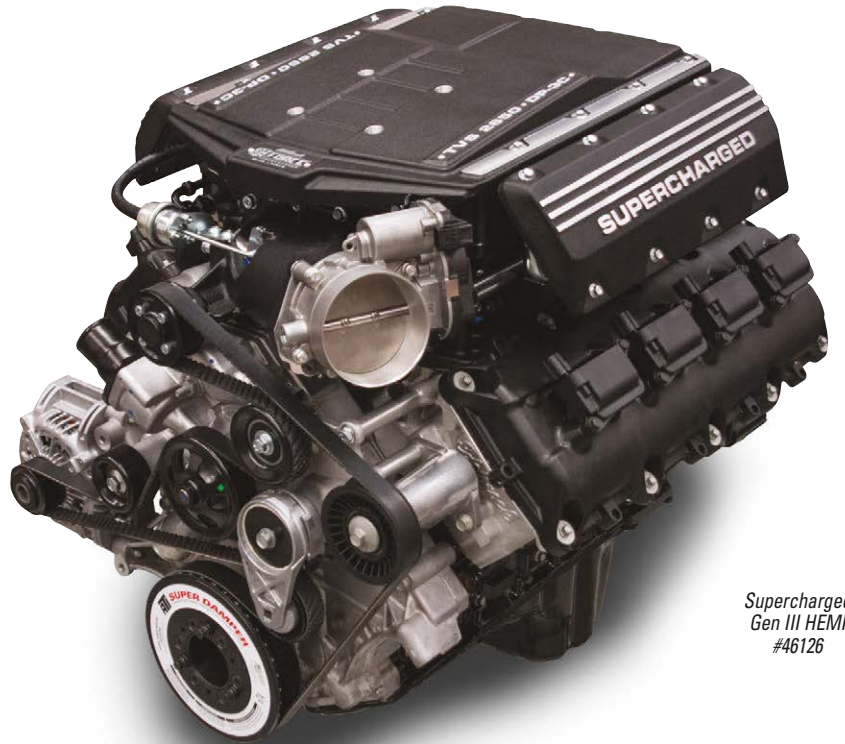
Like the Pro-Flo 4 single-plane application, this engine is ready to run right-out-of-the-crate with pre-loaded calibrations. The E-Tuner app uses a Bluetooth wireless connection to communicate with the ECU's self-learning capability to continually adjust the calibration to get the maximize performance of your engine.

**SPECIFICATIONS**

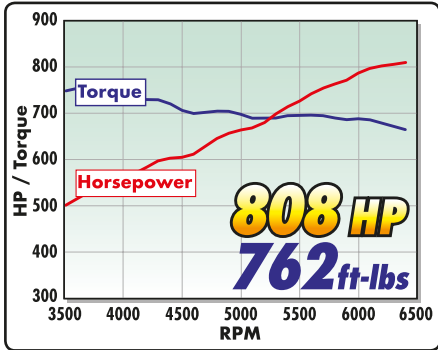
|  |   |
|--|---|
| <b>Displacement:</b> 555 c.i.d.        | <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2264 |
| <b>Horsepower:</b> 723 hp              | <b>Rocker Arms:</b> 1.7:1 Roller #77790                 |
| <b>Torque:</b> 652 ft.-lbs.            | <b>EFI Systems:</b> Pro-Flo 4 XT #32363                 |
| <b>Compression:</b> 10.0:1             | <b>Cylinder Heads:</b> E-CNC #79555                     |
| <b>Block:</b> Big-block 9.8"           | <b>Distributor:</b> Included                            |
| <b>Crankshaft:</b> Forged steel 4.250" | <b>Valve Covers:</b> Cast aluminum                      |
| <b>Pistons:</b> Forged                 | <b>Warranty:</b> 2-year / Unlimited mileage             |

Edelbrock/Musi 555 RPM XT with Pro-Flo 4 XT Fuel Injection (without water pump) ●●●.....#49557

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



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 Eaton's 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 HEMI 426 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.

| SPECIFICATIONS       |  |  |
|----------------------|--|--|
| <b>Displacement:</b> | 426 c.i.d. (4.090" bore x 4.050" stroke) | <b>Rods:</b> Forged H-Beam                               |
| <b>Horsepower:</b>   | 808 hp                                   | <b>Camshaft:</b> Comp Cams 226°/234°, .619/.612, 116 LSA |
| <b>Torque:</b>       | 762 ft-lbs.                              | <b>Rocker Arms:</b> Mopar OEM                            |
| <b>Compression:</b>  | 9.9:1                                    | <b>Induction:</b> E-Force R2650 Supercharger System      |
| <b>Block:</b>        | New Iron Mopar 392                       | <b>Cylinder Heads:</b> Edelbrock Performer RPM #61099    |
| <b>Crankshaft:</b>   | Forged 4340                              | <b>Finish:</b> Black Powder Coated                       |
| <b>Pistons:</b>      | Forged Aluminum - 5cc                    | <b>Warranty:</b> 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.

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.**



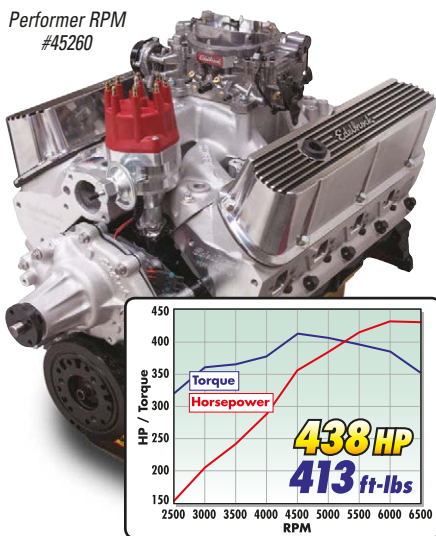
**EMISSIONS GUIDE**

● 50-STATE 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 438HP

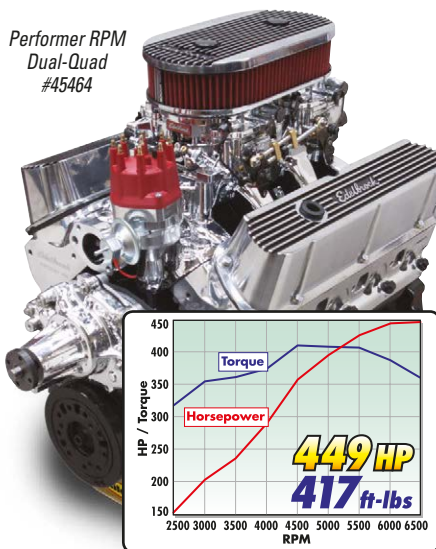
Edelbrock's RPM 347 small-block Ford crate engine offers the best of quality and performance. Customers can also choose finish options that include: satin aluminum, polished or Edelbrock's exclusive EnduraShine® finish. Additional options include the choice of front sump or rear sump oil pan.

| SPECIFICATIONS  |  |
|---|--|
| <b>Displacement:</b> 347 c.i.d. (4.030" bore x 3.400" stroke) | <b>Manifold:</b> RPM Air-Gap #7521/#75211/#75214                 |
| <b>Horsepower:</b> 438 hp                                     | <b>Cylinder Heads:</b> Performer RPM #60255/#602515              |
| <b>Torque:</b> 413 ft.-lbs.                                   | <b>Carburetor:</b> Thunder Series AVS                            |
| <b>Compression:</b> 9.5:1                                     | <b>Water Pump:</b> Victor Series aluminum                        |
| <b>Block:</b> Small-block (8.2" deck height)                  | <b>Distributor:</b> Included                                     |
| <b>Crankshaft:</b> Forged steel                               | <b>Valve Covers:</b> Cast aluminum – style varies by application |
| <b>Pistons:</b> Forged  | <b>Finish Options:</b> Satin, polished and EnduraShine           |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2281       | <b>Warranty:</b> 2-year / Unlimited mileage                      |
| <b>Rocker Arms:</b> 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 449HP

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  |   |
|---|---|
| <b>Displacement:</b> 347 c.i.d. (4.030" bore x 3.400" stroke) | <b>Induction:</b> RPM Air-Gap Dual-Quad #75354            |
| <b>Horsepower:</b> 449 hp                                     | <b>Cylinder Heads:</b> Performer RPM #602515              |
| <b>Torque:</b> 417 ft.-lbs.                                   | <b>Carburetor:</b> Thunder Series AVS (2)                 |
| <b>Compression:</b> 9.5:1                                     | <b>Water Pump:</b> Victor series aluminum                 |
| <b>Block:</b> Small-block (8.2" deck height)                  | <b>Distributor:</b> Included                              |
| <b>Crankshaft:</b> Forged steel                               | <b>Valve Covers:</b> Elite Series with EnduraShine Finish |
| <b>Pistons:</b> Forged  | <b>Finish Options:</b> EnduraShine                        |
| <b>Camshaft:</b> Rollin' Thunder Hydraulic Roller #2281       | <b>Warranty:</b> 2-year / Unlimited mileage               |
| <b>Rocker Arms:</b> 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.

