

The image is a promotional cover for the Edelbrock 2015 Performance Catalog. It features a collage of high-performance automotive parts. In the upper right, a polished V8 engine is shown with a prominent chrome air filter. Below it, a large aluminum intake manifold is displayed. To the left, a chrome radiator with the Edelbrock logo is visible. In the foreground, there is a carburetor, a timing belt, a distributor, and a four-cylinder cylinder head. The background is a stylized blue and white sky. The Edelbrock logo is prominently displayed in a red box at the top center.

Edelbrock[®]

2015 PERFORMANCE CATALOG

A COMPLETE LINE OF QUALITY PERFORMANCE PRODUCTS



2015 AUTOMOTIVE PERFORMANCE CATALOG

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REGISTERED NAMES & TRADEMARKS

94™, Accu-Drive®, Air-Gap™, Classic Series™, Cycle Flex®, Edelbrock®, Edelbrock Design™, Edelbrock & Design™, Edelbrock Total Power Package®, EF USA®, E-Force®, Elite Series™, E-CNC™, E-Series™, E-Street®, Endura®, EnduraShine®, LS-R™, Passion For Performance®, Performer®, Performer IAS®, Performer EPS™, Performer X™, Performer RPM®, Performer Series®, ProCharge™, ProClassic™, Pro-Flo®, Pro-Flo XT™, Pro-Port®, Pro-Port Raw™, Pro-Ram II®, Pro-Swivel®, Pro-Tuner®, Quiet-Flo™, QwikData®, Qwik Release™, "R"®, Rollin' Thunder™, RPM Air-Gap®, RPM Series™, RPM XT®, RPM Xtreme®, Russell®, SDT™, Signature Series®, Tarantula®, The Most Respected Name In Performance®, Thunder Series AVS®, Ti-Tech®, Torker®, Torker II®, Tru-Flo™, Tube Seal®, Tunnel Ram®, Victor®, Victor Series™, Victor X™

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A MESSAGE FROM VIC & NANCY...

Dear Fellow Enthusiast,

First of all, Nancy and I would like to thank you for all of your continued support, loyalty and interest in the Edelbrock product line. We always look forward to meeting you at the many events we attend, such as the Hot Rod Power Tour and Deuce Days, just to name a few. It's events like this where we get the chance to meet you, the automotive enthusiast. Plus, it gives us a chance to talk about our products and share in your love affair with the automobile!

In 1941, three weeks before Pearl Harbor, my father ran his 1932 Ford Roadster at 121.45 mph at the Dry Lake Beds close to where the Edwards Air Force base is now. That moment was the beginning of my father's enthusiasm and many successes in designing and producing performance products.

Today, 77 years later, I'm proud to be part of the successful company that my father started. We have become one of the leading manufacturers of aftermarket performance engine products in the USA with distribution worldwide. It was my father's passion and commitment to making the finest quality products that we still follow today, and will continue to uphold in the years to come.

I'm very proud that we have continued to design, cast and machine our core products in our Southern California and North Carolina facilities. Our core products include carburetors, intake manifolds, cylinder heads, E-Force superchargers and water pumps. We've worked hard over the years to build the finest casting and machining facilities in the industry. Our facilities include everything needed to develop and manufacture our products from an idea to a finished part. So if you are ever in Southern California, we invite you to stop by and take a tour of our facilities.

For 2015, we have over 175 new products listed in this catalog. Some of these new items include a cylinder head for 1991-2006 4.0L Jeep engines and an E-Force Supercharger system for 2012-14 Jeep's with the 3.6L Pentastar engine. We're also expanding our Total Power Package Top End kits to include many more applications. Please take some time to check out this new edition of our catalog and see some of the other great new products we have to offer.

Happy motoring in 2015 and I look forward to seeing you on the road!

Vic Edelbrock
Vic Edelbrock
Chairman Edelbrock, LLC





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Please Note: This catalog does not contain consumer pricing.
To locate a dealer near you who sells Edelbrock products,
go to www.edelbrock.com/locator

PRODUCT EMISSIONS GUIDE

The following guide is designed to help you determine which Edelbrock components are legal for use on your vehicle.

● 50-STATE LEGAL:

All products with this icon currently have a California Air Resources Board (C.A.R.B.) Executive Order (E.O.) number. They meet the emission standard for use on pollution controlled vehicles in all of the 50 United States for the vehicles listed on the E.O. To review and download E.O.'s for your application, visit www.edelbrock.com/eo.

● FOR RACING USE ONLY:

All products with this icon are intended to be used on vehicles that are exclusively designated for racing use only. They are not legal for use on vehicles that are registered for street use.

● FOR USE ON PRE-POLLUTION CONTROLLED VEHICLES (PPCV):

All products with this icon are legal for use on pre-pollution controlled vehicles. They can be used on all vehicles that were manufactured before emissions control regulations were imposed. These vehicles are considered "uncontrolled vehicles."

Uncontrolled vehicles are defined as...

- 1965 and older U.S. manufactured California Certified vehicles
- 1967 and older U.S. manufactured Federally Certified vehicles
- 1967 and older Foreign manufactured vehicles

● STOCK REPLACEMENT PART:

All products with this icon are manufactured to exact specifications of the Original Equipment (O.E.) part. They must be used on the specific year, make and model for which it is listed.

● ENGINE SWAPS:

All products with this icon are intended to be used with engines that have been transplanted or swapped into an uncontrolled or pre-pollution controlled vehicle, as defined above. They are not legal for use on pollution controlled vehicles.



Edelbrock

RESEARCH & DEVELOPMENT

IDEA



3D
PRINT



FINAL
PRODUCT



FROM IDEA... TO PERFORMANCE PROVEN PRODUCT

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 NX8 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.

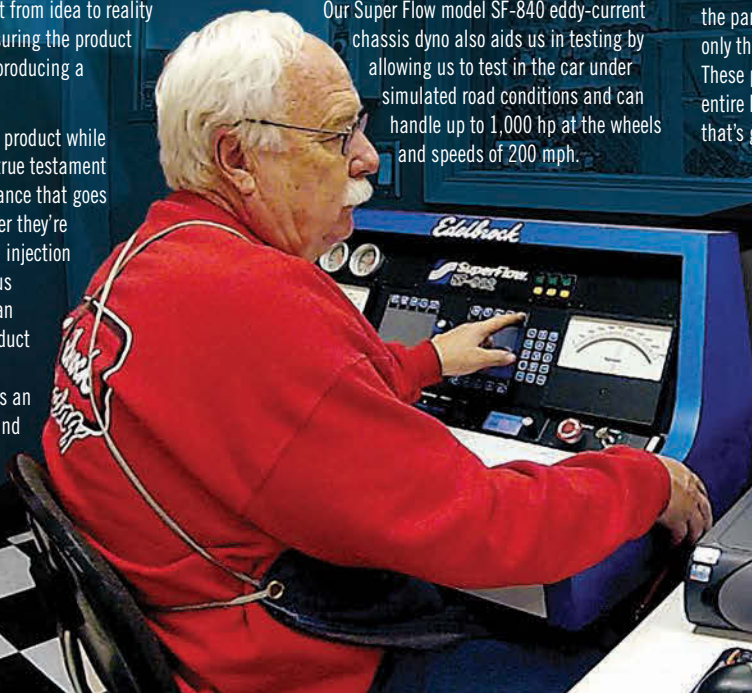
Our three SuperFlow® computerized engine dynos are capable of measuring 11 separate engine variables up to speeds of 15,000 rpm. The SuperFlow® Powermark and SuperFlow® SF902 engine dynos are fully automated and programmable. Equipped with WinDyn™ software, it allows us to simulate various driving situations, and is the very latest in simulation testing equipment.

Our Super Flow model SF-840 eddy-current chassis dyno also aids us in testing by allowing us to test in the car under simulated road conditions and 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. Edelbrocks 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.





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 control of American manufacturing by American workers and we are proud of our casting and manufacturing facilities— all of which are located right here, in the USA.

Edelbrock's permanent mold and sand cast aluminum parts take shape in two of the most modern high-tech foundries in the Western United States.

The Edelbrock Foundries located in San Jacinto, California, prides itself on its quality and efficiency. The 185,000-sq/ft. complex is capable of producing over 3,000 finished castings a day.

With three automated molding lines, 26 core machines, a new state-of-the-art cold set core machine, and a self-contained sand handling system that is capable of processing 100 tons of sand per hour, the Edelbrock sand foundry produces some of the finest castings around. Computer-controlled pouring stations ensure that the



Edelbrock's Ultra-modern heat-treat and ageing equipment

molten metal is at the correct temperature and that the right amount of aluminum is used to ensure outstanding consistency and quality.

The NEW Permanent mold facility expands Edelbrock's casting and manufacturing diversity of "Made in USA" products. This facility has two dedicated cylinder head casting machines and three additional casting machines dedicated to small parts production.

Ultra-modern heat-treat and ageing equipment is also a welcome addition to the new facility, further adding to Edelbrock's self-sufficiency, dedicated manufacturing and quality control of our products.

Edelbrock not only casts and finishes its own products with Made in USA quality, but can and has cast products for numerous clients such as New York Brake Company, a leader and innovator in train control products and systems.

PRECISION MACHINING AND QUALITY CONTROL

Edelbrock uses 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 aluminum products, which include cylinder heads, water pumps, manifolds and throttle bodies, are machined by modern multi-axis machining centers, like our cylinder head machining cell that uses three Makino A88 4-Axis machines joined by an automated pallet loader. These remarkable cells are capable of machining a cylinder head from start to finish and have increased production as well as quality.

Our 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 75 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.

Located in the front 10,000 square feet of the DC, "Vic's Garage" is home to Vic Edelbrock's personal collection of memorabilia, including R&D vehicles, street rods, street machines and race cars from over 75 years in the automotive aftermarket industry.



Edelbrock Distribution Center in Torrance, CA.

HOW IT ALL BEGAN...

Vic Edelbrock Sr. was born in Eudora, Kansas a small farming community near Kansas City in 1913. His father supported the family comfortably as the owner of the local grocery store. When the Edelbrock grocery store burned down in 1927, Vic left school at age 14 to help support the family. He had a natural talent for mechanics. His first job was at an auto repair shop where he developed his skills as an auto mechanic. When the Great Depression hit Kansas, the young Vic Edelbrock looked to the prosperous west for a new home.



The "Slingshot" manifold, first to feature the famous Edelbrock name!



A NEW START IN CALIFORNIA

In 1931, Vic migrated to California to live with his brother. It was here that he met Katie, who became his wife in 1933. With his new brother-in-law, Vic opened his first repair shop on Wilshire Boulevard in Beverly Hills. The business flourished and in 1934 he moved into his own shop on the corner of Venice and Hoover in Los Angeles.

Between 1934 and the start of the war, several important events occurred. Vic Sr.'s reputation as an expert mechanic helped his business grow and he moved his shop three times during this period.

Vic and Katie's only child, Vic Jr., was born in 1936. In 1938, Vic Sr. bought his first project car... a 1932 Ford Roadster. This car was a turning point in Edelbrock history.

It was Vic Sr.'s entry into the world of "hot rods" and it inspired the design and manufacture of the first Edelbrock intake manifold.

"SLINGSHOT" MANIFOLD

When Vic bought the roadster, he joined with Tommy Thickstun to design the "Thickstun" manifold for the flathead. When Vic wasn't happy with the performance, he designed his own aluminum intake manifold. It was called the "Slingshot".

The Slingshot was a 180° manifold for a Ford Flathead using two Stromberg 97 carburetors. This was the first product to feature the famous "EDEL BROCK" name. Before the war, Vic produced about 100 of these flathead Ford manifolds. Vic raced and tested his new manifold on his 1932 Ford at the dry lake beds, 80 miles northeast of Los Angeles (where Edwards Air Force base is today).

Vic became a consistent winner with his modified roadster at racing speeds of 112 mph. Vic would drive the Ford to the dry lakes, remove the fenders and windshield, then race the car. At the end of the races, he would re-install the fenders and the windshield and drive it home.

THOROUGH TESTING DELIVERED RESULTS

The roadster became an important part of Vic's product development. He would install his parts on the roadster to determine how well they would perform. One of Vic's ideas was modified factory cast iron "Denver" cylinder heads which incorporated a special high-altitude design featuring higher compression. Vic would fill and mill the head for a further increase in the compression, gaining even more power.

Meanwhile, Vic received multiple requests for his twin carb manifold. This was the driving force behind the opening of his own performance parts business.

Three weeks before Pearl Harbor and the start of World War II, Vic was clocked at the speed of 121.42 mph in his '32 at Rosamond Dry Lake.

During the war, Vic shelved his racing activities and used his machinist skills for the war effort. Vic's war-time experiences increased his perception of what he could build with the right machining tools.

THE NEW BEGINNING

At the end of the war, Vic purchased his first building to open a machine shop and repair facility at 1200 North Highland in Hollywood, CA.

It was here that Vic designed his first aluminum racing heads for flathead Fords. Like the Slingshot, these heads were well received. The business was on the way to becoming more of a performance parts shop than a repair shop. So much so, that the idea was set forth to create a catalog offering parts for general sale.

The first catalog was printed in 1946 with the name "Edelbrock Power and Speed Equipment" across the front cover. This catalog included Edelbrock heads and intakes as well as pistons, steering wheels and crankshafts. At this time, Vic was committed to running his business and participating in his favorite sport... midget racing.



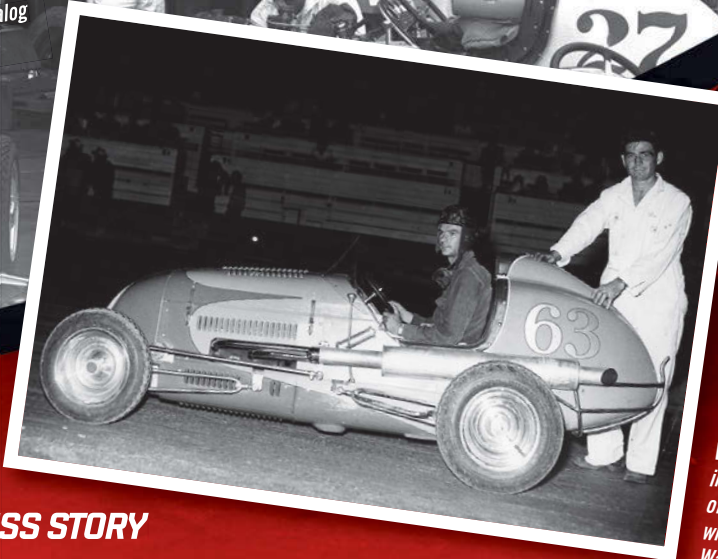
Vic's SCTA dash plaque for going 112 mph at Rosamond Dry Lake in 1939



1939 flyer announcing races at Rosamond dry lakes



The first Edelbrock Catalog circa 1946



Vic Sr.'s winning midget team included some of the best drivers of the day including Indy 500 winner Rodger Ward, Perry Grimm, Walt Faulkner and Billy Vukovich



MIDGET RACING...A SUCCESS STORY

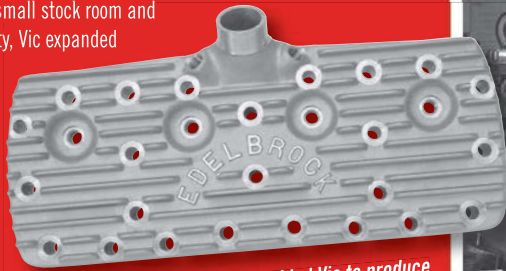
Before the war, Vic bought his first midget and knew it wouldn't be his last. In 1946, he bought a midget built by D.W. McCully. But it was the third midget he purchased that would become part of racing history. The 7th Kurtis Kraft midget, which the company still owns, was purchased later that year. With Bobby Meeks as head wrench, they toured the Southern California tracks, racing up to six nights a week. Vic's winning team included such greats as Perry Grimm, Walt Faulkner, Billy Vukovich and Rodger Ward. Vic was now known for fast flathead Fords and race-winning midgets.

History was made when Vic's V8-60 equipped midget broke the winning streak of the Offy-equipped midgets. With Rodger Ward at the wheel and nitromethane in the fuel, #27 beat the Offys in the first and only V8-60 win at the famous Gilmore Stadium.

Vic was the first to use nitromethane as fuel, and needless to say, his competitors had no idea what that strange smell and color was coming from the exhaust.

VIC'S FIRST PURPOSE-BUILT SHOP

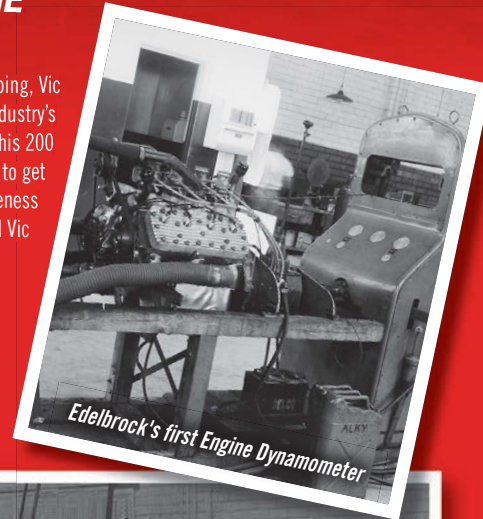
Business flourished and in 1949, Vic moved into his first purpose-built shop on Jefferson Blvd. It was 5,000 sq. ft. and equipped with a small machine shop, repair bays, engine dynamometer, a small stock room and office space. In this new facility, Vic expanded his business by designing more cylinder heads, more intake manifolds and even racing pistons for several different applications.



The new shop enabled Vic to produce higher quality parts such as this new head for 1938-'48 Fords

THE FIRST ENGINE DYNAMOMETER

With a solid business now developing, Vic bought one of the performance industry's first engine dynos in 1948. With this 200 HP Clayton dyno he was now able to get actual data to gauge the effectiveness of his products. This dyno allowed Vic to prove that his designs not only won races but made measurable performance gains. By now, Vic Edelbrock Sr.'s equipment was on almost every winning car on the dry lakes and the midget tracks.



Edelbrock's first Engine Dynamometer



Manifold Production Jefferson Location - Circa 1950's



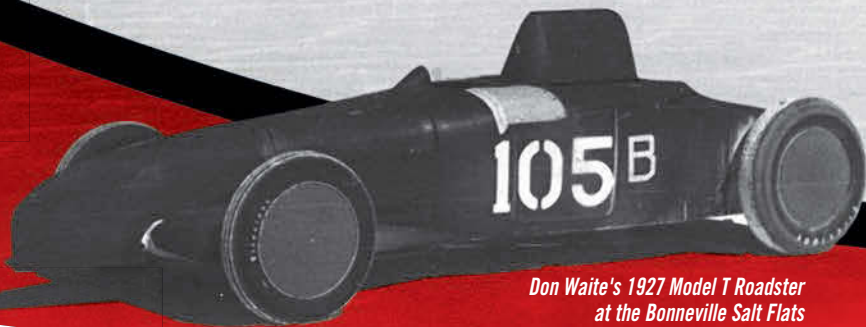
Edelbrock Equipment Company on Jefferson Blvd in Los Angeles

Edelbrock

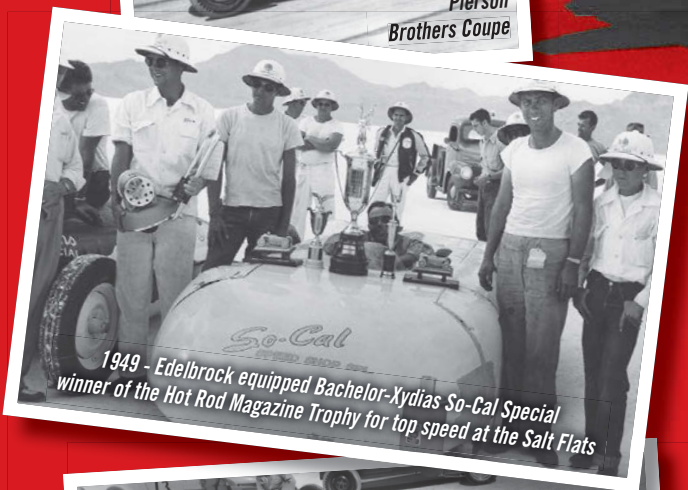
...HOW WE EVOLVED



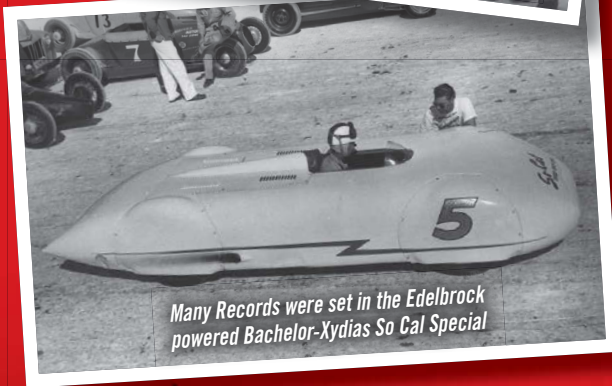
Pierson
Brothers Coupe



Don Waite's 1927 Model T Roadster
at the Bonneville Salt Flats



1949 - Edelbrock equipped Bachelor-Xydias So-Cal Special
winner of the Hot Rod Magazine Trophy for top speed at the Salt Flats



Many Records were set in the Edelbrock
powered Bachelor-Xydias So Cal Special

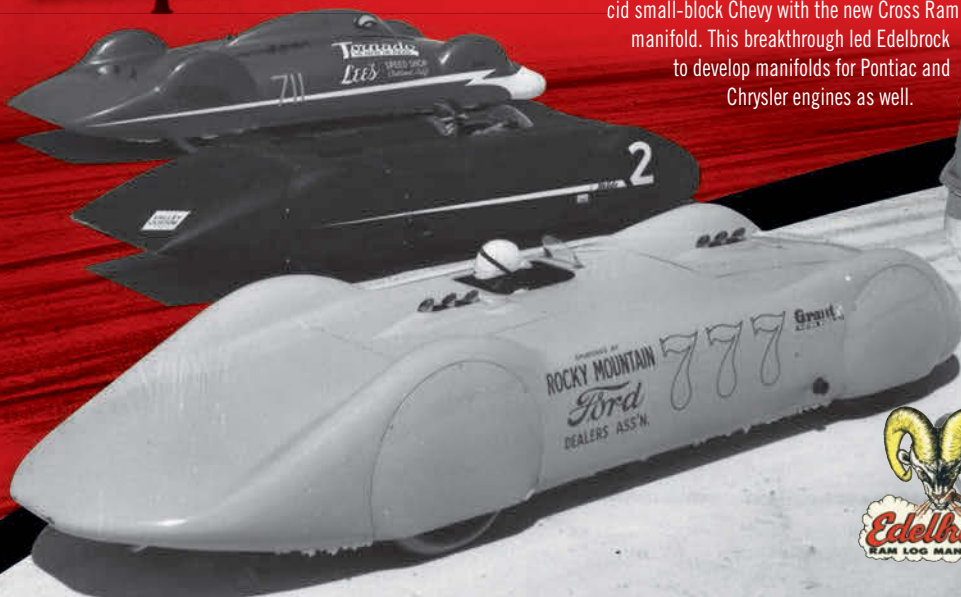
REPUTATION GROWS AS EDELBROCK EQUIPPED CARS SET RECORDS

In the early 1950s, dry lakes racing activities expanded to include Bonneville. Edelbrock equipped cars continued to dominate. The first single engine streamliner to go over 200 mph was the Edelbrock-equipped Bachelor-Xydias So. Cal. Special. Don Waite, former Vice President of Engineering at Edelbrock from 1990-95, raced an Edelbrock-equipped 160 mph 1927 Model-T Roadster. When Don decided his Roadster needed to go faster, he worked with Vic Sr. and Bobby Meeks from 1950 to 1952 to streamline the body and build a 304 cubic-inch flathead. Now called "The Edelbrock Special" the roadster was equipped with an Edelbrock 4-carb intake, Edelbrock heads and pistons. Using nitromethane, this 1927 Model-T went 192 mph on the Bonneville Salt Flats.

During this time, the business continued to expand. The Edelbrock catalog grew as Vic expanded his line of cylinder heads, intake manifolds, flywheels, pistons, cams and adjustable tappets for Fords, Mercurys and Lincolns. His catalog also included parts from Paul Scheifer, Ed Iskenderian, Harmon & Collins and Ed Winfield.

BREAKTHROUGHS

Vic Sr. began dyno tests on the brand new small-block Chevrolet engine in 1955. Several power-producing manifolds were the result, the first being the three-carb intake manifold that was featured on the cover of Hot Rod magazine. The six-carb Ram Log manifold for the street and strip was the next development. Then in 1958, Vic managed an industry first by getting one horsepower-per-cubic-inch from a 283 cid small-block Chevy with the new Cross Ram manifold. This breakthrough led Edelbrock to develop manifolds for Pontiac and Chrysler engines as well.





Vic Sr. and Vic Jr. in 1960



The Edelbrock Ram-Log 6-Deuce intake helped pave the way for higher horsepower innovation including 1-Horsepower per cubic inch, an industry first accomplished by Vic Sr.



Edelbrock Headquarters has been located in Torrance California since 1988

FROM FATHER TO SON

At the early age of 49, cancer took the life of Vic Edelbrock Sr. He was a man held in high esteem and it was a sad day for the aftermarket industry and for those who loved him. The year was 1962 and the Edelbrock Equipment Company was handed over to Vic Jr. and a group of loyal employees, most of whom had been with Vic Sr. since the beginning. They knew what it took to continue the traditions Vic Sr. had begun.

CONTINUING INNOVATION

In 1964, a good friend named Bob Joehneck saw an opportunity to develop an intake for a small-block Chevy. Vic's response was, "No, the factory already makes a manifold." He changed his mind a week later. The C-4B manifold was another turning point for the Edelbrock Equipment Company. The "golden age of the 1960s and 1970s" brought about the Tunnel Ram, Tarantula and Streetmaster manifolds. Vic Jr. was looking towards the future of the industry.

From 1971 to 1974, he served as President of the Specialty Equipment Marketing Association (SEMA) to educate both the public and the legislators in Washington to the benefits of a strong and legal performance parts industry.

The '80s and '90s brought about a new direction as Edelbrock Corporation moved into a more diverse product line with carburetors, camshaft kits, valvetrain parts, exhaust systems, engine accessories, fuel system parts, cylinder heads and more.



New for 2015, Hemi Dual-Quad Manifold, E-Force Supercharger system for Jeep and Performer Jeep Straight-Six Cylinder Head

EDELBROCK TODAY

Edelbrock Corporation has six locations: Three in Torrance California, two in San Jacinto, California, and one in Sanford North Carolina totaling over 500,000 square feet. Torrance Headquarters include: R&D; manufacturing; state-of-the-art testing facilities, advertising and tech support. Less than a mile away is Russell Plumbing, our Distribution Center and Vic's Garage.

This location houses Vic's collection of street rods, classic cars, and the company archives containing our extensive collection of historic photos and memorabilia. Please give us a call and make an appointment if you would like to tour Vic's Garage.

Our Aluminum Foundries are located close by in San Jacinto. In 2008 we added a new Permanent Mold and Heat Treat facility next to our existing sand cast foundry, which has been called "the most state-of-the-art sand cast foundry west of the Mississippi." This investment in American facilities is part of our commitment to "Made in USA" products and performance.

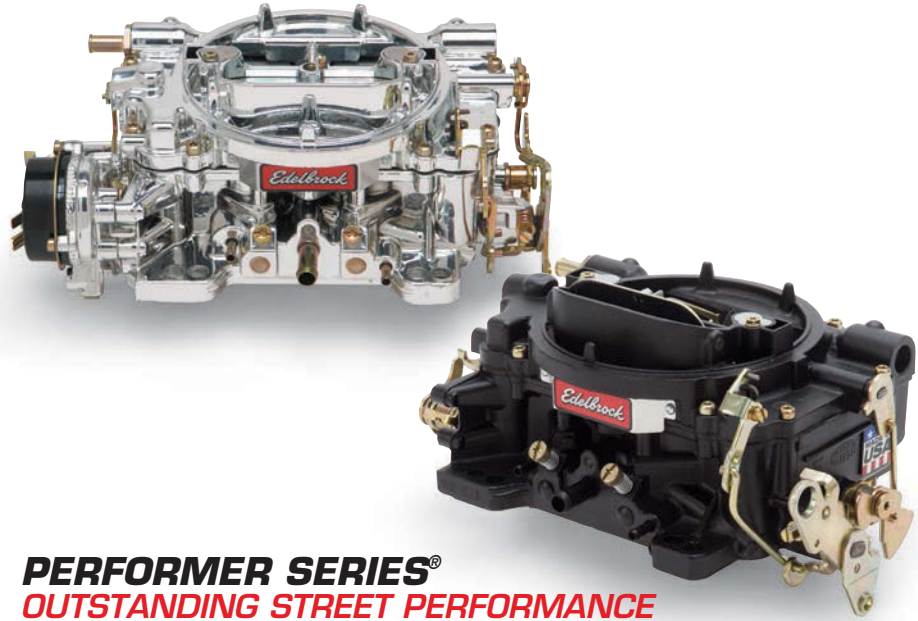
INTO THE FUTURE...

"Proven Performance" is the philosophy that began with Vic Sr. in 1938 and it continues today with the same high standards of performance and quality. Vic Sr. would be proud of what has grown out of his small garage in Los Angeles, California.

As we go into 2015, we are excited to announce continued development of the E-Force Supercharger line with the addition of our NEW E-Force supercharger for 2012-'14 Jeep Wrangler and GM Trucks. We have also expanded our existing supercharger application base with new offerings for 2015 Corvette Stingray, 2015 GMC trucks & SUV's, 2007-'13 GM HD Trucks as well as universal systems for GM E-Rod Engines. Other NEW offerings include a NEW Performer cylinder head for 1991-2006 Jeep's with a 4.0L inline six, NEW Performer LS3 and dual-quad 426-572 HEMI manifolds and more!

As we move throughout 2015 and beyond we hope you will continue to give us your input, praise and suggestions as it helps us to continue producing the best parts for the best enthusiasts in the automotive aftermarket.

- Edelbrock carburetors bolt on and run right out of the box
- 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
- Performer Series available with choice of three finishes; satin, EnduraShine and black powder coated finish



**PERFORMER SERIES®
OUTSTANDING STREET PERFORMANCE**

A precisely tuned, quality-built carburetor should be able to handle the rigors 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.

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

Secondary Air Velocity Valve Senses Air for a Smooth Transition from Part to Full Throttle... Adjustable Secondary Valve Available on Thunder Series Carbs, see page 15

Lightweight Aluminum Carb Releases Heat Faster than Zinc

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

Great Looking Ball-Burnished Aluminum Finish

Throttle Linkage Fits all GM plus Ford and Chrysler with Manual Trans... Adapters Available for Other Engines, see page 19

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

Bolts onto Square-Bore Manifolds as well as Spread-Bore Designs with Adapter on page 25

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

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

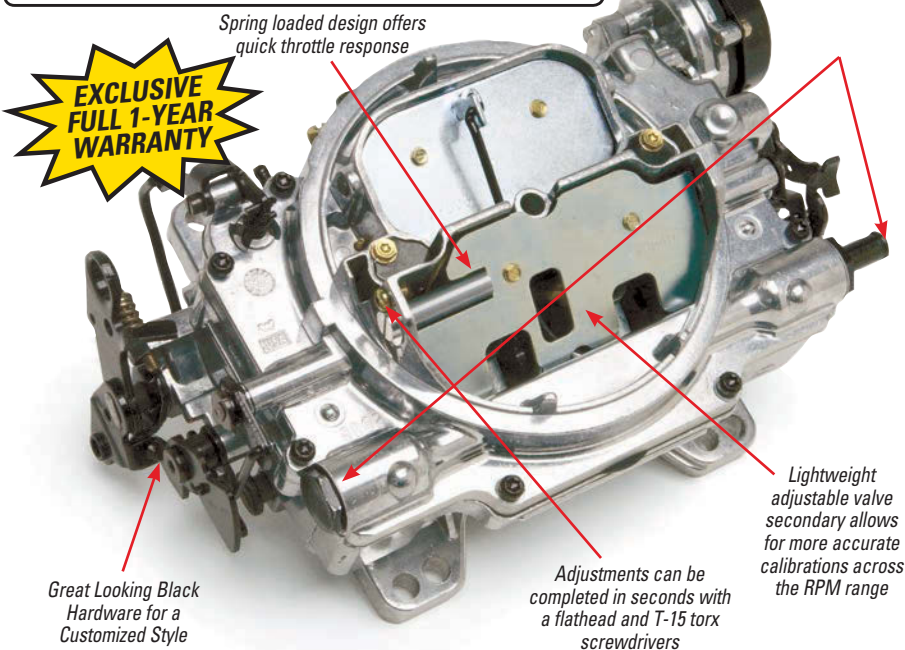
Available with Manual or Electric Choke

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

THUNDER SERIES AVS INTRODUCTION CARBS

Edelbrock

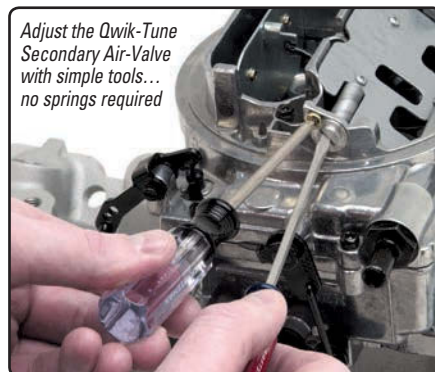
THUNDER SERIES AVS[®] ADJUSTABLE VALVE SECONDARY



- The same outstanding features as the Performer Series and more!
- Adjustable Valve Secondary allows for simple and accurate tuning across the RPM range
- Exclusive twelve month Thunder Series AVS "complete satisfaction" warranty
- Optional single or dual fuel inlet allows for total fuel plumbing flexibility
- The most innovative and dependable street performance carburetor available

QWIK-TUNE SECONDARY AIR VALVE

Our Unique Qwik-Tune Secondary Air Valve can be Easily Adjusted – in Seconds – to Suit a Variety of Needs... No Extra Springs Required for Optimum Performance!