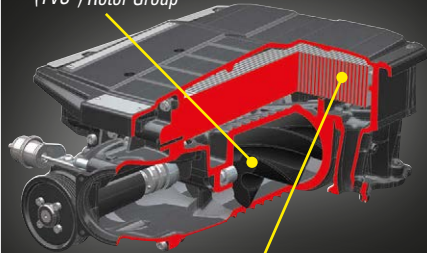


Edelbrock Performer RPM Dual-Quad Crate Engine installed on Vic Edelbrock's 1940 Ford Deluxe Coupe which has participated in many Hot Rod Magazine Power Tours

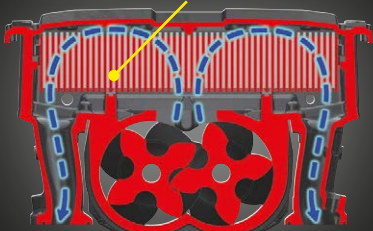


## THE DP-3C INTERCOOLER

2650cc/rev Twin Vortices (TVS®) Rotor Group



DP-3C high capacity air to water intercooler system with 160 square inch intercooler and dual core low temp radiator



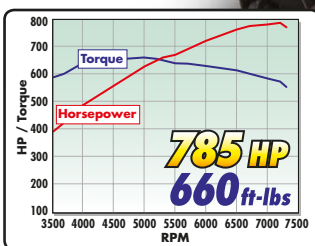
### COYOTE 5.0L CRATE ENGINES FEATURE THE DP-3C INTERCOOLER

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.



Included Components

**E-Force superchargers are manufactured in the USA for unsurpassed quality and performance.**



## 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

|  |  |
|--|--|
| <b>Displacement:</b> 5.0L (302 c.i.d.) | <b>Rods:</b> Manley Forged H-Beam  |
| <b>Horsepower:</b> 785 hp              | <b>Camshaft:</b> Stock Ford  |
| <b>Torque:</b> 660 ft-lbs.             | <b>Rocker Arms:</b> Stock Ford 2:1 Ratio                                     |
| <b>Compression:</b> 9.5:1              | <b>Induction:</b> E-Force R2650 Supercharger System                          |
| <b>Block:</b> Ford Aluminum            | <b>Cylinder Heads:</b> Stock Four-Valve Aluminum with Boss 302 valve springs |
| <b>Crankshaft:</b> Forged              | <b>Finish:</b> Black powder coated   |
| <b>Pistons:</b> Mahle Forged Aluminum  | <b>Warranty:</b> 2-year / Unlimited mileage                                  |

### 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) ●●.....#468900

**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

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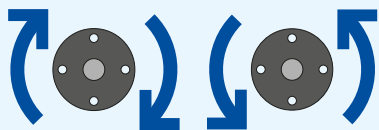


# WATER PUMPS INTRODUCTION



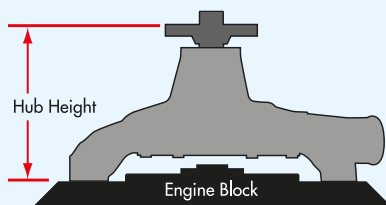
## IMPORTANT WATER PUMP INFORMATION

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.

- Computer-designed, one-way internal passages flow more coolant at a higher velocity, even at lower rpm
- Cast from A356 aluminum, heat treated to T-6 spec and machined on Edelbrock's computerized CNC machining centers for optimum quality
- Adjustable cam stop on S/B Chevy pumps prevents cam walk
- O-ring replaces conventional gaskets to provide a superior seal on most pumps
- Heavy-duty seal for leak-proof operation and long life
- Precision powdered metal impeller is larger than other high-performance impellers producing greater pressure and increased volume
- Hub machined from billet steel for strength and black oxide coated for corrosion resistance
- Heavy-duty, 3/4" integral ball/roller bearing used on race models to withstand higher torsional loads at high rpm

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 competitors 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 competitors 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 V8's 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

**Edelbrock water pumps are manufactured in the USA for unsurpassed quality.**



### EMISSIONS GUIDE

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#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 V8's.                                | 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 selected 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 V8's. 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.

For 1965-76 352-428 Ford FE .....**Satin** #8805 ..... **Polished** #8835



429/460 Ford  
Polished #8876

## FORD 429/460

Fits all 1970-92 429/460 V8's 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.

|                           |              |                 |              |
|---------------------------|--------------|-----------------|--------------|
|                           | <i>Satin</i> | <i>Polished</i> | <i>Black</i> |
| For 1970-92 429/460 ..... | #8866        | #8876           | #8863        |



S/B Chrysler  
Polished #8887

## 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.

|                                     |              |                 |
|-------------------------------------|--------------|-----------------|
|                                     | <i>Satin</i> | <i>Polished</i> |
| For 1970-85 318-360 Chryslers ..... | #8877        | #8887           |

## 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.

|  |              |                 |              |
|--|--------------|-----------------|--------------|
|  | <i>Satin</i> | <i>Polished</i> | <i>Black</i> |
| For 1958-79 361-440 Chryslers (incl. 426 HEMI) ..... | #8814        | #8824           | #88143       |



Pontiac Standard  
Rotation #8856

## PONTIAC STANDARD ROTATION

Fits 1969-79 389-455 c.i.d Pontiac engines with 11 bolt front timing cover with 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.

|                                |              |              |
|--------------------------------|--------------|--------------|
|                                | <i>Satin</i> | <i>Black</i> |
| Pump for 1969-79 389-455 ..... | #8856        | #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 dirt late model 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 requiring 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!**



S/B Chevy  
Two-Piece Pump #8827

## 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 primarily designed 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 |



GM LS Two-Piece Water Pump #8895

## 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 primarily designed 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. Can not 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 |

### EMISSIONS GUIDE

● 50-STATE 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 COMPETITION & INSTALLATION ITEMS

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

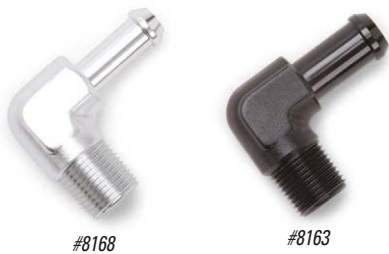
Gaskacinch gasket sealer assures proper sealing of all gaskets used during a manifold installation. It is also effective on water pump, oil pan and valve cover gaskets. Gaskacinch is water and oil resistant and allows easy gasket removal during parts disassembly.

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

#4814



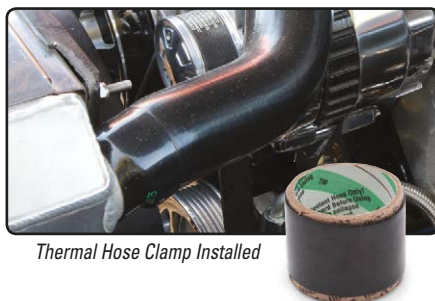
#4809

#48093



#4817

#4818



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. Their 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 ●● | 190°     | #8605          | N/A             |

## WATERNECKS

These polished 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 any 1-1/2" diameter outlet hose.

|   | Chrome | Black  |
|---|--------|--------|
| Straight Aluminum (Chevy 4.3L V6, Chevy V8)       | #4816  | N/A    |
| 15° Aluminum (small-block Ford V8)                | #4814  | #48143 |
| 15° Aluminum (Chevy 4.3L V6, Chevy V8)            | #4809  | #48093 |
| 45° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8) | #4817  | N/A    |
| 90° Aluminum Adjustable (Chevy 4.3L V6, Chevy V8) | #4818  | N/A    |

## WATER NECK ADAPTER

For use on 1986 and later big-block Chevy, when installing Edelbrock #2161 or #3761 intake manifold.

|                    |       |
|--------------------|-------|
| Water Neck Adapter | #8028 |
|--------------------|-------|

## WATERNECK GASKET

|   |       |
|---|-------|
| Water Outlet Gasket (small- and big-block Chevy V8) | #7260 |
|---|-------|