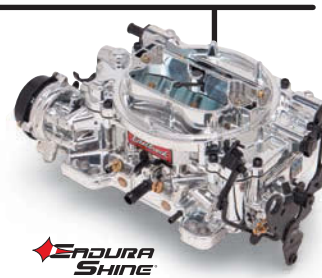


THUNDER SERIES AVS[®] THE BEST "STREET PERFORMANCE" CARBURETOR

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 are **undeniably the most innovative and dependable street performance carburetors available today.** 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 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 parts required to achieve optimum performance. It's features like this that make the Edelbrock Thunder Series AVS carburetors the best you can buy.

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.

SELECT EDELBROCK CARBURETORS ARE AVAILABLE IN THESE THREE FINISHES



PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
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GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
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Edelbrock

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 such as 305 c.i.d and smaller Chevrolet; 302 c.i.d. and smaller Ford 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 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

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



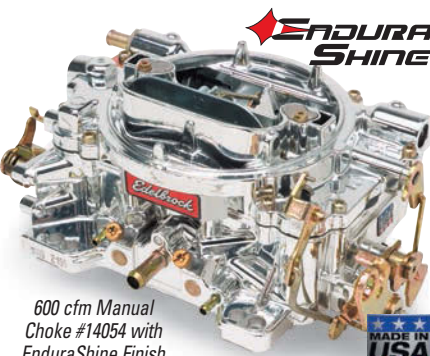
600 cfm Electric Choke #1400



600 CFM, ELECTRIC CHOKE
CALIBRATED FOR FUEL ECONOMY

Calibrated for maximum 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 19 and 27.

- 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 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

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

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 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

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



600 cfm Electric Choke #14064 with EnduraShine Finish



750 CFM, MANUAL CHOKE
CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and big-block engines with Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. Includes both timed and full vacuum ports for ignition advance. **Electric choke #1478 can be added if needed.** Comes with: Metering Jets – Primary .113, Secondary .107; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

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



750 cfm Manual Choke #14073



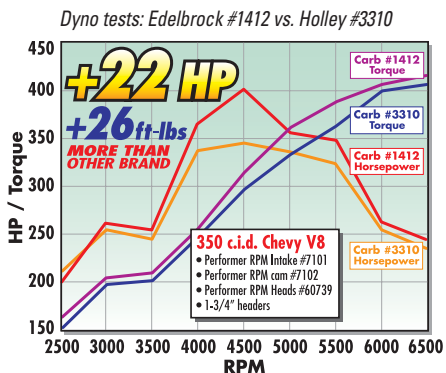
Performer Series Carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com



750 cfm Electric Choke #1411



EPS 800 Manual Choke #1412



600 cfm Marine, Electric Choke #1409



750 cfm Marine, Electric Choke #1410

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

Designed for 402 c.i.d. and larger engines with Edelbrock Performer manifolds or other brands of similar design, these carbs are recommended only for stock to Performer level applications. Provides excellent fuel economy when used on 454 c.i.d. Chevy and 460 c.i.d. Ford with Performer manifold. **They are not recommended for use on RPM or Torker II intake manifolds.** Calibrated 2% leaner than #1407. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .110, Secondary .107; Metering Rods – .075 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

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

EPS 800, MANUAL OR ELECTRIC CHOKE CALIBRATED FOR PERFORMANCE

Designed and calibrated for maximum street performance with most Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. **Dyno tests proved that the EPS 800 carb outperformed a Holley #3310 carb out-of-the-box by 26 ft-lbs of torque and 22 hp** on a small-block Chevy engine equipped with an Edelbrock Performer RPM power package. Features include a high-capacity accelerator pump and an improved primary and secondary cluster design. EPS 800 has the same superior features as the rest of the Performer Series line such as out-of-the-box performance and 2-piece design. Comes with: Metering Jets – Primary .113, Secondary .101; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

- 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

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 26.

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 33) and Calibration Kit #1485. Comes with: Metering Jets – Primary .098, Secondary .101; Metering Rods – .068 x .047; Step-Up Spring – orange (5" Hg).

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

750 CFM, ELECTRIC CHOKE CALIBRATED FOR PERFORMANCE

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

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

Performer Series Carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com

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Edelbrock

CARBS THUNDER SERIES AVS



500 cfm Electric Choke #1801



See page 19 for Auto Trans Throttle Lever Adapters and More.



650 cfm Manual Choke #1805



650 cfm Electric Choke #18064 with EnduraShine Finish



800 cfm Manual Choke #1812



500 CFM AVS, MANUAL OR ELECTRIC CHOKE

Designed and calibrated for small cubic-inch engines such as 305 c.i.d and smaller Chevrolet; 302 c.i.d. and smaller Ford 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. #1801/#1802 are calibrated for single-quad applications and factory equipped with: Metering Jets – Primary .086, Secondary .095, Primary Rod .065 x .052, orange spring (5" Hg). #1803 is calibrated for dual-quad applications and factory equipped with: Metering Jets – Primary .086, Secondary .077; Metering Rods – .065 x .057; #1804 includes Primary .086, Secondary .077; Metering Rods – .065 x .052; Step-Up Spring – orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

CALIBRATED FOR SINGLE CARB APPLICATIONS

	<i>EnduraShine</i>	<i>Satin</i>
500 cfm, Square-Flange, Electric Choke (non-EGR) ●	#18014	#1801
500 cfm, Square-Flange, Manual Choke (non-EGR) ●	#18024	#1802
GM Transmission Cable Adapter		#8026

CALIBRATED FOR DUAL-QUAD APPLICATIONS

500 cfm, Square-Flange, Electric Choke (non-EGR)	#18034	#1803
500 cfm, Square-Flange, Manual Choke (non-EGR)	#18044	#1804

Universal Carburetor Choke Cable with Polished Knob#8013

Important Note: Manual choke AVS Carbs cannot be converted to electric choke. Carbs #1803, #1804 and #18034, #18044 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 #1801, #1802, #18014 and #18024.

650 CFM AVS, 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 .095, Secondary .098; Metering Rods – .068 x .047; Step-Up Spring – Orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

	<i>EnduraShine</i>	<i>Satin</i>
650 cfm, Square-Flange, Manual Choke (non-EGR) ●	#18054	#1805
650 cfm, Square-Flange, Electric Choke (non-EGR) ●	#18064	#1806
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.

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 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

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 26. For auto trans throttle lever adapters and more, see pages 19 and 27.

	<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, for more info call (865) 966-2269 or go to www.lokar.com

EDELBROCK 94™ CARBURETORS, 160 CFM

In 1938, Henry Ford needed a more efficient carburetor for his 24-stud Flathead V8 engine, so he contracted development to the Chandler-Groves Company and the 94 two-barrel carburetor was born, fueling Ford engines until production ceased in 1957. **Flash-forward to 2012 and the 94 is once again available, by none other than Edelbrock!**

Built around Edelbrock's reputation of bolt-on performance carburetors, the Edelbrock 94 two-barrel carburetor provides nostalgic and period correct hot rods and restorations with the most accurate and best performing carburetor on the market. The Edelbrock 94 features a die-cast bowl and air horn with an aluminum 3-bolt base. **A secondary version of this carburetor is available and features no choke, making it a must have for multiple carb setups.** They both feature an extended throttle shaft to make it easier to install dual and triple carburetor combinations, especially when used with Edelbrock's exclusive progressive linkage. The throttle shaft has also been knurled to prevent the linkage arm from slipping. Extensive testing, both on the road and in our state-of-the-art engine dynamometer facility has allowed Edelbrock to offer a power valve and jetting combination that delivers **smooth and strong performance throughout the rpm range for great performance eliminating flatness** in various applications. Includes: .053" primary jets with 5.5" Hg power valve. It is finished off with a zinc-dichromate coating for durability and classic looks.

- **Machined and assembled by Edelbrock in the U.S.A.**
- **Features a 3-bolt flange and cast aluminum base**
- **Includes calibration instructions for Flathead and small cubic inch V8 engines**
- **Match with an Edelbrock intake manifold, cylinder heads, linkage, fuel blocks and Classic series accessories for the complete classic look of the early hot rod era**
- **Fits any standard 3-bolt intake manifold**



94 Primary Carburetor #1151

Extended Throttle Shaft for use with Edelbrock Straight and Progressive Linkage Kits



94 Secondary Carburetor #1152

Edelbrock 94 Carburetor (primary) ●	#1151
Edelbrock 94 Carburetor (secondary) ●	#1152
Carb Stud, Nut and Washer Kit — (5/16" - 18 x 1-1/4")	#8006
Fuel Pressure Regulator with Chrome Finish (1 to 4 PSI)	#1789

EDELBROCK 94 STRAIGHT THROTTLE LINKAGE KITS

These throttle linkage kits are a non-progressive linkage for Edelbrock 94 carburetors. These are the most complete kits on the market – including return spring and bracket, linkage with provision for kick down and throttle connection. Edelbrock 94 carburetors are equipped with an extended length throttle shaft, making these kits a bolt-on to Edelbrock 94 carbs. They are available for dual, triple and six carburetor set-ups and are adjustable to fit various carb spacing.

Edelbrock 94 Six Carburetor Straight Linkage Kit ●	#1031
Edelbrock 94 Dual Carburetor Straight Linkage Kit ●	#1032
Edelbrock 94 Triple Carburetor Straight Linkage Kit ●	#1034



Edelbrock 94 Dual Carburetor Straight Linkage Kit #1032



Edelbrock 94 Progressive Linkage Kit #1033

EDELBROCK 94 PROGRESSIVE THROTTLE LINKAGE KIT

Vic Edelbrock Sr. invented the triple carburetor progressive linkage providing a bolt-on linkage solution for multiple carburetor set-ups on small-block V8 applications. The original design has been re-introduced, giving you the genuine look of the 1950's and 60's. The progressive design opens the primary carburetor(s) to part throttle, then synchronizes all three carburetors to achieve wide-open throttle simultaneously. These are the most complete kits on the market – including return springs and brackets, linkage with provision for kick down and throttle connection. Edelbrock 94 carburetors are equipped with an extended length knurled throttle shaft, making these kits an easy bolt-on upgrade. This unique design saves fuel, provides smoother throttle operation and eliminates flat spots.

Edelbrock 94 Triple Carburetor Progressive Linkage Kit ●	#1033
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EDELBROCK 94 BALL-END THROTTLE LINK

Replacement throttle linkage arm for early Ford vehicles with passenger side throttle operation.

Edelbrock 94 Ball-End Throttle Link Arm	#1159
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EDELBROCK 94 ROUND CHROME AIR CLEANER

Edelbrock 94 Round Air Cleaner is designed to work with any 2-5/8" diameter 2-barrel carburetor. It features a triple chrome top with a brilliant shine. Kit includes top, base, air filter, band clamp and wing nut. Edelbrock 94 Air Cleaners are a great way to finish off your carb and intake manifold installation!

Edelbrock 94 Round Chrome Air Cleaner ●	#1202
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Edelbrock 94 Round Cleaner #1202

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

Edelbrock

CARBS VINTAGE 94 SERIES ACCESSORIES



#12456

#1170



#1158

#1156



Universal Choke Cable #8013



Heat Insulator Spacer #8751



Edelbrock 94 Carb Rebuild Kit #1154



Mini Fuel Distribution Block Kit #1281



Carb Fuel Log Kit #1287

EDELBROCK 94 CARBURETOR JETS

Intended for tuning the Edelbrock 94 carburetor, but will also fit original Holley 94's and its later variations.

.048".....#1157	.052".....#1163	.054".....#12455
.049".....#1160	.053".....#1164	.055".....#12456
.050".....#1161	.054".....#1165	.056".....#12457
.051".....#1162		

EDELBROCK 94 CARBURETOR POWER VALVES

4.5" Hg.....#12645	6.5" Hg.....#12665
5.5" Hg.....#12655	Power Valve Block Off ...#12624

EDELBROCK 94 CARBURETOR FUEL FITTING

In the past, multiple fittings were needed to plumb vintage carburetors with rubber fuel lines. This fuel fitting is designed to allow users to accomplish this same task with a single fitting. It contains a brass 3/8" hose fitting and a gasket. The fitting is threaded to 1/2-20 and as such, will fit the Edelbrock 94, original 94's and the various Stromberg carburetors. The fitting seals on the outer flat area of the carburetor fuel fitting boss, using the provided crush washer.

Edelbrock 94 Carb Fuel Fitting.....#1158

EDELBROCK 94 CHOKE CABLE BRACKET

This choke bracket kit provides users with a means of holding a manual choke cable in place upon attaching the cable pull to the carburetor. It includes the bracket and associated hardware. It is a replica of the original Ford bracket that mounted to the carburetor.

Edelbrock 94 Choke Cable Bracket Kit.....#1156

UNIVERSAL CHOKE CABLE

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

Universal Carburetor Choke Cable with Polished Knob.....#8013

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.

Heat Insulator Spacer for Edelbrock 94 and Stromberg 97 Carburetors.....#8751

EDELBROCK 94 CARB REBUILD KIT

This kit has everything needed to rebuild any Edelbrock 94 carburetor. Includes fuel inlet seat, fuel inlet needle, accelerator pump assembly, accelerator pump spring, accelerator check ball, check ball retainer, power valve assembly, float gauge and all necessary gaskets.

Edelbrock 94 Carburetor Rebuild Kit.....#1154

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 page 23 for listings.

Mini Triple Fuel Block Kit.....#1281

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 kits #1284 and #1288 are for use with Edelbrock 94 and similar applications. Finally, kit #1287 is intended for use with the Edelbrock Ram Log intake manifold or similar six carburetor application.

Dual-Quad Fuel Log Kit (6-7/16" outlet spacing).....#1283

S/B Ford Triple Deuce Fuel Log Kit (4-7/8" outlet spacing).....#1284

S/B Chevy Triple Deuce Fuel Log Kit (5-1/2" outlet spacing).....#1288

Six Carburetor Fuel Log Kit.....#1287

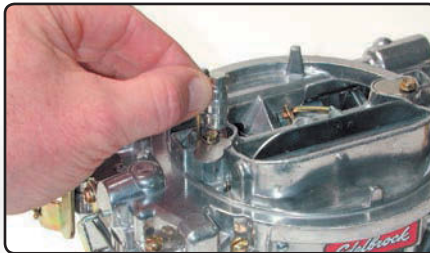
Installation Note: Installations with 5/16" feed line will require a 3/8" NPT x 5/16" barb fitting. The end outlet can also be used to run a fuel pressure gauge if desired.

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).