#7260



#8028

## THERMAL HOSE CLAMPS

Don't trust your engine to just any hose clamps... Get the ultimate seal with these revolutionary thermal hose clamps. These unique maintenance-free design retain 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 |
| Thermal Hose Clamp (O.D. 2" - 2.25")   | #8462 |

## EMISSIONS GUIDE

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# 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 carburetors and provides minimum flow restriction and good filtering ability. These are an economical and effective way to keep clean air feeding 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, Holley, Thermo-Quad, Quadrajet 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 ●                         | 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) ● | 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 |
| Oval for Single 4-Barrel Carburetor (overall height 3-1/2") ● | #1236 |

### 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 |
|---|-------|

### 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 |
|---|-------|

**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.

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# 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

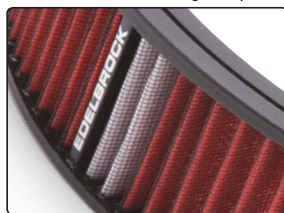
Our Elite II round air cleaners fit all popular 5-1/8" diameter carburetors and include a black anodized knurled nut. They come with a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal filter with the exclusive Pro-Charge™ clean strip for easy maintenance and excellent filtration. Our 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 also 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 |
|---|-------|



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 finish raised racing stripe and Edelbrock Racing logo. The modern high-tech look will give any engine an aggressive look to match it's 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 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 |

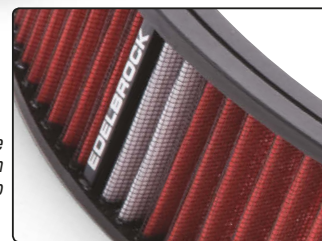
#### Installation Notes:

- (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 ● 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

**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 on page 217). 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 and 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    |



Aluminum Breather #4407



Aluminum Breather #42133



Aluminum Racing Breathers #4203



Circle Track Breather #4420



Classic AMC Valve Cover #4199



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

This line of 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  |
|--|----------------|--------|----------|--------|
| <b>Small Oval Cast Air Cleaner for Single 4-barrel Carb with 2.4" Element</b> ●●                     | 3.9"           | #41159 | #4115    | #41153 |
| <b>Round Cast Air Cleaner for Single 4-barrel Carb with 3" Element</b> ●●                            | 3.9"           | #41179 | #4117    | #41173 |
| <b>Large Oval Cast Air Cleaner for Dual-Quads with 2.4" Element, 6-7/16" Center to Center (A)</b> ●● | 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

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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  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
NITROUS  
FUEL PUMPS  
SPORTSWEAR  
INDEX



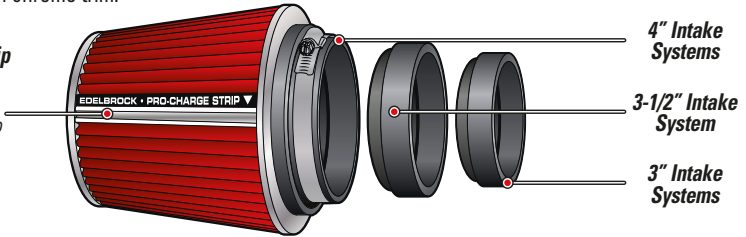
**PRO-FLO® UNIVERSAL AIR FILTERS**

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 air flow 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 |



#43662



#43660



#43661



#43668



#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

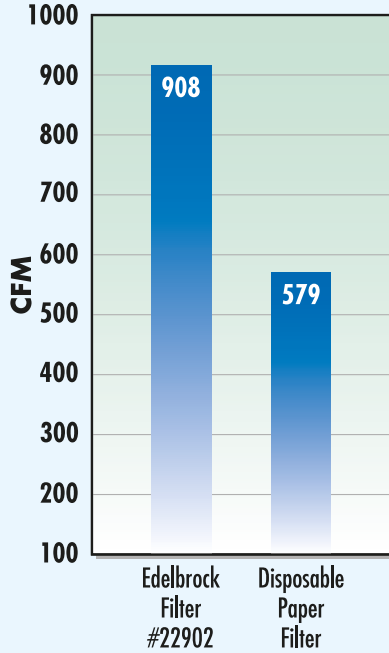


#4271

#4270

## GET MORE OUT OF YOUR DAILY DRIVER!

In testing, the Edelbrock Pro-Flo Replacement Air Filters delivered improved air flow over low cost disposable paper filters.



Edelbrock Pro-Flo Replacement Air Filters are manufactured in the USA for unsurpassed quality and performance



## IMPORTANT INFORMATION

Most automotive manufacturers recommend replacing your air filter between 15,000 and 30,000 miles, depending on the driving conditions. If you regularly drive on unpaved roads or in a dusty environment, then it should be changed more often. Even if this isn't the case, you should replace your air filter at least every 3 years, because the paper media will breakdown, reducing its filtration effectiveness. Edelbrock Pro-Flo Replacement Air Filters are designed to last for the lifetime of the vehicle, if properly maintained. The ease of maintenance and cost make them the right choice for your engine... and the last filter you should need!

## 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 air flow. 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 engines 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 gauzes 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) | 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   |

### EMISSIONS GUIDE

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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 |



#1217



#1218



#1219



#1220



#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 |
|---------------------------------|-------|

## 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       |



#1205



#4400



#4402



#4414



#4427



#4415

## 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 |

## EDELBRUCK NITROUS SYSTEM CONFIGURATIONS AND FEATURES...

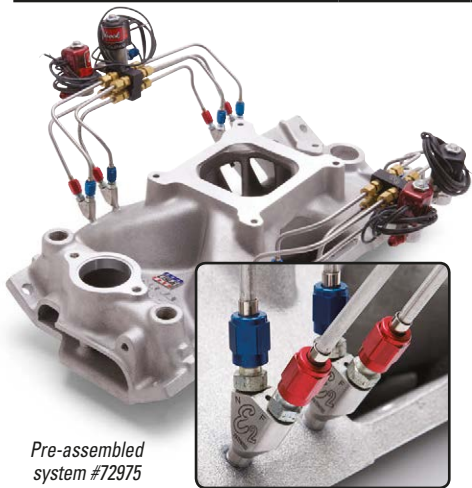
Edelbrock Nitrous Systems are calibrated to deliver safe and accurate horsepower gains with even distribution to all cylinders. Dyno-testing determines calibrations, not simple mathematical formulas, which don't take into account real-world variables. Available from 20 to 500+ hp, Edelbrock Nitrous Systems 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 up to 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 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

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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 includes 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 100-250 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 to 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 proved at 400 HP jetting, 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 include everything shown to the left including 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.

|   |                  |                  |                  |
|---|------------------|------------------|------------------|
|   | <b>E1 Nozzle</b> | <b>E2 Nozzle</b> | <b>E3 Nozzle</b> |
| 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 ● | <b>E3 Nozzle</b> |
|                               | #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)

|  |                  |                  |
|--|------------------|------------------|
|  | <b>E2 Nozzle</b> | <b>E3 Nozzle</b> |
| 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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Progressive Nitrous Controller #71900

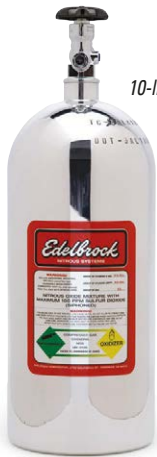
**PROGRESSIVE NITROUS CONTROLLER**

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 ET's and lessens the risk of engine and chassis abuse. The compact controller is also great for automotive and motorcycle applications.

- Quicker ET's 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

**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

Racer Safety Blow-Off Adapter #72961 includes a diffuser cap for safer handling when bottle is not mounted



Nitrous Blow-Down Tube #72960

**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.



#72000

#72001

#72052

Solenoid Rebuild Kit #72200

**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) ● .....#72000
- Performer RPM Nitrous Solenoid** (400+ HP with 1/4" NPT inlet & 1/8" NPT outlet) ● .....#72001
- 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 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<br>Bracket | 4-Solenoid<br>Bracket |
|--|-----------------------|-----------------------|
| 4500 Series Carbs ●  | #72288                | #72286                |
| Square-flange (4150) Carbs ●   | #72289                | #72287                |
| Solenoid Adapter<br>(Required for Performer Solenoids when used with the above brackets) ● | #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.



#72279

#72280

#72281

#72282

#72284

#72285

- 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

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# NITROUS



Replacement Jet Kit #73001

## REPLACEMENT JET KITS

Replacement Jet Kits contain all of the jet originally supplies 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 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 hp 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



Dry 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 Fitting #76535

## 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

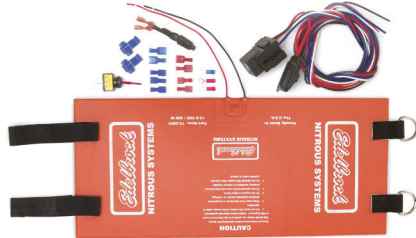
## BILLET DISTRIBUTION FITTINGS

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 velcro 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 ● 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

Time Delay  
Relay #71907

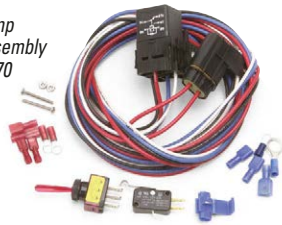


**DIGITAL DELAY TIMER**

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.

**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

**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

**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

#76544



#76514



#76512



#76524



#76531



#76568



#76519





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



#4020

#4021



Regulator Kit #8192



Regulator Kit #8193



Single Regulator Plate #8189



#8122



#8127

## 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. Their 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 |

## 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 |

## 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 |

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Return-Style Fuel Kit #17303



Return-Style Fuel Kit #17302

### UNIVERSAL MICRO ELECTRIC FUEL PUMPS FOR CARBURETED & DIESEL APPLICATIONS

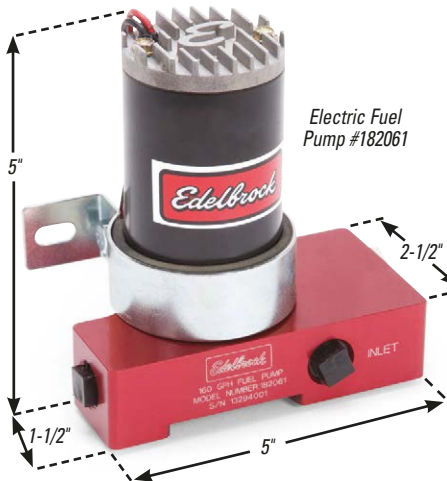
Edelbrock Universal Micro Electronic Fuel Pumps deliver maximum performance in a compact package. They feature a durable simple design that reduces the chance of vapor lock and flooding. Edelbrock Universal Micro Electronic Fuel Pumps are easy to install and operate quietly so you won't know its there! 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" NPT  | 5/16" Barb  | #17303   |
| 38 GPH / 144 LPH   | Gasoline & E85 | 4-7       | 5/16" NPT  | 5/16" Barb  | #17301   |
| 38 GPH / 144 LPH   | Diesel         | 4-7       | 5/16" NPT  | 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 |

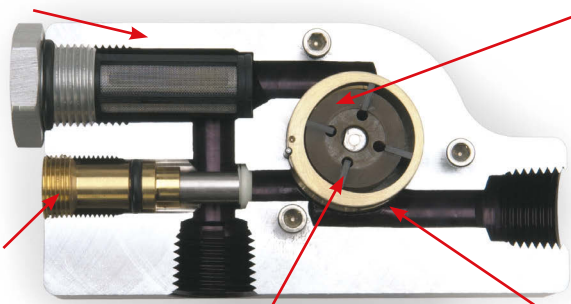
**Important Notes:** These pumps should be mounted as close to the fuel tank as possible, at or below the fuel level. For proper installation and voltage requirements, use fuel pump relay kit #1795. All fuel pumps are for gasoline only. Edelbrock offers fuel pump rebuilding services – call for more information.

The body is machined from aluminum billet stock and anodized for longer protection from corrosion

Precision molded composite rotor reduce 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.

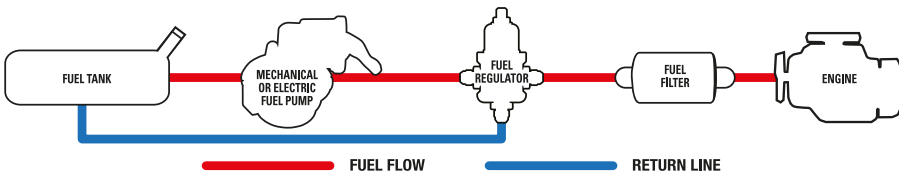
**Adjustable Billet Fuel Pressure Regulator (Satin/Black Finish - 4-1/2 to 9 psi)** ●●●.....#8190  
**Adjustable Fuel Pressure Regulator (Chrome Finish - 1 to 4 psi)** ●●●.....#1789

## ADJUSTABLE FOR CARBURETED APPLICATIONS

These 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:** ●●●

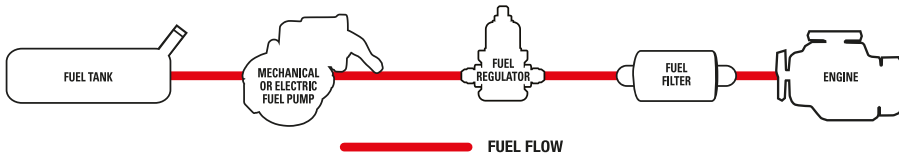
| Max Adjustable Flow Rate (GPH) | Adjustable Pressure Range (PSI) | Inlet Port | Outlet Port | Return Port | Vacuum or Boost Port | Gauge Port |           |            |         |             |
|--------------------------------|---------------------------------|------------|-------------|-------------|----------------------|------------|-----------|------------|---------|-------------|
|                                |                                 |            |             |             |                      |            | Red/Clear | Blue/Clear | Black   | Black/Clear |
| <b>Non-Bypass Style</b>        |                                 |            |             |             |                      |            |           |            |         |             |
| 160                            | 5-10                            | 3/8" NPT   | 3/8" NPT    | No          | No                   | Yes        | #174121   | #174122    | #174123 | #1727       |
| <b>Bypass Style</b>            |                                 |            |             |             |                      |            |           |            |         |             |
| 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

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Electric Pump and Regulator Combo Kit #17923



Universal Fuel Pump Relay Kit #1795



Fuel Pump Rebuild Kit #178050



Quiet-Flo Fuel EFI Pump #182032



Quiet-Flo Fuel EFI Pump #182081



Electric Fuel Pump #3594

**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 a 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**

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 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.

|  | 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

|  | 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 @ 45 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.*



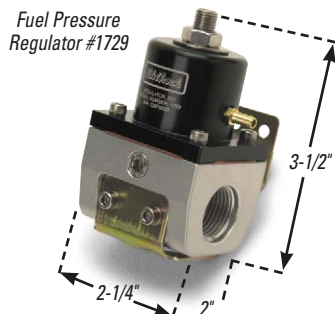
In-Tank Fuel Pump #17935



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 |
|-----------------------------|--------|

**FOR 1994-99 ACURA INTEGRA & 1992-00 HONDA CIVIC**

|   |        |
|---|--------|
| 255 liter/hr. (67 gph), 60+ psi for Turbo, Supercharger or Nitrous..... | #17937 |
|---|--------|

## 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, taken 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 | 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



Fuel Pressure Regulator #174113

## 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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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

PART NUMBERS IN RED ARE... **NEW**

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



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

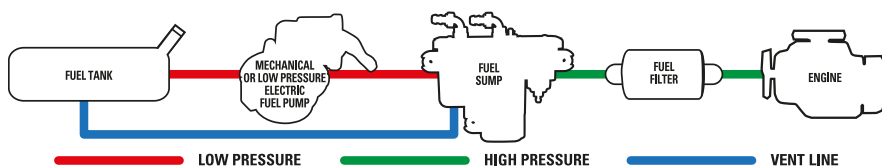
## UNIVERSAL EFI SUMP FUEL KITS

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.**

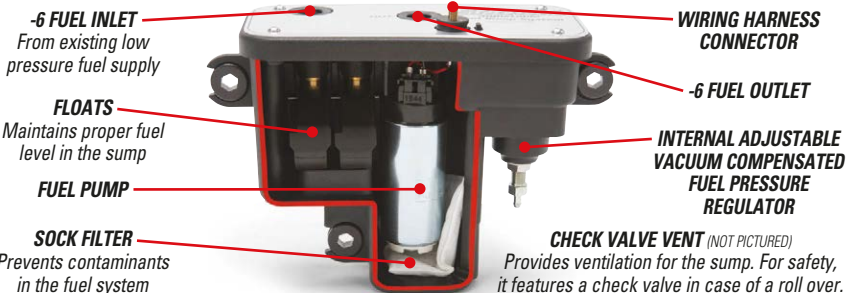
These Fuel Sump Kits feature a compact design that is adjustable from 35 to 90 psi and include a vacuum reference port. **They are available in a 67 gph flow rate and can support up to 600 HP.** They're great solutions when used with an E-Street, Pro-Flo 3, Pro-Flo 4 or other aftermarket EFI system.