Carburetor Calibration Kit #1479



Metering rods can be changed without removing the lid from the carburetor



Checking float level with a 7/16" drill bit

PERFORMER SERIES CARBURETORS CALIBRATION KITS

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

THUNDER SERIES AVS CARBURETORS CALIBRATION KITS

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



METERING JETS

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

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

METERING RODS

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

Cruise/Power	Cruise/Power	Cruise/Power
.057 x .049 ● #1437	.065 x .057 ● #1461	.070 x .052 ● #1452
.058 x .052 ● #1438	.067 x .049 ● #1462	.070 x .057 ● #1418
.060 x .057 ● #1440	.067 x .055 ● #1463	.071 x .047 ● #1453
.062 x .052 ● #1441	.068 x .042 ● #1446	.073 x .037 ● #1454
.063 x .037 ● #1442	.068 x .047 ● #1447	.073 x .042 ● #1455
.063 x .047 ● #1443	.068 x .052 ● #1448	.073 x .047 ● #1456
.065 x .037 ● #1444	.068 x .057 ● #1436	.073 x .052 ● #1457
.065 x .042 ● #1416	.070 x .037 ● #1449	.075 x .037 ● #1458
.065 x .047 ● #1445	.070 x .042 ● #1450	.075 x .042 ● #1419
.065 x .052 ● #1460	.070 x .047 ● #1451	.075 x .047 ● #1459



PRODUCT EMISSIONS GUIDE

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**THROTTLE LEVER ADAPTERS
FOR CHRYSLER AND FORD**

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



	Gold	Black
Chrysler Throttle Lever Adapter (1966 and later) ●	#1481	#1843
Ford Throttle Lever Adapter (1968 and later) ●	#1483	#1844

FORD THROTTLE CABLE PLATE KITS

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

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

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
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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
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CHOKE CABLE BRACKET

Designed for use on Edelbrock Performer Series and Thunder Series AVS carburetors.

Choke Cable Bracket & Clamp Assembly	#1494
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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. Edelbrock 94 Series & British S.U. carbs)	#4025
Uni-Syn "MC" (motorcycle)	#4027
Glass Tube and Indicator Rebuild Kit	#4024

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

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.

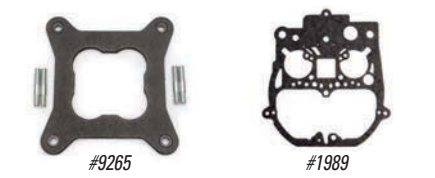
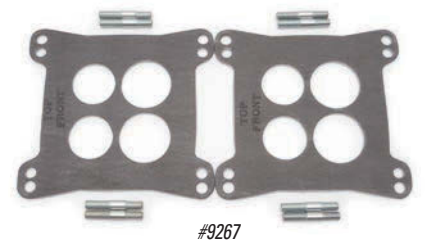
Square-Bore Heat Insulator Gasket (0.320" thick)	#9265
Divided Square-Bore Heat Insulator Gasket (0.320" thick)	#9266
Square-Bore Heat Insulator Gaskets for Edelbrock Dual-Quad Manifolds (0.125" thick - 2 gaskets included) ●	#9267

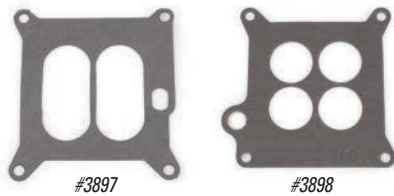
AIRHORN GASKET SETS FOR Q-JET CARBURETORS

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, for more info call (865) 966-2269 or go to www.lokar.com





#3897

#3898



Step-Up Spring Assortment #1464



Float Kit #1469

Idle Compensator Kit #8059

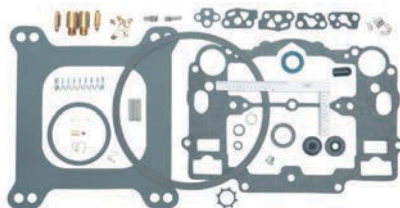


Performer Series Linkage Kit #1473

Choke Cable Bracket #1494



Quadrajet Adapter & Fuel Line Kit #2697



Carburetor Rebuild Kit #1477



Air/Fuel Monitor #6593

CARBURETOR GASKETS (CONTINUED)

VICTOR JR. 2V SPORTSMAN GASKET

Carb Base Gasket for #2901, #2912 and #2940 (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

TUNING ACCESSORIES

FOR PERFORMER SERIES & 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 Nozzles (includes .024, .033, .043 nozzles and gaskets) ●.....#1475

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

EGR Adapter#1476

Electric Choke Kit (includes all parts necessary to convert #1404, #1405, #1407 and #1412 Edelbrock Performer Series carburetors to electric choke. Not for Thunder Series AVS carburetors.).....#1478

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

Idle Mixture Screw Set (includes a pair of idle mixture screws and springs for all Edelbrock square-bore carburetors).....#1496

Banjo Fitting (3/8" inlet, 5/8"-20)#8089

-6 AN Fitting (5/8" -20)#8087

Inverted Flare Fitting (for 3/8" tubing, 5/8"-20)#8090

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

QuadraJet Adapter Plate (adapter for mounting Edelbrock square-bore carbs to stock QuadraJet and Thermo-Quad manifolds.)#2696

Q-JET REPLACEMENT KIT

This complete kit includes everything you need to add an Edelbrock square-bore (Performer or Thunder Series) 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

CARBURETOR MAINTENANCE KITS

Float Kit (includes 2 floats, 2 pins and a float setting gauge).....#1469

Accelerator Pump Assembly for #1400, #1403, #1404, #1405, #1406, #1801, #1802, #1803, #1804, #1805, #1806, #1825, and #1826#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

Performer Series Linkage Kit (includes 1 ea. of 7 links and 6 retaining clips).....#1473

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

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

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

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

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

Replacement Needles and Seats (.0935" diameter, pair)#1498

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

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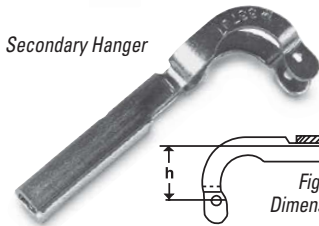
Primary Metering Rods #1936



Secondary Metering Rods #1950



Primary Metering Jets #1968



Secondary Hanger

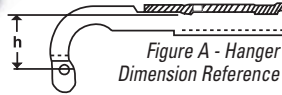


Figure A - Hanger
Dimension Reference



#1925

#1994

#9178



#1984

#1989

#1998



Remote Choke Kit #1931

High-Performance
Accelerator Pump
Plunger #1982



#1926

#1932



#1920

For Edelbrock and GM Rochester Q-Jet carbs. Not for computer-controlled carbs.

Note: Calibration changes may affect emissions-legal status of #1901, #1902, #1903, #1904, #1905 and #1906.

PRIMARY METERING RODS (PAIRS)

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

.035" ●	..... #1936	.039" ●	..... #1939	.043" ●	..... #1944
.037" ●	..... #1937	.041" ●	..... #1942	.045" ●	..... #1946

PRIMARY METERING RODS (PAIRS)

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

.048" ● #1941	.050" ● #1943	.052" ● #1945	.054" ● #1947
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SECONDARY METERING RODS, ALL YEARS (PAIRS)

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

CC (.300") ●	..... #1950	CK (.527") ●	..... #1952	CL (.667") ●	..... #1954
CE (.410") ●	..... #1951	AY (.567") ●	..... #1953		

PRIMARY METERING JETS, ALL YEARS (PAIRS)

.068" ●	... #1968	.070" ●	... #1970	.072" ●	... #1972	.074" ●	... #1974	.076" ●	... #1976
.069" ●	... #1969	.071" ●	... #1971	.073" ●	... #1973	.075" ●	... #1975	.077" ●	... #1977

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
Hanger "G" (.545") ●	... #1961	Hanger "P" (.590") ●	... #1963		

ADDITIONAL ACCESSORIES

Airhorn Gasket Kits (includes 5 gaskets for Edelbrock Q-Jets) #1903, #1904, #1905, #1906 and #1910...#1987
 #1901.....#1989
 #1902.....#1998

Power Piston Spring Assortment
 Power piston springs allow fine tuning of metering rod staging. Includes the following springs:
 golden (4" Hg), orange (5" Hg), black (6" Hg), and yellow (8" Hg).#1994

Hardware Kit (includes 2 primary power piston retainers, 5 accelerator pump lever rollpins, 5 choke linkage clips and 3 secondary hanger screws.).....#1986

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.

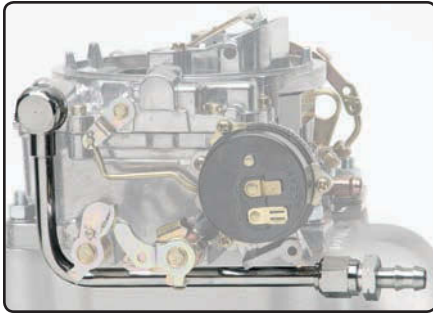
For Edelbrock #1901 and #1902.....#1920
 For Edelbrock #1903, #1904, #1905 and #1906.....#1921
 For Edelbrock #1910 and M4M Q-Jets (1975 and later)#1990

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)#1912
 For B/B Chevy Performer Manifolds (divorced choke).....#1935
 For B/B Chevy Performer RPM Q-Jet Manifold #7164 (choke rod only)#1918

CHOKE CAPS

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



Chromed Steel Fuel Kit #8126 with no Fuel Filter



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



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



Russell Performance Products is
an Edelbrock Company



In-line Universal Filter #8062



Universal Fuel Hose & Filter Kit #8135

FUEL INLET AND FILTER KITS

SINGLE FEED FOR EDELBROCK PERFORMER SERIES AND THUNDER SERIES AVS 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 without Fuel Filter and 3/8" Barbed End Inlet**..... #8126
- Black Steel Fuel Line without Fuel Filter and 3/8" Barbed End Inlet**..... #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

DUAL FEED FOR EDELBROCK THUNDER SERIES AVS CARBURETORS

These dual feed fuel inlets are designed specifically for Edelbrock Thunder Series AVS 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

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

IN-LINE UNIVERSAL FUEL FILTERS

These fuel filters fit any 1/4", 5/16", or 3/8" fuel line. Glass body permits visual inspection.

- Chrome Filter**..... #8062
- Replacement Filter Element (Set of 3)** #8063

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

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Dual-Quad Fuel Line Kit #8091 with Endura finish



Dual-Quad Fuel Line Kit #80913



Fuel Line Kit #8101



ProClassic Fuel Hose Kit #81233



ProClassic Fuel Hose & Filter Kit #8102



Fuel Block #1280



Fuel Block #12801



Fuel Block #1285



Fuel Block #12851



Fuel Block #1290



Fuel Block #12901

DUAL-QUAD FUEL HOSE KIT

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

ADJUSTABLE DUAL-FEED FUEL LINE KIT FOR ALL HOLLEY DUAL-FEED CARBS

Made from aircraft quality buna-N neoprene hose encased in braided stainless steel, this fuel line kit is temperature, gas and oil resistant. Made for 3/8" NPT fitting, the fuel line is adjustable between the carb bowls from 7-1/2" to 11-1/2". Includes 1/8" pipe fitting, plug for fuel pressure gauge, etc. **Hose nipple not included.**

- Braided Steel Dual-Feed Fuel Line Kit.....#8101

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 22 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).....#81233
- ProClassic Black Fuel Hose Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac)#81243

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

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.

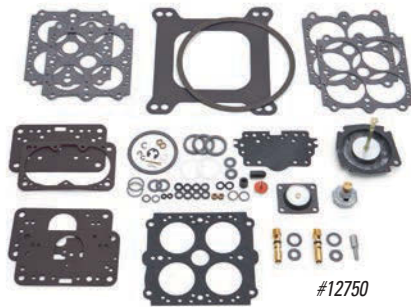
The **Edelbrock Mini Fuel Block #1286** was first introduced in the late 50's and is a great solution for any dual or triple carb application where no mounting surface is available. It features a single 1/4" inlet with three 1/4" outlets with a polished finish and period correct Edelbrock logo decal. See page 17 for Mini Fuel Distribution Kit #1281 – this kit includes everything needed to plumb a dual or triple carb setup. All of them are a great way to finish off your Edelbrock 94 carburetor and intake manifold installation!



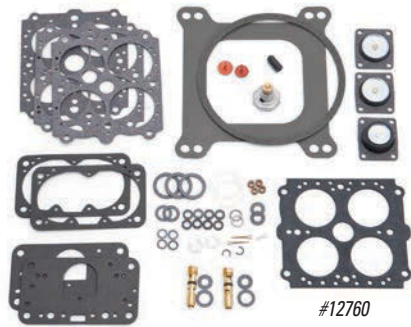
Mini Fuel Block #1286

- | | 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.



#12750



#12760



#12370

#12403



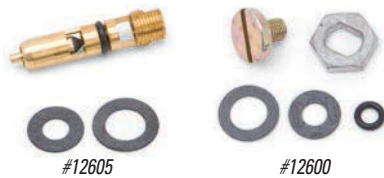
#12400

#12401



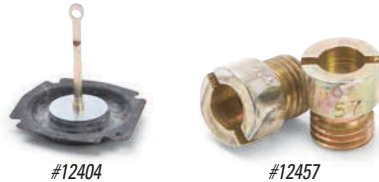
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#12416



#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 needle and seat assembly, 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.

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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. Quadrajets Adapter (.750") ●**
Mounts 4-bbl. Rochester Quadrajets 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 Quadrajets & Thermo-Quad manifolds.....#2696
- Standard-Flange Adapter (2.00") ●**
Adapts 4500 Series manifold flange to 4150 Series standard-flange carburetor.....#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

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. (for Edelbrock manifolds only except #2101 & #3701).....#2732

2-BARREL CARBURETOR SPACERS

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.

- Heat Insulator Spacer for Edelbrock 94 and Stromberg 97 Carburetors ●.....#8751**



Heat Insulator Spacer #8751

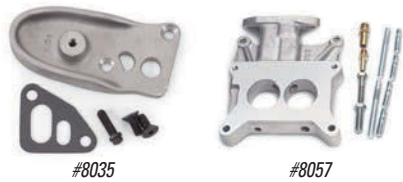
4-BARREL CARBURETOR SPACERS

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 ●**
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 ●**
Includes dual bolt pattern for Edelbrock carbs on single and dual-quad manifolds. Will not fit universal #2101 style carb pads.....#8723
- 3/4" Open Spacer, Wood Fiber Laminate ●.....#8719**
- 3/4" 4-Hole Q-Jet Spacer, Wood Fiber Laminate; replacement for #1905 ●.....#8726**
- 1" Open Spacer, Black Phenolic Plastic ●.....#8710**
- 1" 4-Hole Spacer, Black Phenolic Plastic ●.....#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 ●.....#8713**



EGR ADAPTERS AND PLATES



#8035

#8057



#8017



#8008

#8024



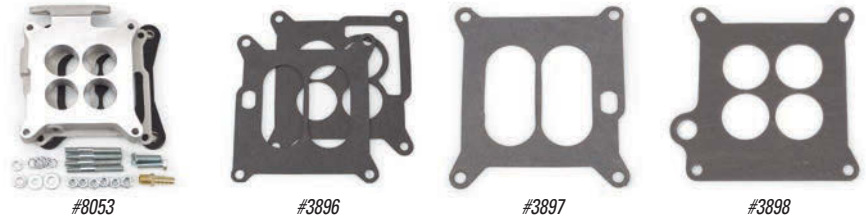
#4804

#8090



Quadrajets Adapter & Fuel Line Kit #2697

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
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



#8053

#3896

#3897

#3898

CARB STUDS AND FITTINGS

	Zinc	Black
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-1/4")	#8006	N/A
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-1/2")	#8008	#8079
Carb Stud, Nut and Washer Kit (5/16"-18 x 1-3/4")	#8024	N/A
Carb Stud, Nut and Washer Kit (5/16"-18 x 2")	N/A	#8060
Vacuum Fitting (low profile) for Holley Double-Pumper when used with 3/8" male x 1/8" female NPT fitting with #2101, #5001, #7101 (.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	



#8096

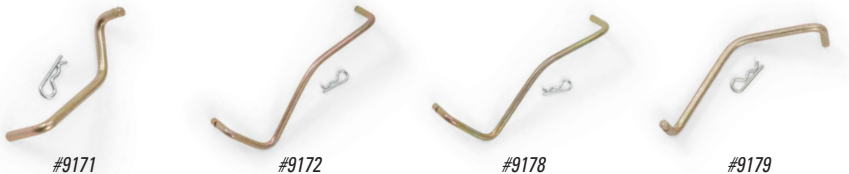
#8081

#8087

#8089

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

Q-JET REPLACEMENT KIT

This complete kit includes everything you need to add an Edelbrock square-bore (Performer or Thunder Series) 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.