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



**MEN'S RACING TEE**

Both sides features the Edelbrock Racing logo. Made with 100% durable, high quality pre-shrunk cotton. Available in red, white or black.

| Description          | SM    | MD    | LG    | XL    | 2X    | 3X    |
|----------------------|-------|-------|-------|-------|-------|-------|
| (A) Red Racing Tee   | -     | #2331 | #2332 | #2333 | #2334 | #2336 |
| (B) White Racing Tee | -     | #2366 | #2367 | #2368 | #2369 | #2370 |
| (C) Black Racing Tee | #2310 | #2311 | #2312 | #2313 | #2314 | #2315 |



**MEN'S BLACK ON BLACK TEE**

Features a black Edelbrock logo for a subtle look. Made with 100% durable, high quality pre-shrunk cotton.

| Description            | MD     | LG     | XL     | 2X     | 3X     |
|------------------------|--------|--------|--------|--------|--------|
| (D) Black on Black Tee | #98102 | #98103 | #98104 | #98105 | #98100 |

**MEN'S EDELBROCK SCRIPT TEE**

Tan shirt featuring the Edelbrock script logo on the front. Made of a 52% cotton and 48% polyester blend.

| Description              | SM     | MD     | LG     | XL     | 2X     | 3X     | 4X     |
|--------------------------|--------|--------|--------|--------|--------|--------|--------|
| (E) Edelbrock Script Tee | #98220 | #98221 | #98222 | #98223 | #98224 | #98225 | #98226 |



**MEN'S EDELBROCK EQUIPPED TEE**

Features a small offset Edelbrock Equipped Logo on the front and a large Edelbrock Equipped logo with a '32 Ford on the back. Made with 100% durable, high quality pre-shrunk cotton.

| Description                | SM     | MD     | LG     | XL     | 2X     | 3X     |
|----------------------------|--------|--------|--------|--------|--------|--------|
| (F) Edelbrock Equipped Tee | #98111 | #98112 | #98113 | #98114 | #98115 | #98116 |

**MEN'S RAM LOG TEE**

Features the vintage Edelbrock Ram Log Manifolds logo screen printed on the back with a vintage Edelbrock script logo on the front. Made with 100% durable, high quality pre-shrunk cotton.

| Description     | MD     | LG     | XL     | 2X     | 3X     |
|-----------------|--------|--------|--------|--------|--------|
| (G) Ram Log Tee | #98322 | #98323 | #98324 | #98325 | #98326 |



**MEN'S VINTAGE ROADSTER TEE**

Features a small vintage Edelbrock Racing Logo on the front and a large Edelbrock Racing logo with a '32 Ford on the back. This tagless t-shirt is made with 100% durable, high quality pre-shrunk cotton.

| Description              | SM     | MD     | LG     | XL     | 2X     | 3X     |
|--------------------------|--------|--------|--------|--------|--------|--------|
| (H) Vintage Roadster Tee | #98122 | #98123 | #98124 | #98125 | #98126 | #98127 |

**MEN'S E-FORCE SUPERCHARGER TEE**

Features the Edelbrock E-Force logo on the front and the message, "Because normal aspiration sucks" on the back. Made with 100% durable, heavy weight cotton.

| Description                  | SM     | MD     | LG     | XL     | 2X     | 3X     |
|------------------------------|--------|--------|--------|--------|--------|--------|
| (I) E-Force Supercharger Tee | #98165 | #98166 | #98167 | #98168 | #98169 | #98170 |



**MEN'S PINSTRIPED LONG SLEEVE TEE**

Features a cool pin-striped graphic with the Edelbrock cross logo on the front, back and right sleeve. Made with 100% high quality pre-shrunk cotton.

| Description                    | SM     | MD     | LG     | XL     | 2X     | 3X     |
|--------------------------------|--------|--------|--------|--------|--------|--------|
| (J) Pinstriped Long Sleeve Tee | #98128 | #98129 | #98130 | #98131 | #98132 | #98133 |

**MEN'S EDELBROCK RACING TANK TOP**

These tank tops have the Edelbrock Racing logo screen printed on the front and back. Made with 100% durable, high quality pre-shrunk cotton. Available in white or black.

| Description               | MD     | LG     | XL     | 2X     | 3X     |
|---------------------------|--------|--------|--------|--------|--------|
| (K) White Racing Tank Top | #98307 | #98308 | #98309 | #98310 | #98311 |
| (L) Black Racing Tank Top | #98117 | #98118 | #98119 | #98120 | #98121 |



**MEN'S VINTAGE CIRCLE TEE**

Features a large vintage Edelbrock script logo on the front with your choice of a cream or heather colored shirt. Made with 100% durable, high quality pre-shrunk cotton. Available in cream or heather.

| Description                    | SM     | MD     | LG     | XL     | 2X     | 3X     |
|--------------------------------|--------|--------|--------|--------|--------|--------|
| (A) Cream Vintage Circle Tee   | #98144 | #98145 | #98146 | #98147 | #98148 | #98149 |
| (B) Heather Vintage Circle Tee | #98193 | #98194 | #98195 | #98197 | #98198 | #98199 |



**MEN'S SIX-DEUCE TEE**

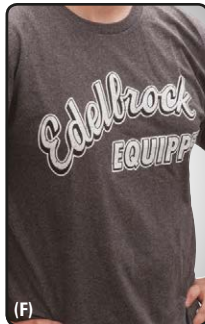
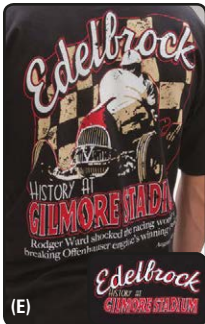
Features a "6-Pack" manifold and carburetor assembly on the back and Edelbrock logo on the front. Made with 100% durable, high quality pre-shrunk cotton.

| Description       | SM     | MD     | LG     | XL     | 2X     | 3X     | 4X     |
|-------------------|--------|--------|--------|--------|--------|--------|--------|
| (C) Six-Deuce Tee | #98026 | #98027 | #98028 | #98029 | #98030 | #98031 | #98022 |

**MEN'S WRENCH PERFORMANCE TEE**

Features a large Edelbrock Performance Equipment design on the front of a charcoal heather. Made with 100% durable, high quality pre-shrunk cotton.

| Description                | SM     | MD     | LG     | XL     | 2X     | 3X     |
|----------------------------|--------|--------|--------|--------|--------|--------|
| (D) Wrench Performance Tee | #98275 | #98276 | #98277 | #98278 | #98279 | #98280 |



**MEN'S GILMORE STADIUM TEE**

The Gilmore Stadium Tee features a small logo on the front and large logo on the back. Made with 100% durable, high quality pre-shrunk cotton.

| Description             | SM     | MD     | LG     | XL     | 2X     | 3X     |
|-------------------------|--------|--------|--------|--------|--------|--------|
| (E) Gilmore Stadium Tee | #98350 | #98351 | #98352 | #98353 | #98534 | #98355 |

**MEN'S EQUIPPED LOGO TEE**

Features a large screen printed vintage Edelbrock script logo on the front. Made with 100% durable, high quality pre-shrunk cotton. Available in charcoal heather or black.

| Description              | SM     | MD     | LG     | XL     | 2X     | 3X     |
|--------------------------|--------|--------|--------|--------|--------|--------|
| (F) Charcoal Heather Tee | #98336 | #98337 | #98338 | #98339 | #98340 | #98341 |
| (G) Black Tee            | #98366 | #98367 | #98368 | #98369 | #98370 | #98371 |



**MEN'S SCRIPT LOGO TEE**

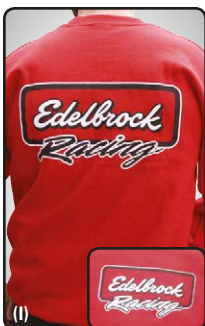
Features a large screen printed Edelbrock script logo on a crimson red tee. Made with 100% durable, high quality pre-shrunk cotton.

| Description                   | SM     | MD     | LG     | XL     | 2X     | 3X     |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| (H) Edelbrock Script Logo Tee | #98281 | #98282 | #98283 | #98284 | #98285 | #98286 |

**RACING SWEATSHIRT**

Features a small Edelbrock Racing logo on the front and a large Edelbrock Racing logo on the back. Made with 100% durable, heavy weight cotton.

| Description           | MD    | LG    | XL    | 2X    | 3X    |
|-----------------------|-------|-------|-------|-------|-------|
| (I) Racing Sweatshirt | #9856 | #9857 | #9858 | #9859 | #9860 |