Quadrajets Adapter and Fuel Line Kit	#2697
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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, 200R4, 700R4.....#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
 Throttle Bracket for Performer 454 T.B.I. #3764 (1987-90).....#8019
 Universal Throttle Return Kit.....#8005
 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
 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



Cable Adapter #8026 installed



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



Performer... Power from Idle to 5500 rpm



Performer RPM... Power from 1500-6500 rpm



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

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® 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™ 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.

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.

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.** Performer manifolds for fuel injected engines are street legal stock replacements for Ford, GM and Honda. In addition to these street legal manifolds, Edelbrock has a complete selection of multi-point fuel injection conversion systems for Ford, GM, Chrysler, Pontiac, AMC and Jeep. You can preview all Pro-Flo 2 and Pro-Flo XT EFI systems on pages 159-164.

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).



Performer EFI Manifold #3704



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

PRODUCT EMISSIONS GUIDE

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Manifold Installation Kit #2040

EDELBROCK INTAKE MANIFOLD INSTALLATION KITS

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



Performer EPS Manifold #27014 with EnduraShine



Polished RPM Air-Gap Manifold #75011



Black powder coated Performer EPS Manifold #27013



Satin Performer 289 Manifold #2121

SMALL-BLOCK CHEVY

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

BIG-BLOCK CHEVY

- Performer 2-0 (396-502) ●.....#21613
- RPM Air-Gap 2-0 (396-502) ●.....#75613

CHRYSLER

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

SMALL-BLOCK FORD

- Performer (260-289-302) ●.....#21213
- Performer RPM (289-302) ●.....#71213
- RPM Air-Gap (289-302) ●.....#75213
- Performer (351W) ●.....#21813
- Performer (400 for 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® FINISH

- 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 lasting durability
- Low maintenance, cleans easily with soap and water
- 5-digit part numbers ending in "4" signify EnduraShine Finish

POLISHED FINISH

- Available for select manifold applications - see item listings
- Buffed aluminum for a brilliant shine and classic looks
- 5-digit part numbers ending in "1" signify Polished Finish

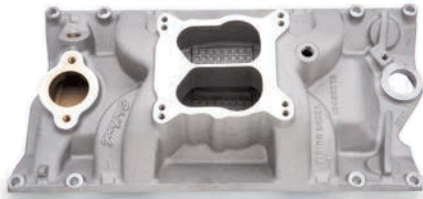
BLACK POWDER COATED FINISH

- Available for some manifold applications - see item listings
- 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 FINISH

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





Marine Intake Manifold #2516 for S/B Chevy Vortec



#2516
Bottom Shown

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.

#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.

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



Manifold Kit #72975
fully assembled



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

INTAKE MANIFOLDS WITH PRE-ASSEMBLED DIRECT PORT NITROUS SYSTEM

READY TO BOLT-ON, RIGHT-OUT-OF-THE-BOX!

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

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



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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.

- Performer AMC (non-EGR) ● #2131
- Performer AMC (EGR) ● #3731

Carburetor Recommendations: Requires #8008 or #8024 stud, nut & washer kit. OEM 4-bbl. non-EGR square-bore carb Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15).

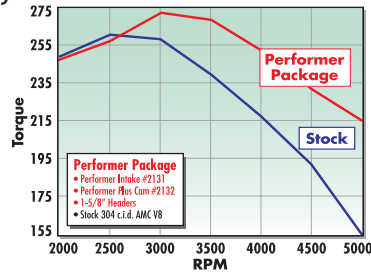
Installation Notes: Manifolds have two center bolt holes offset.

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 page 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 121-122 for specifications.



RPM Air-Gap #7531

RPM AIR-GAP AMC (1500-6500 RPM)

Designed for 1970-91 304-401 c.i.d. and 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.

RPM Air-Gap AMC (non-EGR, for 1967-69 290-390 c.i.d.) ● #7530

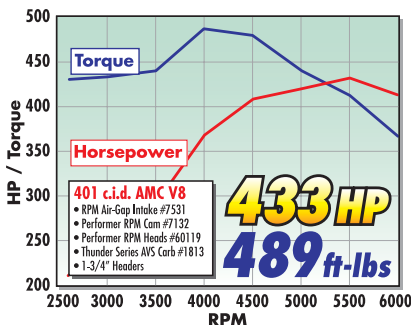
RPM Air-Gap AMC (non-EGR, for 1970-91 304-401 c.i.d.) ● #7531

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15).

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 121-122 for specifications.



433 HP
489 ft-lbs

TORKER AMC (3500-7500 RPM)

Designed for street and race 360-390-401 c.i.d. V8 engines. Manifold not equipped with EGR.

Manifold will not accept stock Motorcraft spread-bore carburetor. Not recommended for 290 or 304 V8's. Includes standard oil fill and PCV provisions.

Torker AMC 1970-91 (non-EGR) ● #2930

Carburetor Recommendations for High-Performance or Competition:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15).

Installation Notes: #2930 has two center bolt holes offset. Recommended intake gasket: #7213 and Fel-Pro MS96011.

#2930 must use factory style metal valley tray. Manifold height: A-4.45", B-5.38"; Carb pad height: 4.91" (see pages 81-82).

Port exit dimensions: 2.15" x 1.04". Bracket #8034 required for 1979 and later vehicles.



Torker AMC #2930

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.

Performer Buick V6 (non-EGR) ● #5486

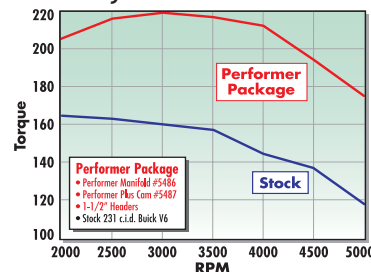
Carburetor Recommendations: Edelbrock Thunder Series AVS

or Performer Series carb, 500 cfm (see pages 13-15).

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 page 81-82). Port exit dimensions: .80" x 1.85". Use

1981 Buick Regal water neck. **Camshaft Recommendations:** Performer Plus #5487. See page 121-122 for specifications.



Performer Buick V6 #5486

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).

Performer Rover (non-EGR) ● #2198

Performer Rover Polished (non-EGR) ● #21981

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15).

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



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.

Performer Buick 455 (non-EGR) ●#2146

Carburetor Recommendations: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15).

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 1960s 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.

Buick B-4B (non-EGR) ●#2515

Carburetor Recommendations: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15).

Installation Notes: Recommended intake gaskets: for 1967-76, Edelbrock #7246 or Fel-Pro #MS96005; 1972-76, Fel-Pro #MS96014. Manifold height: A-3.80", B-4.75"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.14" x 2.26".



Performer Cadillac #2115

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

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

Performer Cadillac (non-EGR) ●#2115

Carburetor Recommendations: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15).

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 190.

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 #JD680435).

Camshaft Recommendations: Performer Plus #3790. See page 121-122 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 190.

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 #25515638 is required. **Camshaft Recommendations:** Performer Plus #3790. See page 121-122 for specifications.

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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.**

Performer 4.3L T.B.I. V6 (EGR) ●.....#3713

Injector Recommendations: Use stock Throttle Body Injection unit. **Installation Notes:** Recommended intake gasket: **GM #10163423**. 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 121-122 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.

Performer 90° V6 (non-EGR) ●.....#2111

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15). **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.

Performer Vortec V6 (non-EGR) ●.....#2114

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15) **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 121-122 for specifications.



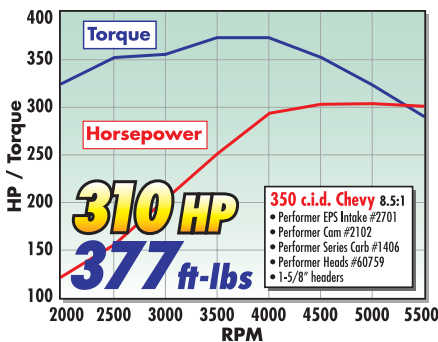
Performer EPS #2703 with Oil Fill Tube

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. Also available with choice of four finishes. **Will not fit under stock Corvette hood.** Available with satin, polished, black powder coated or EnduraShine finish, see page 29.

Performer EPS (non-EGR) ●●●.....#2701.....#27011.....#27013.....#27014
Performer EPS with Oil Fill Tube Included (non-EGR) ●●●.....#2703.....N/A.....#27033.....#27034

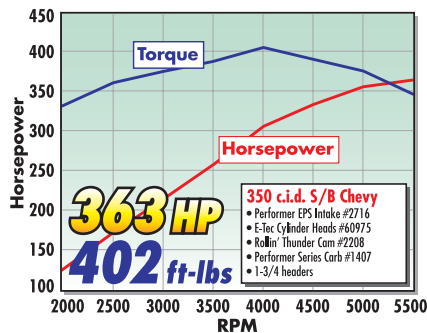
Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15) **Installation Notes:** Recommended intake gasket: **Edelbrock #7201**. Manifold ht: A-3.74", B-4.80"; Carb pad height: 4.27" (see pages 81-82). Port exit dimensions: 1.15" x 1.87". **Camshaft Recommendations:** #2102, #2103, #2208, #2209. See page 121-123 for specifications.



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



Performer EPS Vortec #2716



Manifold #2716 is approved for IMCA sanctioned racing events. see rulebook 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.** Available with satin, polished, black powder coated or EnduraShine finish, see page 29.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15)
Installation Notes: Recommended intake gasket: **Edelbrock #7235.** Manifold ht: A-3.96", B-5.08"; Carb pad height: 4.52" (see page 81-82). Port exit is 2.05" tall with slanted side walls. **Camshaft Recommendations:** #2102, #2103, #2208, #2209. See page 121-123 for specifications.

PERFORMER - '86 & 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) ●●●..... #2101 #21011
Performer (EGR) ●●●..... #3701 N/A

Carburetor Recommendations: OEM 4-bbl., use choke rod #9171, bracket #8031 or #8036 for 1972-78 Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15), 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 page 81-82). Port exit dimensions: 1.14" x 1.88".
Camshaft Recommendations: #2102, #2103, #2208, #2209. See page 121-123 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. Available with satin, black powder coated or EnduraShine finish, see page 29.

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

Carburetor Recommendations: OEM 4-bbl. (pre-1981, electric choke only) - Use our #8032 throttle bracket.
Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15), 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 page 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 page 121-123 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 Chevrolet Bowtie or LT1 heads.

Performer (non-EGR) ● #2104 #21041 #21043
Performer (EGR) ● #3706 N/A N/A

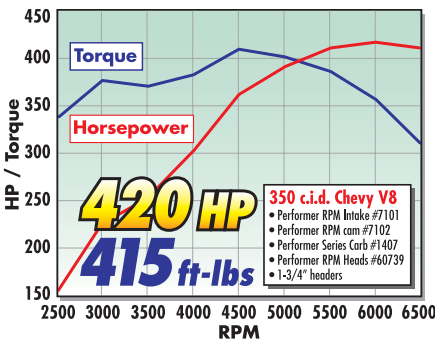
Carburetor Recommendations: #2104: OEM 4-bbl. (pre-1981 only), use choke rod #9171, bracket #8031 or #8036 for 1972-78 Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15), use bracket #8031 or #8036 for 1972-78.
#3706: OEM 4-bbl. Edelbrock Performer Series #1400, 600 cfm (see pages 13-15), 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 page 81-82). Port exit dimensions: 1.14" x 1.88".
Camshaft Recommendations: #2102, #2103, #2208, #2209. See page 121-123 for specifications.

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Performer Air-Gap #26014 with EnduraShine Finish



Performer RPM #71014 with EnduraShine Finish



Performer RPM Q-Jet #7104



Performer RPM Vortec #71164 with EnduraShine Finish



Performer RPM Marine Vortec #2516

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.** Available with satin, polished, Black or EnduraShine finish, see page 29.

Satin Polished Black EnduraShine

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15), 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 121-122 for specifications.

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 29.

Satin Polished Black EnduraShine

Performer RPM (non-EGR) ●●.....#7101.....#71011.....#71013.....#71014

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 121-123 for specifications.

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

Performer RPM Q-Jet Marine Application (non-EGR) ●●.....#2504

Performer RPM Q-Jet Marine Application 1987-95 (non-EGR) ●●.....#2506

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), use bracket #8031 or #8036 for 1972-78. #2504 and #2506 use #1409/#1410 Edelbrock carburetor.

Installation Notes: Recommended intake gasket: Edelbrock #7201. 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 121-123 for specifications.

PERFORMER RPM VORTEC (1500-6500 RPM)

Based on the powerful Edelbrock #7101, this single four-barrel intake is designed for the street rod, marine and engine swap market utilizing 262-400 c.i.d. Chevy 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 34 or Performer Vortec EPS on page 34. **Will not fit under stock Corvette hood.** Available with satin, black powder coated or EnduraShine finish, see page 29.

Satin Black EnduraShine

Performer RPM Vortec (non-EGR) ●.....#7116.....#71163.....#71164

Performer RPM Vortec Marine Application (non-EGR) ●.....#2516.....N/A.....N/A

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 27. **Camshaft Recommendations:** Performer RPM #7102, #2201 and #2204. See page 121-123 for specifications.



RPM Air-Gap #75013



RPM Air-Gap #75014 with EnduraShine Finish



RPM Air-Gap Vortec #7516



Torker II #5001



C-26 #54254 with EnduraShine Finish



C-26 Vortec #5426

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 29.

NOTE: For square-bore carburetors only. No provision for exhaust-heated chokes and no exhaust crossover. Not for 1987 and later cast iron heads and will not fit under stock Corvette hood. Will not fit L98 cylinder heads.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 page 81-82). Port exit dimensions: 1.14" x 1.95". **Camshaft Recommendations:** Performer RPM #7102, #2201 and #2204. See page 121-123 for specifications.

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 29.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 page 81-82). Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 27. Port exit is 2.05" tall with slanted side walls. **Camshaft Recommendations:** Performer RPM #7102, #2201 and #2204. See page 121-123 for specifications.

TORKER II (2500-6500 RPM)

Designed for 1955-86 high-performance street 262-400 c.i.d. small-block Chevs. Will fit Corvette and '87 and later stock heads. Accepts late-model water neck, air-conditioning, alternator and H.E.I. Will not fit '87 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.

Torker II (non-EGR) ●●.....#5001.....#50011

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), 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 page 81-82). Port exit dimensions: 1.09" x 1.73". **Camshaft Recommendations:** Torker Plus #5002. See page 121-122 for specifications.

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

FOR STANDARD AND VORTEC HEADS

For 1955-86 262-400 c.i.d. S/B Chevs, this dual-quad has a low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil filler tube boss included. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Stock alternator brackets do not fit. C-26 Dual-Quad manifold #5426 is designed for Chevy V8's with 1996 and later Vortec (L31) cast iron or Edelbrock E-Tec aluminum heads. 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 29.

C-26 (non-EGR) ●●.....#5425.....#54251.....#54254
C-26 Vortec (non-EGR) ●.....#5426.....N/A.....N/A

Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15). **Installation Notes:** #5425: Recommended intake gasket: Edelbrock #7201. Manifold height: A-2.95", B-3.55"; Carb pad height: 3.25" (see page 81-82). Port exit dimensions: 1.18" x 1.90". H.E.I. will fit #5426: Recommended intake gasket: Edelbrock #7235. Manifold height: A-3.15", B-3.75"; Carb pad height: 3.45" (see page 81-82). Port exit 2.05" tall with slanted side walls. H.E.I. will fit.

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RPM Air-Gap Dual-Quad #7525



RPM Air-Gap Dual-Quad Vortec Manifold Kit #20264



RPM Air-Gap Dual-Quad Vortec #75264 with EnduraShine



Chevrolet C-357-B #5418



C-357-B Vortec Intake Manifold #5417



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

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 135. **Will not fit under stock Corvette hood.** Available with satin or EnduraShine finish, see page 29.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15).
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 121-123 for specifications.

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

Designed for 262-400 c.i.d S/B Chevys with 1996 and later Vortec cast iron or Edelbrock E-Tec heads, this intake stands 1-5/8" taller than the low-profile C-26 dual-quad intake and offers performance improvements in the 1500-6500 rpm range. The larger 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 135. Available with satin or EnduraShine finish, see page 29.

- RPM Air-Gap Dual-Quad Vortec (non-EGR) ●..... **Satin #7526** **EnduraShine #75264**

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15).
Installation Notes: H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7235**. Manifold height: A-4.74", B-5.46"; Carb pad height: 5.10" (see pages 81-82). Port exit 2.05" tall with slanted side walls. Carb center-to-center distance: 6-7/16". **Camshaft Recommendations:** Performer RPM #7102, #2201 and #2204. See page 121-123 for specifications.

MATCHING EDELBROCK PARTS FOR S/B CHEVY

Description	Page No.
Performer-Plus Camshaft.....	121
Performer Cylinder Heads.....	89-91
Roller Timing Set.....	127
Cam Gear Drive.....	126
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Retainers.....	117-118
Fuel Pump.....	204-208
Accessories.....	187-195
Water Pump.....	182

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.

- C-357-B for Edelbrock 94 3-Bolt Carbs (non-EGR) ●●..... **#5418**
- C-357-B for 4-Bolt Carbs (non-EGR) ●●..... **#5419**
- Progressive Linkage Kit ●●..... **#1033**

Carburetor Recommendations: Rochester 2GC (small 1-7/16" bore) for #5419 (contact www.HotRodCarbs.com), Edelbrock 94 #1151 3-bolt (with 1-1/4" bore) for #5418. (1) Edelbrock 94 #1151 and (2) Edelbrock 94 #1152. (see pages 16).
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".

C-357-B TRIPLE-DEUCE VORTEC (1500-6500 RPM)

Designed for 262-400 c.i.d. small-block Chevys with 1996 and later Vortec (L31) cast iron heads or Edelbrock E-Tec aluminum heads. This manifold has a balanced 180° firing order port runner arrangement. It is machined for 3-bolt or 4-bolt carburetors. Carb center-to-center of 5-1/2". Use with Performer-Plus camshaft and lifter kit #2103 for low-end torque or upgrade to a Rollin' Thunder cam and lifter kit #22085 for improved torque, increased top-end horsepower and reduced friction for increased economy.

- C-357-B Vortec for Edelbrock 94 3-Bolt Carbs (non-EGR) ●..... **#5414**
- C-357-B Vortec for 4-Bolt Carbs (non-EGR) ●..... **#5417**

Carburetor Recommendations: Edelbrock 94 #1151 primary, #1152 secondary 3-bolt. Rochester 2GC (small 1-7/16" bore) for #5417 (contact www.HotRodCarbs.com).
Installation Notes: H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7235**. Manifold height: A-3.9", B-4.6". Carb pad height: 4.25". (see pages 81-82). Port exit dimensions: 1.12" x 1.87".



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 such as our Edelbrock 94 #1152. 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. 94 Carburetor #1152, 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
- Ram Log Complete Vintage Manifold and Carb Kit.....#2018

Carburetor Recommendations: Edelbrock 94 #1152 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

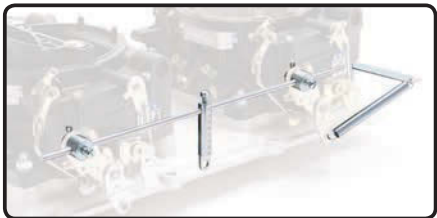
STREET TUNNEL RAM (3500-7500 RPM)

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 Thunder Series AVS Series carb #1802, 500 cfm, (see pages 13-15) - 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 | Black |
|--|-------|--------|
| Pro-Flo XT (1986 and earlier) ●●●..... | #7137 | #71373 |
| Pro-Flo XT Vortec ●●●..... | #7138 | #71383 |

Fuel Rail Kit for S/B Chevy (Compatible with Standard or Pico 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 #7235 for #7138 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).



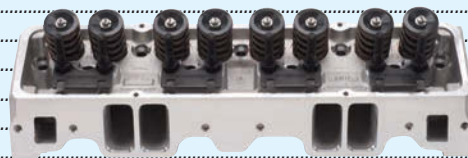
Pro-Flo XT #71373

MATCHING EDELBROCK PARTS FOR S/B CHEVY



Pro-Flo XT #7137

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Fuel Pump.....	206-209



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Performer T.B.I. EGR #3704

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.

Performer T.B.I. (EGR) ● #3704

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 121 for specifications.



High-Flo T.P.I. Vortec Baseplate #3817

HIGH-FLO T.P.I. SYSTEM

BASEPLATES & RUNNERS (IDLE-5500 RPM)

Designed for 1985-92 305/350 c.i.d. S/B Chevys with Tuned Port Injection. With stock heads, the High-Flo System makes an **18-20 hp gain over stock**. Requires no changes to stock computer. Not for LT1 Corvettes.

HIGH-FLO T.P.I. BASEPLATE

Baseplate retains factory fuel injection parts and emission equipment. Compatible with stock or aftermarket runners. Can be ported to improve flow capacity. Requires no changes to the computer. Baseplate is stock height. #3860 has been machined to clear centerbolt valve cover heads; #3861 is for all other heads.

High-Flo Baseplate Only (1985-92 centerbolt engines) ● #3860

High-Flo Baseplate Only (aftermarket and early model heads) ● #3861

Installation Notes: Recommended int. gasket for #3860: **GM #10159409**. Port exit dimensions: 1.25" x 1.98". See pages 81-82 for manifold reference dimensions.

HIGH-FLO T.P.I. VORTEC BASEPLATE

This intake allows any Corvette, Camaro or Firebird owner to take advantage of the superior flow characteristics of our E-Tec Series heads, '96 and later GM cast iron Vortec heads or aluminum Fast Burn heads while using factory or aftermarket TPI system. Compatible with OEM and aftermarket equipment.

High-Flo T.P.I. Vortec Baseplate Only ● #3817

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

HIGH-FLO T.P.I. RUNNERS

The High-Flo runners work with the High-Flo baseplate and either stock or ported stock baseplates. Match with aftermarket heads and a high-performance cam. Compatible with stock fittings and emissions related equipment. No changes to the stock computer required.

High-Flo Runners Only (1985-88 engines) ● #3865

Replacement Gasket Set (supplied with runners- runner to base only) #3866



High-Flo T.P.I. Runners #3870 and #3817 Baseplate



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.

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.





Victor Jr. #2975



Victor Jr. with Nitrous #72975



Bowtie II Victor Jr. #2972



Super Victor #2925



Super Victor CNC #2825



Super Victor 4500 #2970

VICTOR JR. 23° (3500-8000 RPM)

These versatile manifolds are excellent for many applications from drag to circle track racing. They provide maximum performance for engines with standard port location, iron and aluminum cylinder heads. The low-profile of the #2975 works well in applications with minimal hood clearance and where 1" or 2" spacers can be used for performance tuning. When carb spacers are not allowed, the #2999 should be used. #72975 features a pre-assembled ready to bolt-on direct port nitrous system out-of-the-box, see page 30. The Victor Jr. Port Matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1206.

- Victor Jr. ● #2975
- Victor Jr. with Pre-Assembled Direct Port Nitrous System ● #72975
- Victor Jr. with EnduraShine Finish ● #29754
- Victor Jr. Port Matched ● #2900
- Victor Jr. Tall (1" taller) ● #2999

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

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 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 30. 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.

- Super Victor for 23° Heads ● #2925
- Super Victor with Pre-Assembled Direct Port Nitrous System ● #72925
- Super Victor for 23° Heads with EnduraShine Finish ● #29254
- Super Victor CNC ● #2825

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.

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.

- Super Victor for Raised Port 23° Heads ● #2926

Installation Notes: Recommended intake gasket: Fel-Pro #1263. See pages 81-82 for manifold reference dimensions.

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!

- Super Victor 4500 for 23° Heads ● #2970
- Super Victor 4500 for Raised Port 23° Heads ● #2971

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

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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**. **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 Pico injectors) #3630

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



Victor High-Port #2968

VICTOR HIGH-PORT 23° (4500-8500 RPM)

Ideal for bracket race and high rpm circle track applications, this manifold is designed for raised-port 23° heads such as Pontiac #10045434, #10033867 and Chevrolet Raised Runner Bowtie heads #10051101. The deep plenum design is beneficial for restrictor plate applications. Runners have a 3.0 square-inch cross-section. Relief for center water outlets included.

Victor High-Port #2968

Water By-Pass Kit #8095

Installation Notes: Recommended intake gasket: **Edelbrock #7217** or Fel-Pro #1263. See pages 81-82 for manifold reference dimensions.



Water By-Pass Kit #8095

VICTOR RAM 23° (6500-10,000 RPM)

A tunnel ram manifold for the control of high velocity mixture flow, especially above 8500 rpm, it has removable top mounts for various carburetors. 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.

Victor Ram (base only) #7070

Victor Ram - 2 Standard-Flange, Sideways (top only) #7073

Throttle Linkage #7071

Top Gasket (included with top) #6988

Carburetor Recommendations: Use appropriate racing carburetors.

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



Victor Ram #7070 with Top #7073

VICTOR 18° ONE-PIECE DESIGN (5000-8500 RPM)

The Victor 18° #2959 features intake runners with a large cross-section area of 3.2 square-inches for max high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18° heads. Features 1/2" female pipe bosses over rear water outlets to allow for customization of cooling system and dual distributor clamp locations for ease of timing adjustment. Relief for center water outlets included.

Victor 18° 3.2 #2959

Water By-Pass Kit #8095

Installation Notes: Recommended intake gasket: **Edelbrock #7218** (#2995), Fel-Pro #1282. See pages 81-82 for manifold reference dimensions.



Victor 18° #2959



Victor 18° 3.2 Spider #2955



Victor Glidden 18° #2859



Victor SB2 Spider #2883

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



Victor Glidden Spider #2858

VICTOR 18° SPIDER (5000-8500 RPM)

Victor 18° 2.9 Spider #2955 has a plenum and runner design in a spider configuration. Must use Edelbrock base plate #2992.

- Victor 18° 2.9 Spider ● #2955
- Victor 18° Base (base of two-piece manifold) ● #2992

Installation Notes: Recommended intake gasket: Edelbrock #7218 or Fel-Pro #1282, #1254 (base). See pages 81-82 for manifold reference dimensions.

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 (5000-8500 RPM)

The Victor SB2 #2862 is a high torque light weight design that is ideally suited for Late Model Dirt track applications. Use Edelbrock SB2 Valley Plate #2853 with integrated water passage for managing water distribution with no modifications.

- Victor SB2 Spider (high torque, light weight) ● #2862
- Victor SB2 Valley Plate #2853

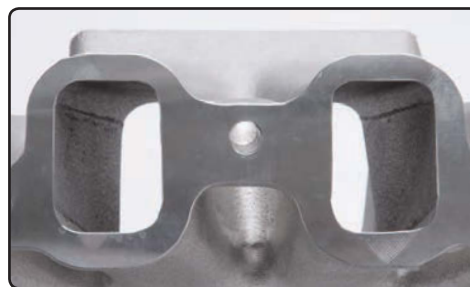
Installation Notes: Recommended intake gasket: Fel-Pro #1237-3 (spider), #1242 (base). See pages 81-82 for manifold reference dimensions.

VICTOR SB2 DOMINATOR SPIDER (5000-8500 RPM)

Victor SB2 #2883 and #2884 unleash the true potential of SB2 cylinder heads. #2884 is based off a Keith Dorton modified manifold #2866, which gained 60 HP over the 4150 version. #2883 is slightly smaller with material added for maximum porting options. These manifolds can be used with Edelbrock SB2 valley plate #2893 which has integrated water passages for optimal water distribution management.

- Victor SB2 Spider with Dominator flange (high rpm) ● #2883
- Victor SB2 Spider with Dominator flange Large Port (high rpm) ● #2884

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



Victor Spider #2884 with taller ports

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.

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Two-piece Manifold #28468



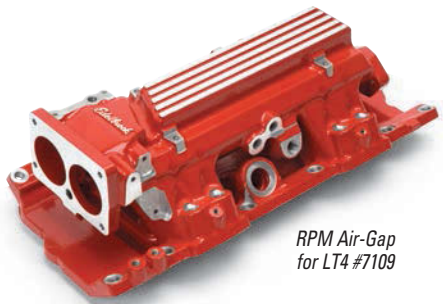
Valley Plate #2855



Super Victor Vortec #2913



Super Victor Vortec Bowtie #2814



RPM Air-Gap for LT4 #7109

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 and ROX engines.

Applications	Bore Center	Flange Thickness	Maximum Deck Height	Valley Plate Part No.	Manifold Part No.
Conventional 18° Cylinder Heads ●	4.4"	Standard	9.000"	#2855	#2846
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
Brodix 10° ●	4.5"	Standard	9.080"	#2855	#2845
Brodix 10° ●	4.5"	0.990"	9.500"	#2856	#28458
SB2 ●	4.4"	Standard	9.080"	#2853	#2847
SB2 ●	4.4"	0.990"	9.500"	#28538	#28478
ROX ●	4.5"	Standard	9.080"	#2851	#2848
ROX ●	4.5"	1.070"	9.500"	#28518	#28488

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.

SUPER VICTOR VORTEC (4000-8000 RPM)

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

- Super Victor for E-Tec/Vortec Heads ● #2913
- Super Victor EFI for E-Tec/Vortec Heads ● #29135
- Super Victor EFI Fuel Rail Kit (compatible with standard injectors)..... #3631

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

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 pages 85-86 for gasket specs). See pages 81-82 for manifold reference dimensions.

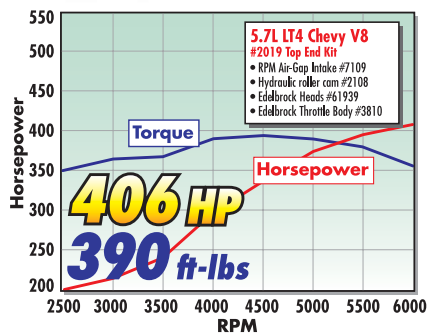
CHEVROLET LT1 AND LT4 V8

RPM AIR-GAP™ (1500-6500 RPM)

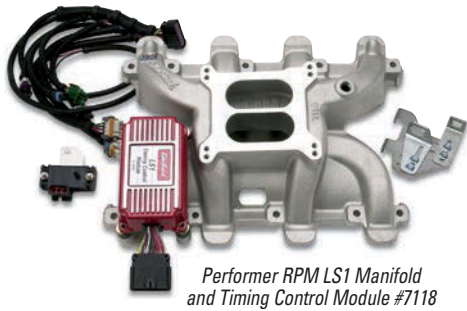
Utilizing the proven short runner tunnel-ram style, both of these manifolds provide the next step up in performance for LT1 and LT4 owners. Our patented Air-Gap™ design delivers a cooler and denser air stream for maximum power output. These intake manifolds are designed to work with either our 52mm throttle body #3809 or 58mm throttle body #3810. They also accept early and late OEM LT1 throttle bodies and fuel rails. #7107 is designed to match #61905/#61919 LT1 cylinder heads, and #7109 is designed for #61929/#61939 LT4 RPM cylinder heads. Both will also work with OEM LT1 and LT4 heads with minor head port matching.

- RPM Air-Gap for LT1 (with satin finish) ● #7107
- RPM Air-Gap for LT4 (with red powder coating) ● #7109

Installation Notes: Recommended intake gasket: LT1: Edelbrock #7243 or GM #12524653, LT4: Edelbrock #7244 or GM #12367777, LT1 port exit dimensions: A-2.06" x B-1.15", LT4 port exit dimensions: A-2.12" x 1.20". See pages 81-82 for manifold reference dimensions.



RPM Air-Gap LT4 Dyno Test with Manifold #7109



Performer RPM LS1 Manifold and Timing Control Module #7118



LS Timing Control Module #91238



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

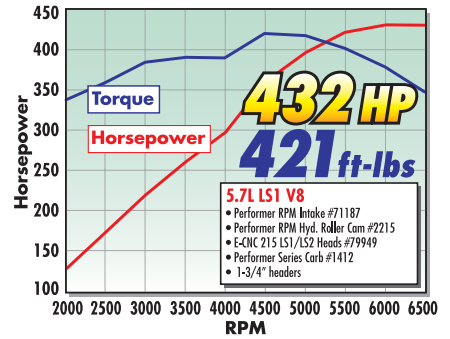
This powerful manifold is designed for the popular Chevrolet LS1 (5.7L) small-block V8 originally used in 1997 and later Corvettes and 1998-02 Camaros and Firebirds. It also fits the Corvette LS6 engine and any other Gen III engine including the LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L). It allows the use 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 made by MSD®; **this ignition module is for LS1 (24x) ignitions only** and works with OE sensors to fire the Coil-on-Plug ignition system and offers a choice of six timing curves. A special throttle and trans bracket that works with 700-R4, 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 (A)
- Performer RPM LS1/LS2 Manifold Only (non-EGR) ●#71187
- LS1 (24x) Timing Control Module#91238 (A)

Carburetor Recommendations for the Performer RPM LS1: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15).