**MEN'S LOGO CREW NECK SWEATSHIRT**

This gunmetal heather crew neck sweatshirt features a classic Edelbrock logo on the front. Made with 100% durable, heavy weight cotton.

| Description              | SM     | MD     | LG     | XL     | 2X     | 3X     |
|--------------------------|--------|--------|--------|--------|--------|--------|
| (J) Crew Neck Sweatshirt | #98287 | #98288 | #98289 | #98290 | #98291 | #98292 |

CARBURETORS  
MANIFOLDS  
CASSETS  
CYLINDER HEADS  
CAMS & VALVETRAIN  
POWER PACKAGES  
KITS  
SUPERCHARGERS  
EFI  
IGNITION  
CRATE ENGINES  
WATER PUMPS  
ENGINE DRESS-UP  
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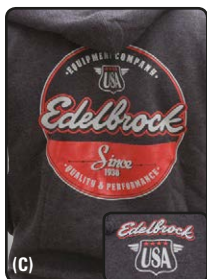
CARBURETORS  
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EFI  
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**EDELBRICK EQUIPPED HOODIE**

This hoodie features a small Edelbrock Equipped logo on the front and a large Edelbrock Equipped logo with a '32 Ford on the back. Made with 80% cotton and 20% polyester blend.

| Description                   | SM     | MD     | LG     | XL     | 2X     | 3X     |
|-------------------------------|--------|--------|--------|--------|--------|--------|
| (A) Edelbrock Equipped Hoodie | #98006 | #98007 | #98008 | #98009 | #98010 | #98011 |



**EDELBRICK SCORPION ZIP-UP HOODIE**

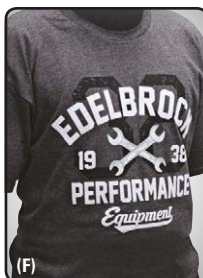
This hoodie features a large vintage Edelbrock Scorpion logo on the back and a small logo on the front. It has a fleece lined hood with a heavy weight draw string and nickel eyelets.

| Description         | SM     | MD     | LG     | XL     | 2X     | 3X     |
|---------------------|--------|--------|--------|--------|--------|--------|
| (B) Scorpion Hoodie | #98227 | #98228 | #98229 | #98230 | #98231 | #98232 |

**EDELBRICK USA ZIP-UP HOODIE**

This charcoal heather hoodie features a large vintage Edelbrock script logo on the back and a small Edelbrock USA logo on the front. It has a fleece lined hood with a heavy weight draw string and nickel eyelets.

| Description              | SM     | MD     | LG     | XL     | 2X     | 3X     |
|--------------------------|--------|--------|--------|--------|--------|--------|
| (C) Edelbrock USA hoodie | #98262 | #98263 | #98264 | #98265 | #98266 | #98267 |



**MEN'S ALL WEATHER RESISTANT JACKET**

This high performance jacket features breathable stretch fabric to help keep you protected from the elements while at the track. It also has a zippered utility pocket on the upper left arm. Made from a 96% polyester and 4% elastane blend.

| Description            | SM     | MD     | LG     | XL     | 2X     | 3X     | 4X     |
|------------------------|--------|--------|--------|--------|--------|--------|--------|
| (D) All Weather Jacket | #98250 | #98251 | #98252 | #98253 | #98254 | #98255 | #98256 |

**MEN'S EDELBRICK LIGHT JACKET**

This jacket has the Edelbrock Racing logo embroidered on the front. It features two front zippered pockets and one inner right zippered chest pocket. Constructed with a weather resistant Toughlan® nylon, double-stitched seams for added strength and lined with super soft lightweight fleece.

| Description                | SM     | MD     | LG     | XL     | 2X     | 3X     |
|----------------------------|--------|--------|--------|--------|--------|--------|
| (E) Edelbrock Light Jacket | #98032 | #98036 | #98037 | #98038 | #98039 | #98040 |



**KIDS WRENCH PERFORMANCE TEE**

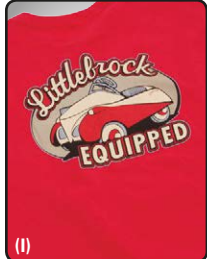
100% cotton charcoal heather tee with screen printed Edelbrock Performance Equipment logo on the front.

| Description                | SM     | MD     | LG     | XL     | 2XL    |
|----------------------------|--------|--------|--------|--------|--------|
| (F) Wrench Performance Tee | #98208 | #98209 | #98210 | #98211 | #98212 |

**KIDS EDELBRICK EQUIPPED TEE**

Features a small vintage Edelbrock Equipped Logo on the front and a large Edelbrock Equipped logo with a '32 Ford roadster on the back. Made with 100% durable, high quality pre-shrunk cotton.

| Description                | XS     | SM     | MD     | LG     |
|----------------------------|--------|--------|--------|--------|
| (G) Edelbrock Equipped Tee | #98200 | #98201 | #98202 | #98203 |



**KIDS VINTAGE ROADSTER TEE**

Features a large vintage Edelbrock Racing Logo and '32 Ford roadster on the front. This tagless shirt is made with 100% durable, high quality pre-shrunk cotton.

| Description              | XS     | SM     | MD     | LG     |
|--------------------------|--------|--------|--------|--------|
| (H) Vintage Roadster Tee | #98204 | #98205 | #98206 | #98207 |

**KIDS BLACK LITTLEBROCK YOUTH TEE**

This shirt features a large screen printed Littlebrock Equipped logo on the front. It's made with 100% durable, high quality pre-shrunk cotton. Available in red or black.

| Description                     | 2T     | 3T     | 4T     | SM     | MD     | LG     |
|---------------------------------|--------|--------|--------|--------|--------|--------|
| (I) Red Littlebrock Youth Tee   | #98981 | #98982 | #98983 | #98984 | #98985 | #98986 |
| (J) Black Littlebrock Youth Tee | -      | -      | -      | #98987 | #98988 | #98989 |



**KIDS JR. FUN TEAM ONESIE**

The Edelbrock Infant Onesie features the Edelbrock Jr. Fun Team logo screen printed on the front. Made with 100% durable, high quality pre-shrunk cotton.

| Description                            | 6M     | 12M    | 18M    |
|--|--------|--------|--------|
| (K) Edelbrock Jr. Fun Team Logo Onesie | #98978 | #98979 | #98980 |



**WOMEN'S V-NECK TEE**

Features a large Edelbrock script logo screen printed on the back and a small script logo on the front. Made with 100% high quality cotton. Available in white or black.

| Description          | SM     | MD     | LG     | XL     |
|----------------------|--------|--------|--------|--------|
| (A) White V-Neck Tee | #98060 | #98061 | #98062 | #98063 |
| (B) Black V-Neck Tee | #98064 | #98065 | #98066 | #98067 |



**WOMEN'S RACING FLAG V-NECK TEE**

This shirts features the Edelbrock Racing Flag logo screen printed on the back and an small script logo on the front. Made with 100% durable, high quality pre-shrunk cotton. Available in white or black.

| Description                                | SM     | MD     | LG     | XL     | 2X     |
|--|--------|--------|--------|--------|--------|
| (C) White Edelbrock Racing Flag V-Neck Tee | #98361 | #98362 | #98363 | #98364 | #98365 |
| (D) Black Edelbrock Racing Flag V-Neck Tee | #98356 | #98357 | #98358 | #98359 | #98360 |



**WOMEN'S LONG SLEEVE V-NECK LOGO TEE**

This long sleeve V-neck tee features a small Edelbrock script logo screen printed on the front. Made with 100% durable, high quality pre-shrunk cotton.

| Description                     | SM     | MD     | LG     | XL     | 2X     |
|---------------------------------|--------|--------|--------|--------|--------|
| (F) Long Sleeve V-Neck Logo Tee | #98416 | #98417 | #98418 | #98419 | #98420 |



**WOMEN'S EDELBROCK BASEBALL TEE**

Features a large vintage Edelbrock Racing Logo and '32 Ford roadster on the front. Has contrasting heather body and 3/4 Raglan black sleeves. Made with 60% ringspun cotton and 40% polyester blend.

| Description      | SM     | MD     | LG     | XL     | 2XL    |
|------------------|--------|--------|--------|--------|--------|
| (G) Baseball Tee | #98017 | #98018 | #98019 | #98020 | #98021 |



**WOMEN'S STRIPED TANK TOP**

This high-low tank top features charcoal heather front with Edelbrock script logo and a contrasting black striped back. It's made of a cotton/poly sheer blend for a super-soft feel.