Installation Notes: Uses LS1/LS6 style individual port o-ring seals. 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".

Note (A): LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. Please contact MSD tech for details (915) 857-5200 or www.msdpower.com. 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.



Add Edelbrock coil covers for your LS Series engines
See page 197 for applications.



RPM Air-Gap Dual-Quad Kit #7518



RPM Air-Gap Dual-Quad #75184 with EnduraShine Finish

RPM AIR-GAP DUAL-QUAD LS1 (1500-6500 RPM)

Get late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518/#75184 is 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 #75187 (manifold only) can be used on LS2 applications when matched with MSD's #6012 LS2 ignition controller (available through MSD Performance). Also available, complete carb and manifold kits on page 135. Carb center-to-center measurement is 6-7/16".

- RPM Air-Gap Dual-Quad Kit w/Timing Control Module for LS1 (non-EGR) ●#7518
- RPM Air-Gap Dual-Quad LS1/LS2 Manifold Only (no electronics) ●#75187 (A)
- RPM Air-Gap Dual-Quad Kit with EnduraShine Finish for LS1 (non-EGR) ●#75184
- LS1 (24x) Timing Control Module#91238 (A)

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15).

Installation Notes: Uses LS1/LS6 style individual port o-ring seals. 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-5.05", B-5.64"; Carb pad height: 5.35" (see pages 81-82). Port exit dimensions: .98" x 2.72".

Note (A): LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. Please contact MSD tech for details (915) 857-5200 or www.msdpower.com. 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.

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Pro-Flo XT LS2 #71403



Fuel Rail Kit #3629



Victor Jr. LS1 #2908



Victor Jr. Competition EFI #29085



Super Victor LS1/LS2 #28097



Fuel Rail Kit #3638

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).

- Pro-Flo XT LS1 Series Gen III Manifold ●●#7139
- Pro-Flo XT LS1 Series Gen III Manifold with Black Powder Coating Finish ●●#71393
- Pro-Flo XT LS2 Series Gen III Manifold ●●#7140
- Pro-Flo XT LS2 Series Gen III Manifold with Black Powder Coating Finish ●●#71403
- Fuel Rail Kit for LS Series Chevy (compatible with Standard or Pico injectors).....#3629

Throttle Body Recommendations: Edelbrock #3869 or #38693.

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

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

#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.

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

This compact single plane intake is capable of supporting up to 600 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. The #29087 (manifold only) can be used on LS2 applications when matched with MSD's #6012 LS2 ignition controller (available through MSD® Performance). Includes a throttle bracket designed to work with 700R-4, 200-4R and Turbo 350 transmissions. **Most applications will require hood modification.**

- Victor Jr. LS1 Carbureted Intake Manifold with Timing Control Module ●●#2908 (A)
- 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
- LS1 (24x) Timing Control Module#91238 (A)
- Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands).....#3638

Installation Notes: Uses LS1/LS6 style individual port o-ring seals. 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 169 for EFI elbow applications.

Note (A): LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. Please contact MSD tech for details (915) 857-5200 or www.msperformance.com. 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.

**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". Edelbrock offers the optional LS1 Timing Control Module #91238 to drive the stock LS1 Coil-on-Plug ignition system. LS2 applications require MSD's #6012 LS2 ignition controller (available through MSD Performance). 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 169.

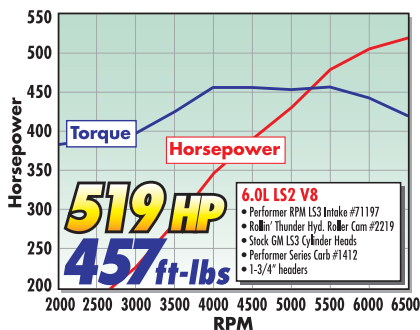
- Super Victor LS1/LS2 Manifold (for use with carburetor) ●#28097
- Super Victor LS1/LS2 EFI Manifold ●#28095
- LS1 (24x) Timing Control Module.....#91238 (A)
- Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands).....#3638

Installation Notes: #28095 and #28097 uses Fel-Pro #1312-3, and #28097 uses LS1/LS6 style individual port o-ring seals. 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. See pages 81-82 for reference dimensions. 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".

Note (A): LS1 Timing Control Module #91238 works on LS1 24x reluctor wheel (crank trigger) applications only; LS2 applications with 58x reluctor (crank trigger) requires MSD #6012 ignition controller. Please contact MSD tech for details (915) 857-5200 or www.msperformance.com. 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.



Performer RPM LS3 #71197



Super Victor LS3 #2821



Victor Jr. LS3 #28457



Valley plate #7788 for GM LS1/LS6 Engines

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 #6012, including passages for routing the coil wire harness underneath the plenum, for a clean look. A special throttle and trans bracket that works with 700R-4, 200-4R and Turbo 350 transmissions is also included, making this an easy retro-fit into any muscle car, street rod or marine application.

Performer RPM LS3 Intake Manifold Carbureted ●#71197

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series (600-800 cfm) Carburetor.
Installation Notes: Uses LS3/L92/L76 style individual port o-ring seals GM PN19256623. 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".

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 cylinder heads, these new 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 PN19256623. 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".

VICTOR JR. L76/L92/LS3 (3500-7500 RPM)

FOR LS GEN IV WITH L92 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 and single bore 90mm throttle body or four-barrel #4150 throttle bodies. L92 heads are only compatible with a 4.00" and larger bore diameters; smaller bores (including most 5.7L blocks) will require valve reliefs cut into the block. 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 L76, L92 and the LS3 all use the same cylinder head.

- Victor Jr. LS Series Gen IV Carbureted Manifold for L92 Heads** ●●#28457
- Victor Jr. LS Series Gen IV EFI Manifold for L92 Heads** ●●#28455
- 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 PN19256623, 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.

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.**

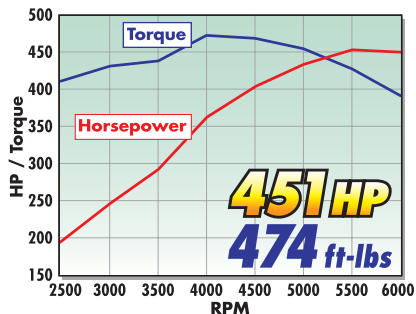
LS1/LS6 Valley Plate#7788

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Performer RPM #7158



Dyno graph for #7159



Port opening for #5409



Performer RPM Dual-Quad #54084 with EnduraShine Finish



Polished Performer 2-0 #21611



Performer 454 T.B.I. Manifold #3764

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.

- Performer RPM Small Port (non-EGR) ● #7158
- Performer RPM Large Port (non-EGR) ● #7159

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15). **Installation Notes:** #7158 Recommended intake gasket: Edelbrock #7242 or Fel-Pro MS9459B. Manifold height: A-4.35", B-5.54"; Carb pad height: 4.62" (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: 4.62" (see page 81-82). Port exit dimensions: 2.39" x 1.16".

PERFORMER RPM DUAL-QUAD (1500-6500 RPM)

Performer RPM Dual-Quad 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. These manifolds deliver performance with Edelbrock Performer Series or Thunder Series AVS dual-quad carburetors, and they accept 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 135. Available with satin or EnduraShine finish.

- | | | |
|--|--------------|--------------------|
| | Satin | EnduraShine |
| Performer RPM Dual-Quad Small Port (non-EGR) ● | #5408 | #54084 |
| Performer RPM Dual-Quad Large Port (non-EGR) ● | #5409 | #54094 |

Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15 for more information). **Installation Notes:** #5408 Recommended intake gasket: Edelbrock #7242 or Fel-Pro MS9459B. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see page 81-82). Port exit dimensions: 2.06" x 1.15". #5409 Recommended intake gasket: Edelbrock #7240 or Fel-Pro MS9788B. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see page 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. #2561 is for marine applications and features brass lined water passage and brass flange inserts to cover rear water openings. 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.

- | | | | | |
|-----------------------------|--------------|-----------------|--------------|--------------------|
| | Satin | Polished | Black | EnduraShine |
| Performer 2-0 (non-EGR) ● ● | #2161 | #21611 | #21613 | #21614 |
| Performer 2-0 (EGR) ● ● | #3761 | N/A | N/A | N/A |

Carburetor Recommendations: #2161: Stock 4-bbl - use choke rod #9179 if needed. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), use bracket #8031 for 1972-78. #3761: Stock 4-bbl - use choke rod #9179 if needed.

Installation Notes: Use #8028 waterneck adapter for 1986 and later. Choke plate #8961 included. Recommended intake gasket: Edelbrock #7203. Manifold height: A-4.300", B-5.400"; Carb pad height: 4.85" (see page 81-82). Port exit dimensions: 1.70" w x 1.68" t. **Camshaft Recommendations:** Performer Plus #2162. See page 121 for specs.

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) ● #3764

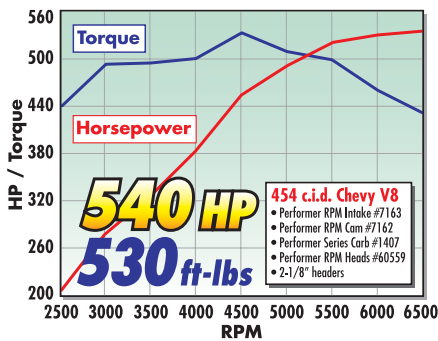
Injector Recommendations: Use stock Throttle Body Injection Unit. **Installation Notes:** Recommended intake gasket: GM #10181398. Manifold height: A-4.30", B-6.45" same as stock; Carb pad height: 5.37" (see page 81-82). Port exit dimensions: 1.41" w x 1.59" t. 1987-90 Chevy 454 trucks require Edelbrock GM T.B.I. throttle bracket #8019.



Performer RPM 2-0 #7161



Performer RPM 2-R #7163



Performer RPM 2-0 Q-Jet #7164



RPM Air-Gap 2-0 #75614



RPM Air-Gap 2-R #7562

PERFORMER RPM 2-0 (1500-6500 RPM)

Designed for street 396-502 c.i.d. Chevy V8's with large oval-port cylinder heads (1975 and earlier), 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 or EnduraShine finish, see page 29.

	Satin	EnduraShine
Performer RPM 2-0 (non-EGR) ●●	#7161	#71614

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 page 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-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) ●●	#7163
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Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 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. No provisions for hot air style chokes. Accepts divorced choke, late-model waterneck, air-conditioning, alternator and HEI equipment.

Performer RPM 2-0 Q-Jet (oval-port, non-EGR) ●●	#7164
Performer RPM 2-0 Q-Jet Marine Manifold (oval-port, non-EGR) ●●	#2561

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 122 for specs.

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

Designed for street 396-502 c.i.d. Chevy V8's with large oval-port cylinder heads (1975 and earlier) 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. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro. No provision for exhaust heated chokes and no exhaust crossover. Available with satin, polished, black powder coated or EnduraShine finish, see page 29.

	Satin	Polished	Black	EnduraShine
RPM Air-Gap 2-0 (non-EGR) ●●	#7561	#75611	#75613	#75614

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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".

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 29.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15), 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.

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Torker II 2-O #5061

TORKER II 2-O (2500-6500 RPM)

Designed for street 396-502 c.i.d. Chevy V8's with large oval-port cylinder heads (1975 and earlier). Manifold not equipped with EGR. Will not fit "tall block" V8 engines. Will fit under stock hood of Corvette without modification.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 122 for specs.



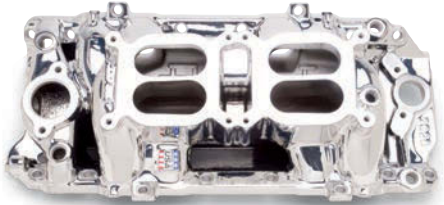
C-66-O #5420

C-66-O/C-66-R DUAL-QUAD (1500-6000 RPM)

Designed for 396-502 c.i.d. Chevys, tests confirmed smooth, consistent part-throttle operation with a 25 hp gain over Torker II and a torque gain of 30 ft.-lbs. over Performer. Includes metering rods to calibrate Edelbrock carbs. #1405 Carb center to carb center is 6-7/16". Use with Performer-Plus cam/kit #2162 for low-end torque or Torker-Plus cam/kit #5062 for top-end power. Will not fit tall-deck truck blocks.

- C-66-O for 1975 & Earlier Large, Oval-Port Heads (non-EGR) ●●.....#5420
- Polished C-66-O for 1975 & Earlier Large, Oval-Port Heads (non-EGR) ●●.....#54201
- C-66-R for Rectangular-Port Heads (non-EGR) ●●.....#5421

Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm or #1405 600 cfm (see pages 13-15). **Installation Notes:** H.E.I. will fit. Recommended intake gasket: Edelbrock #7203 (for #5420) or #7202 (for #5421). Manifold height: A-3.95", B-4.65"; Carb pad height: 4.30" (see pages 81-82). Port exit dimensions: #5420 - 1.64" x 1.94"; #5421 - 1.66" x 2.30".



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

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 135 for more information.

- RPM Air-Gap Dual-Quad for 1975 & Earlier Oval Port (non-EGR) ●●.....#7520
- RPM Air-Gap Dual-Quad for 1975 & Earlier Oval Port with EnduraShine Finish (non-EGR) ●●.....#75204
- RPM Air-Gap Dual-Quad Rectangular Port (non-EGR) ●●.....#7522
- RPM Air-Gap Dual-Quad Rectangular Port with EnduraShine Finish (non-EGR) ●●.....#75224

Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15). **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".



RPM Air-Gap Dual-Quad #7522



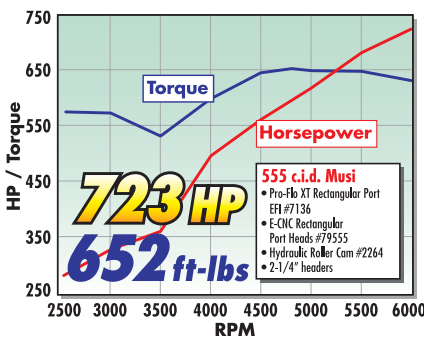
Pro-Flo XT EFI #7136

PRO-FLO XT EFI (1500-6500 RPM)

This Pro-Flo XT intake is engineered for high performance 396-502 c.i.d. Chevy 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 #35500 Pro-Flo 2 single plane manifold. It features a 90mm throttle body opening for maximum performance. Choice of satin aluminum or black powder coated finish.

- Pro-Flo XT EFI manifold (rectangular-port, non-EGR) ●●.....#7136
- Fuel Rail Kit for B/B Chevy Rectangular-Port (compatible with Standard or Pico 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.



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



B/B CHEVY STREET & RACE MANIFOLDS

Edelbrock



Victor Jr. 454-R with Radius Filled Runners #29020



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 198. These intakes are designed to optimize the flow characteristics of an 850 cfm standard flange carb. 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 manifolds are especially suited to 502 c.i.d. and smaller competition engines. Manifold #2904 fits large oval-port heads (1975 & earlier). #29020 is a single plane 4150 flange competition manifold designed to fit standard deck blocks from 1965 to present. This manifold is cast with 3/8" more material in the corners of the ports for a final radius of 3/4". This extra material allows for custom port matching for use with various cylinder head applications. It is designed to be matched with our Edelbrock/Musi Victor 24° Pro-Port CNC heads #61419 or #61409 for 950+ hp out-of-the-box potential! Victor Jr. 454-R #2902 will fit Edelbrock Victor race heads #77609 and Victor 24° #77409, #77459, #77429, #77479 and #77489.

Victor Jr. 454-R ●	.....	#2902
Victor Jr. 454-R Pre-Assembled Direct Port Nitrous System ●	.....	#72902
Victor Jr. 454-R (with 3/4" radius filled-corner runners) ●	.....	#29020
Victor Jr. 454-R EFI ●	.....	#29025
Victor Jr. 454-O ●	.....	#2904
Victor Jr. 454-O EFI ●	.....	#29045
Victor Jr. 454-R & 454-O EFI Fuel Rail Kit (standard injectors with stands)	.....	#3633

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.

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 engines with large oval-port heads (1975 & earlier). 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.

Victor 454-R ●	.....	#2907
Victor 454-O ●	.....	#2909
Victor 454-Tall Deck ●	.....	#2911

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
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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.