| Description          | SM     | MD     | LG     | XL     | 2XL    |
|----------------------|--------|--------|--------|--------|--------|
| (H) Striped Tank Top | #98139 | #98140 | #98141 | #98142 | #98143 |



**WOMEN'S PULLOVER HOODIE**

This slim fit pullover features a large Edelbrock Script logo screen printed on the front. Made with 60% cotton and 40% polyester blend. Available in red or black.

| Description               | SM     | MD     | LG     | XL     | 2XL    |
|---------------------------|--------|--------|--------|--------|--------|
| (I) Red Pullover Hoodie   | #98012 | #98013 | #98014 | #98015 | #98016 |
| (J) Black Pullover Hoodie | #98001 | #98002 | #98003 | #98004 | #98005 |

**WOMEN'S QUILTED VEST**

This vest features a vintage Edelbrock Equipped patch on the front. Constructed with a 100% polyester shell and poly lined inside with 6 oz. poly fill to keep you warm.

| Color            | SM     | MD     | LG     | XL     | 2XL    |
|------------------|--------|--------|--------|--------|--------|
| (K) Quilted Vest | #98134 | #98135 | #98136 | #98137 | #98138 |

**WOMEN'S ALL WEATHER RESISTANT JACKET**

This high performance jacket features breathable stretch fabric to help keep you protected from the elements while at the track. It also has a zippered utility pocket on the upper left arm. Made from a 96% polyester and 4% elastane blend.

| Description            | S      | M      | L      | XL     | 2XL    |
|------------------------|--------|--------|--------|--------|--------|
| (L) All Weather Jacket | #98257 | #98258 | #98259 | #98260 | #98261 |





# SPORTSWEAR CAPS & BEANIES



## SCRIPT LOGO CAP

These flex-fitted designed caps feature an embroidered Edelbrock script logo on the front.

| Description                   | Hat Sizes       | Red (A) | Black (B) |
|-------------------------------|-----------------|---------|-----------|
| Script Logo Small/Medium Cap  | 6-7/8" - 7-1/4" | #9153   | #9151     |
| Script Logo Large/X-Large Cap | 7-1/4" - 7-5/8" | #9154   | #9152     |



## OFFSET LOGO CAP

These flex-fitted designed caps feature an embroidered Edelbrock logo offset on the front.

| Description                   | Hat Sizes       | Red (C) | Black (D) |
|-------------------------------|-----------------|---------|-----------|
| Offset Logo Small/Medium Cap  | 6-7/8" - 7-1/4" | #9158   | #9156     |
| Offset Logo Large/X-Large Cap | 7-1/4" - 7-5/8" | #9159   | #9157     |



## MESH TRUCKER CAP

These caps have a fabric front and mesh back with the Edelbrock script logo screen printed on the front.

| Description      | Sizes           | Red (E) | Black (F) |
|------------------|-----------------|---------|-----------|
| Mesh Trucker Cap | 6-7/8" - 7-5/8" | #9136   | #9137     |



## CAMOUFLAGE CAP

Feature an embroidered Edelbrock script logo on the front. One size fits all velcro strap on the back.

| Description    | Full (G) | Black (H) |
|----------------|----------|-----------|
| Camouflage Cap | #9162    | #9161     |



## E-FORCE CAP

Features an embroidered E-Force logo offset on the front and the Edelbrock script logo embroidered on the side of the bill. One size fits all velcro strap on the back.

| Description                  | Part No. |
|------------------------------|----------|
| (I) E-Force Supercharger Cap | #9149    |



## ARMED SERVICES CAP

Features an embroidered Edelbrock script logo on the front. One size fits all velcro strap on the back.

| Description                    | Part No. |
|--------------------------------|----------|
| (J) Armed Services Charity Cap | #9146    |

## EDELROCK EQUIPPED CAP

Features an embroidered vintage Edelbrock Equipped logo. Made of 100% acrylic with an adjustable back strap.

| Description                                 | Black |
|---|-------|
| (K) Edelbrock Equipped Cap with Flat Bill   | #9169 |
| (L) Edelbrock Equipped Cap with Curved Bill | #9168 |

## EDELROCK KNIT BEANIE

The Edelbrock knit beanie features an embroidered Edelbrock script logo.

| Description               | Part No. |
|---------------------------|----------|
| (M) Edelbrock Knit Beanie | #9143    |

## EDELROCK EQUIPPED BEANIE

These beanies feature a vintage Edelbrock Equipped logo patch.

| Description               | Heather (N) | Black (O) |
|---------------------------|-------------|-----------|
| Edelbrock Equipped Beanie | #9147       | #9142     |





**EDELBRÖCK CAMOUFLAGE TOTE**

This drawstring sports tote is made of a polyester construction with reinforcement black trim at the corners. Features a screen printed Edelbrock script logo on the front. Approximate size 14" W x 18" H  
**Edelbrock Camouflage Tote** .....#9173



**MECHANIC'S GLOVES**

These gloves feature a black and red two tone look and are made polyester and micro suede. They feature Smartglove™ Technology that allows you to use your smartphone or tablet without the need to remove your gloves. They're the perfect way to protect your knuckles when your working on your project vehicle and stay connected. Only available in XL size.  
**Mechanic's Gloves** .....#9138

**EDELBRÖCK "NEVER REST" SHOP RAG**

Show your Edelbrock pride with the "Never Rest" Shop Rag. These rags are sold individually. Approximate size 14" W x 14" H  
**Edelbrock Never Rest Shop Rag** .....#9144

**EDELBRÖCK FENDER COVERS**

Edelbrock fender covers are made from a strong PVC foam with a reinforced with 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.  
**Racing Series Fender Cover** .....#2324  
**E-Force Supercharger Fender Cover** .....#2323

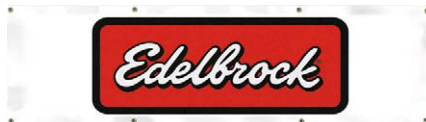


**E-FORCE SUPERCHARGER LICENSE PLATE FRAME**

Let people know you ride is E-Force equipped with the E-Force Supercharged license plate frame.  
**E-Force Supercharged License Plate Frame** .....#9148

**EDELBRÖCK LOGO BANNER**

The Edelbrock Track banner features the Edelbrock logo printed on a white 8-mil poly material with hemmed sides, clear threads, and riveted grommets for ease of hanging and durability. Hang this in your garage to let your neighbors know you're an automotive enthusiast and that your car is powered by only the best go fast parts available! Measures 62" W x 26".  
**Edelbrock Logo Banner** .....#0026



**EDELBRÖCK DECAL PACK**

Show your Edelbrock pride with these high quality decals. Each pack includes the following:  
 • (2) Edelbrock Track Pack Decal (includes (4) 1" Decals, (2) 2" Decals and (1) Large 4.5" Decal)  
 • (2) Edelbrock X-Large 6.5" x 2.5" Decal  
**Edelbrock Decal Pack** .....#0346



CARBURETORS  
 MANIFOLDS  
 CASKETS  
 CYLINDER HEADS  
 CAMS & VALVE TRAIN  
 POWER PACKAGES  
 KITS  
 SUPERCHARGERS  
 EFI  
 IGNITION  
 CRATE ENGINES  
 WATER PUMPS  
 ENGINE DRESS-UP  
 NITROUS  
 FUEL PUMPS  
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**EDELBRÖCK RACING LOGO MAGNET**

Declare your Edelbrock pride on your tool box or fridge with this 2.75" Edelbrock Racing Logo Magnet.  
Edelbrock Racing Logo Magnet.....#9100



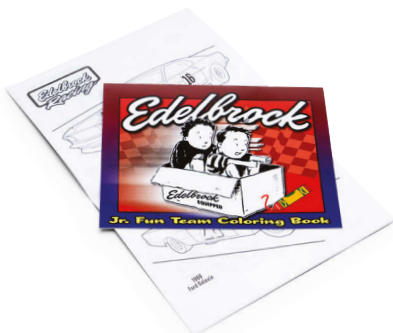
**KEY FOB**

Keep track of your keys with this Edelbrock script logo key fob. Made of black sewn nylon with silk screened Edelbrock Script logo and split retainer ring.  
Edelbrock Key Fob - Black and Red.....#9174



**NYLON LANYARD**

This Edelbrock Lanyard features a repeating Edelbrock script logo set on a black background with red borders. They are finished off with black clips and attachments.  
Edelbrock Lanyard .....#9139



**INSULATED 12 OZ. TRAVEL MUG**

The Edelbrock Travel mug is a great way to showcase your Edelbrock loyalty. It features a double-wall insulated stainless steel design with a threaded snap fit lid to keep drink in place in case of a spill. Keeps your favorite drinks hot for 2 hours and cold for 4 hours.

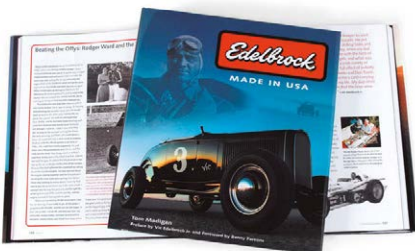


Edelbrock Insulated 12 oz. Travel Mug.....#9831

**JR. FUN TEAM COLORING BOOK**

Edelbrock's Jr. Fun Team Coloring Book is a fun and rewarding experience for your little car enthusiast. With 16-pages of activities, your child or the child in you will have as much fun learning as you will coloring in these iconic classic and muscle cars. All the cars represented in the Edelbrock Jr. Fun Team coloring book are actual Edelbrock company vehicles.

Jr. Fun Team Coloring Book.....#0321

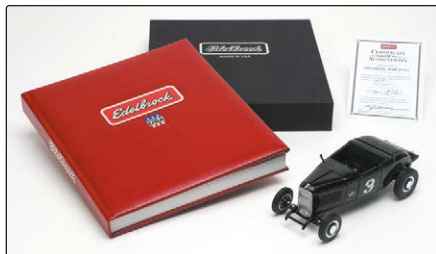


**EDELBRÖCK - MADE IN USA BOOK & DIE-CAST ROADSTER**

This Limited Edition includes a leather bound special edition and a 1:18th scale die-cast replica of Vic Edelbrock Sr. 1932 Roadster. Authored by Tom Madigan, this book begins with Vic Edelbrock Sr. and his journey to Southern California from Kansas. It continues with the story of the Edelbrock Equipment Company's growth from a simple shop at the rear of a gas station to an American institution. Woven throughout is the history of racing, from the first drag race in Santa Barbara to the dry lakes in Southern California. It is the story of a company whose influence shaped the automotive performance aftermarket.

Hard Cover Book.....#0327

Limited Edition Leather Bound Book and Roadster.....#0328



**1932 ROADSTER COLLECTIBLE DIE-CAST CAR**

Here is your chance to own a limited-edition 1:18 die-cast scale version of Vic Sr.'s 1932 Ford replica. Each model is individually serialized on the chassis and comes in a full-color, non-window type collector box. Additional features include the following: Removed front windshield, Period-correct tires, Front and rear cylinder-type shocks, Chrome floor shifter, Round foot pedals, Custom dash plaque, Fully operational hinged steel hood.

Die-Cast '32 Roadster .....#0337



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| 8827-8828   | 210 | 15380       | 146 | 21051-21053 | 69  | 35943       | 233 | 54401       | 56  | 72275-72276 | 227 | 97393-97483   | 131     |
| 8831-8832   | 208 | 15400       | 159 | 21111-21141 | 30  | 36010-36020 | 178 | 54501       | 76  | 72277       | 226 | 98001-98005   | 240     |
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| 8835-8854   | 209 | 15405-15409 | 163 | 21161-21164 | 31  | 36054       | 177 | 60037-60049 | 90  | 72279-72282 | 226 | 98012-98021   | 240     |
| 8856        | 210 | 15410-15490 | 159 | 21211-21214 | 59  | 37011       | 31  | 60057-60089 | 112 | 72283       | 225 | 98032-98040   | 239     |
| 8858-8864   | 209 | 15540       | 157 | 21311       | 28  | 37041       | 35  | 60107-60139 | 90  | 72284-72294 | 226 | 98060-98067   | 240     |
| 8866-8877   | 210 | 15549       | 163 | 21461       | 29  | 37061       | 31  | 60149       | 104 | 72300-72315 | 225 | 98100-98133   | 237     |
| 8881-8882   | 208 | 15551-15553 | 162 | 21511       | 75  | 37111       | 74  | 60175-60179 | 101 | 72358       | 83  | 98134-98143   | 240     |
| 8887        | 210 | 15568-15569 | 163 | 21561-21563 | 76  | 37131       | 30  | 60185-60189 | 104 | 72400       | 225 | 98144-98145   | 238     |
| 8893-8894   | 208 | 15570       | 155 | 21611-21614 | 44  | 37211       | 59  | 60197       | 101 | 72550       | 224 | 98165-98170   | 237     |
| 8895        | 210 | 15590-15595 | 148 | 21661-21663 | 70  | 37311       | 28  | 60217-60399 | 108 | 72551       | 227 | 98193         | 238     |
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| 9100        | 243 | 15620-15630 | 148 | 21811-21813 | 64  | 37661       | 60  | 60515-60529 | 114 | 72557-72567 | 224 | 98293-98298   | 240     |
| 9126-9129   | 79  | 15640       | 152 | 21861       | 54  | 37711       | 78  | 60547       | 99  | 72600       | 225 | 98322-98326   | 237     |
| 9136-9137   | 241 | 15642-15643 | 151 | 21911       | 55  | 37761       | 53  | 60549-60559 | 97  | 72700-72705 | 228 | 98336-98355   | 238     |
| 9138        | 242 | 15650-15670 | 152 | 21941-21944 | 72  | 37811-37831 | 64  | 60569-60609 | 115 | 72900       | 225 | 98356-98365   | 240     |
| 9139        | 243 | 15671-15672 | 151 | 21981       | 77  | 38113       | 173 | 60617-60637 | 92  | 72902-72925 | 27  | 98366-98371   | 238     |
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| 9611-9612   | 124 | 15806       | 166 | 24751       | 56  | 41763-41779 | 218 | 61429       | 119 | 75354       | 61  | 182071-182083 | 233     |
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| 9617-9638   | 122 | 15810       | 155 | 26651       | 67  | 42133-42203 | 217 | 61555-61559 | 99  | 75641       | 68  | 292751        | 50      |
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| 9653-9672   | 122 | 15829       | 165 | 27501       | 67  | 45070-45083 | 194 | 61709-61739 | 101 | 75945       | 72  | 505651        | 77      |
| 9680-9693   | 121 | 15830-15840 | 155 | 27601       | 68  | 45123       | 195 | 61749       | 120 | 76204       | 225 | 600519-600819 | 112     |
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| 9705        | 128 | 15842-15855 | 165 | 28070       | 48  | 45400-45421 | 195 | 61857-61859 | 120 | 76504-76507 | 228 | 602215-603719 | 108     |
| 9706        | 123 | 15856       | 154 | 28095-28097 | 41  | 45464-45474 | 205 | 61905-61917 | 95  | 76512-76531 | 229 | 604319-604919 | 97      |
| 9707        | 126 | 15858       | 165 | 28101       | 75  | 45500-45511 | 195 | 70001-70011 | 222 | 76535       | 227 | 605119        | 114     |
| 9708        | 125 | 15860-15866 | 154 | 28121       | 74  | 45610-45720 | 196 | 70021-70400 | 223 | 76537       | 229 | 605419-605519 | 97      |
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| 11151-11283 | 107 | 15910       | 150 | 29085-29087 | 40  | 46760       | 200 | 71413       | 42  | 77589-77629 | 94  | 615719        | 115     |
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| 12801-12901 | 22  | 15956       | 147 | 29161-29165 | 50  | 47550       | 203 | 71581       | 44  | 77919-77949 | 104 | 618269        | 119     |
| 14053-14054 | 11  | 15960-15980 | 148 | 29215       | 61  | 47641       | 73  | 71614-71641 | 45  | 79259       | 110 | 618368        | 100     |
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| 15131-15163 | 161 | 17943       | 233 | 29361-29365 | 70  | 50211       | 60  | 71900       | 225 | 88143       | 210 | 773169        | 120     |
| 15170-15174 | 145 | 18014-18134 | 10  | 29545       | 56  | 50259       | 108 | 71907       | 229 | 88403-88544 | 209 | 776119-776219 | 94      |
| 15175       | 146 | 20214-20244 | 141 | 29565-29575 | 77  | 50449-50459 | 97  | 71931-71933 | 55  | 88563       | 210 | 777869        | 119     |
| 15192       | 152 | 20254       | 142 | 29651-29661 | 71  | 50561-50565 | 77  | 72000-72002 | 226 | 88584       | 209 |               |         |
| 15201-15223 | 161 | 20274-20344 | 141 | 29701       | 37  | 50611       | 46  | 72018       | 83  | 88663       | 210 |               |         |
| 15261-15263 | 162 | 20354-20364 | 142 | 29751-29754 | 36  | 50661-50665 | 71  | 72050-72203 | 226 | 88814-88892 | 208 |               |         |