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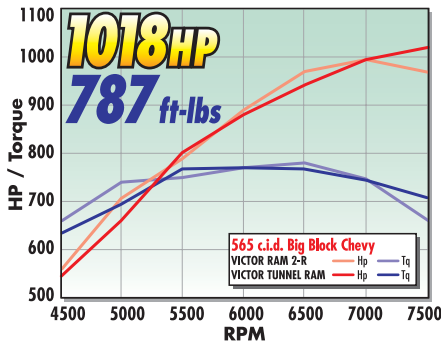
Victor Ram 2-R #7075



In-line Standard Flange Top #7078



Victor Tunnel Ram Carbureted Base #7085



Victor Tunnel Ram Top Only #7086



Replacement gasket #7355

VICTOR RAM 2-R (4500-8500 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 with the standard-flange top and above 7000 rpm with the dual 4500 top. The same base works with all tops. 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

Two, In-Line, Standard-Flange Carbs (top only, includes gasket #6989) ● #7078

Throttle Linkage..... #7097

Sideways Mounting Carb Adapters (pair, see page 25 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.

Two, Sideways Mounted, 4500 Carbs (top only, includes gasket #6989) #7079

Throttle Linkage..... #7077

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Distance from carb center to carb center: 9.40". Manifold top with bottom height: 10.40", see pages 81-82 for manifold reference dimensions.

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"



EFI Tunnel Ram #70855



Super Victor BBC #2927



Super Victor BBC Manifold #2916



Super Victor II #2896



Super Victor II Intake Manifold #28962 ports



Super Victor Oval Port #29270

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



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. Super Victor CNC-ported ready-to-race versions are machined by Reher-Morrison Racing Engines in all critical areas, plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. Super Victor CNC Tall-Deck #2918 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors.

Super Victor BBC (9.8") ●	.....#2927
Super Victor CNC BBC (9.8") ●	.....#2917
Super Victor BBC EFI (9.8") ●	.....#29275
Super Victor BBC Tall-Deck (10.2") ●	.....#2916
Super Victor CNC Tall-Deck (10.2") ●	.....#2918
Super Victor BBC EFI Tall-Deck (10.2") ●	.....#29165
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.

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. Slip collar distributor recommended for this manifold when used on short deck blocks. 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. #2899 use Brodix MG 2177. #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", see pages 81-82 for manifold reference dimensions.

SUPER VICTOR BBC LARGE OVAL PORT (3500-8500 RPM) DESIGNED TO MATCH EDELBROCK VICTOR CNC HEADS

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

Super Victor Oval Port (with 3/4" radius filled-corner runners) ●#29270
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Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

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

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Big Victor Spread-Port #2801



Big Victor

BIG VICTOR 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 .090" per side reduction 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.

Big Victor 2 intake manifolds have an extended runner design, carb pad and plenum for increased air flow and performance in large displacement race engines. These intake manifolds are designed to perform right out-of-the-box with minimum modifications, but can still be ported as needed. Port matching is required for best results.

All applications are equipped with a 4500 Series flange and will accept 2.25" throttle body butterflies without a spacer or modification.

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Throttle Body Recommendations: Use #3888 2.25" 4V or the #3814 or #3815 EFI elbow.

Installation Notes: Recommended intake gasket:

Fel-Pro #1298. Manifold ht.: #2801: A-8.15", B-8.15";
Manifold ht.: #2802: A-8.47", B-8.47", Manifold ht.: #2805:
A-7.99", B-7.99", Manifold ht.: #2806: A-8.25", B-8.25",
Manifold ht.: #28082: A-9.43", B-9.43", Manifold ht.: #28001:
A-9.21", B-9.21", Manifold ht.: #28002: A-9.53", B-9.53",
Manifold ht.: #28083: A-9.05", B-9.05", Manifold ht.: #28084: A-9.31", B-9.31", see pages 81-82 for manifold reference dimensions.

Blue represents the original Big Victor runner and carb pad design

Red represents new Big Victor 2 runner and carb pad design

Internal Side View



Description	9.8" Deck Height	10.2" Deck Height	Original Runner Design	Taller Runner Design	Thicker Carb Pad	Carbureted Part No.	EFI Part No.
FOR USE WITH EDELBROCK BIG VICTOR, PROFILER RAPTOR AND DART BIG CHIEF HEADS ONLY							
Big Victor Spread-Port ●	✓		✓			#2801	#28015
Big Victor Spread-Port ●		✓	✓			#2802	#28025
Big Victor 2 Spread-Port ●	✓			✓	✓	#28001	-
Big Victor 2 Spread-Port ●		✓		✓	✓	#28002	-
FOR USE WITH BRODIX BIG DUKE HEADS ONLY							
Big Victor Spread-Port ●	✓		✓			#2805	#28055
Big Victor Spread-Port ●		✓	✓			#2806	#28065
Big Victor 2 Spread-Port ●	✓			✓	✓	#28001	-
Big Victor 2 Spread-Port ●		✓		✓	✓	#28002	-
Big Victor EFI Fuel Rail Kit (Standard injectors) ●							#3624



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

Edelbrock Big Victor 2 CNC intake manifolds are designed for large cubic-inch or high rpm drag racing big-blocks. They are a spread-port design and have been CNC port matched for a proper fit right-out-of-the-box, when used with the Edelbrock Big Victor, Brodix®, Dart® or Pro-File® Raptor cylinder heads.

These manifolds have the same features as the standard as-cast Edelbrock Big Victor 2 Spread-Port intakes. All applications are equipped with a 4500 Series flange and will accept 2.25" throttle body butterflies without a spacer or modification. They are available for standard and tall-deck applications.

Big Victor 2 CNC (#28001) for Edelbrock Big Victor head #617569 (9.8" deck) ●#28003

Big Victor 2 CNC (#28001) for Dart 11° and Pro-File Raptor 12° heads (9.8" deck) ●#28004

Big Victor 2 CNC for Edelbrock Big Victor heads #618268 & #618368 (9.8" deck) ●#28007

Big Victor 2 CNC for Brodix 12° heads (9.8" deck) ●#28008

Big Victor 2 CNC (#28002) for Edelbrock Big Victor head #617569 (10.2" deck) ●#28005

Big Victor 2 CNC (#28002) for Dart 11° and Pro-File Raptor 12° heads (10.2" deck) ●#28006

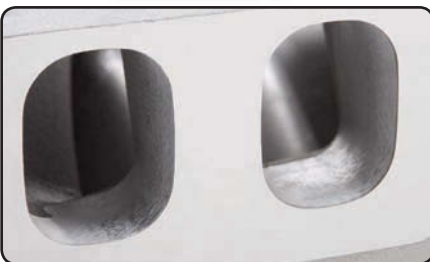
Big Victor 2 CNC or Edelbrock Big Victor heads #618268 & #618368 (10.2" deck) ●#28009

Big Victor 2 CNC for Brodix 12° heads (10.2" deck) ●#28010

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Throttle Body Recommendations: Use #3888 2.25" 4V or the #3814 or #3815 EFI elbow.

Installation Notes: Recommended intake gasket: **Fel-Pro #1298.** Manifold ht.: #28003/5: A-9.21", B-9.21", Manifold ht.: #28004/6: A-9.53", B-9.53", visit www.edelbrock.com for manifold reference dimensions.



Big Victor Spread-Port #28005



BV3 Manifold #285408



BV3 Valley Plate #77740

BV3 CNC (3500-8500 RPM)

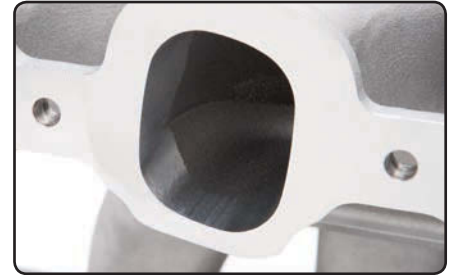
These manifolds are designed and have been CNC port matched for use with Edelbrock BV3 cylinder heads which feature a unique symmetrical port layout for the 4.84" or 5.0" bore spacing big-block Chevrolet applications. These manifolds feature a spider style single-plane design with efficient runners that 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 (4.84" bore), Edelbrock #7250 (5.00" bore), Manifold ht.: W-1.65", H-2.41", R-1.27", F-1.14".



Intake manifold #285408 features CNC port matching

Description	Bore Spacing	Deck Height	Flange Thickness	Plenum Cross-Section	Intake Manifold Part #	CNC Port Matched	Valley Plate Part #
BV3 Standard-Deck ●	4.84"	9.8"	Standard	7.5 sq. in.	#28540	#285408	#77730
BV3 Tall-Deck ●	4.84"	10.2"	Standard	7.5 sq. in.	#28542	#285428	#77732
BV3 Unported ●	4.84"	-	Thick	7.5 sq. in.	#28549	-	#77739
BV3 ●	5.00"	11.2"	Standard	8 sq. in.	#28570	#285708	#77740
BV3 ●	5.00"	11.625"	Standard	8 sq. in.	#28572	#285728	#77742
BV3 ●	5.00"	11.750"	Standard	8 sq. in.	#28574	#285748	#77744
BV3 Unported ●	5.00"	-	Thick	8 sq. in.	#28579	-	#77749
Valley Plate Gasket	4.84"				#7255	#7255	
Valley Plate Gasket	5.00"				#7256	#7256	



BV3 Manifold #285708



Match BV3 intake manifolds with BV3 cylinder heads, see page 98 for more information



Big Victor HV Spread-Port #2804

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

Big Victor HV manifolds are identical to our #2801 and #2802 intakes, but with a smaller plenum and smaller velocity runners for optimal performance on engines with a displacement up to 590 cubic inches, or for larger displacement engines whose power band is primarily below 6500 rpm. This combo makes this an ideal choice for throttle stop applications or for custom ported versions to create unique port configurations.

Big Victor HV EFI for Edelbrock, Brodix & Dart Heads (9.8" deck height) ●#28035
Big Victor HV EFI for Edelbrock, Brodix & Dart Heads (10.2" deck height) ●#28045

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: Fel-Pro #1298. Manifold height.: #2803: A-8.15", B-8.15"; Manifold height.: #2804: A-8.47", B-8.47", (see page 81-82).

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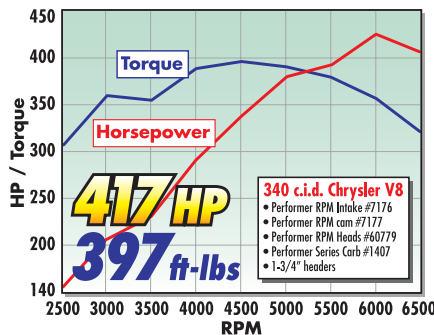
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Manifold #2176 is approved for IMCA sanctioned racing events, see rulebook for details



Performer 318/360 #2176



Performer RPM 340/360 #1716



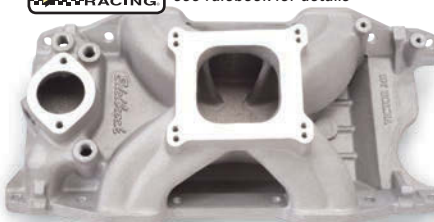
RPM Air-Gap #1756



Torker II 340/360 #5076



Manifold #2915 is approved for IMCA sanctioned racing events, see rulebook for details



Victor 340/360 #2915

CHRYSLER 318/360 V8

PERFORMER 318/360 (IDLE-5500 RPM)

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

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

Carburetor Recommendations: OEM 4-bbl Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7276**, 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 121 for specs.

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.

Performer RPM 340/360 (non-EGR) ●	#1716
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Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7276**, Fel-Pro #1213, Chrysler #4397642 (or equivalent) for 340 & 360. 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 #1717. See page 122 for specs.

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, black powder coated or EnduraShine finish, see page 29.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7276**, Fel-Pro #1213, Chrysler #4397642 (or equivalent) for 340 and 360. 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.

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.

Torker II 340/360 (non-EGR) ●	#5076
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Carburetor Recommendations for High-Performance or Competition: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7276**, 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".

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 heads. Will not fit 1992 and later Magnum engines. Accepts 1975 and earlier waterneck only.

Victor 340/360 (non-EGR) ●	#2915
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Carburetor Recommendations: Use appropriate racing carburetor.

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



Victor W-2 #2920

VICTOR W-2 (3500-8000 RPM)

Designed for 340-360 c.i.d. Chrysler V8 engines using the Chrysler W-2 oval-port cylinder heads (Chrysler #P4120664). For oval track and drag race engines operating in the 3500 to 8000 rpm range. Can be used on 318 c.i.d. engines if W-2 oval-port cylinder heads are used. Accepts 1975 and earlier waterneck only.

Victor W-2 (non-EGR) ●#2920

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Mopar Performance #P4007571**. Manifold height: A-4.15", B-5.70", (see page 81-82).



Super Victor Chrysler #2815

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

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

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

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

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

Carburetor Recommendations: Use appropriate racing carburetor.

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



RPM Air-Gap for Chrysler Magnum V8 #7577

CHRYSLER MAGNUM V8 RPM AIR-GAP MAGNUM (1500-6500 RPM)

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum 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 years for outstanding performance in the 1500 to 6500 rpm range. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Match with Performer RPM Magnum cylinder heads #61779 for maximum performance.

RPM Air-Gap Magnum (non-EGR) ●#7577

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7277**, 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 Dual-Quad HEMI #7528

CHRYSLER 5.7L HEMI V8 RPM AIR-GAP DUAL-QUAD (1500-6500 RPM)

Designed for the new Chrysler 5.7L HEMI, this manifold is perfect for those looking to swap this modern powerplant into their classic Chrysler or street rod. Our RPM Air-Gap Dual-Quad manifold added over 30 ft.-lbs. of torque when tested on the Chrysler crate engine P4510594. The dual-quads make great power while providing a nostalgic look. Requires Timing Control Module #91239 for 2003-05 engines and #91231 for 2006-08 engines, sold separately. See kits on page 133-135.

RPM Air-Gap Dual-Quad Manifold for 2003-08 5.7L HEMI ●#7528

RPM Air-Gap Dual-Quad Manifold for 2003-08 5.7L HEMI with EnduraShine Finish ●#75284

Timing Control Module for #7528/#75284 on 2003-05 HEMI engines#91239

Timing Control Module for #7528/#75284 on 2006-08 HEMI engines#91231

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15).

Installation Notes: Port flanges have machined grooves to accept stock port seals. Carb pad height: 4.72", C.A. 2° (see pages 81-82). Port exit dimensions: 1.78" x 1.60". Comes with threaded oil fill cap and PCV valve.



Performer 383 #2186

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) ●#2186

Carburetor Recommendations: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), 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 121 for specs.

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Performer RPM 383 #7186

PERFORMER RPM 383 (1500-6500 RPM)

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

Performer RPM 383 (non-EGR) ●#7186

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 122 for specs.



Torker 383 #3010

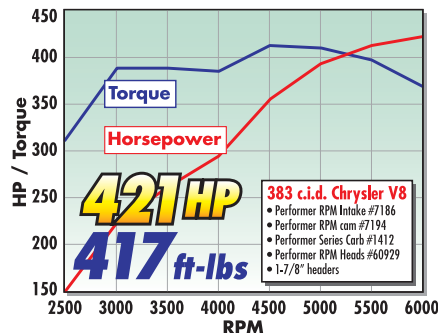
TORKER 383 (2500-6500 RPM)

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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

Valley Cover for B Series B/B Chrysler Engines

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

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".



Plate #7799



Performer 440 #2191

CHRYSLER 413-440 V8

PERFORMER 440 (IDLE-5500 RPM)

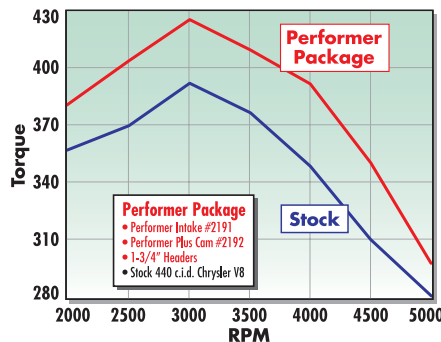
Designed for street 413-426-440 c.i.d. Chrysler V8's that measure 8.75" across block. Will not fit 1962-64 Max Wedge heads.

Performer 440 (EGR/non-EGR) ●#2191

Carburetor Recommendations: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 121 for specifications.





Performer RPM 440 #7193



Torker II 440 #5091



Chrysler CH-28 #5440



CH-6B #2475



Pro-Flo XT
Chrysler 440
EFI #71443

PERFORMER RPM 440 (1500-6500 RPM)

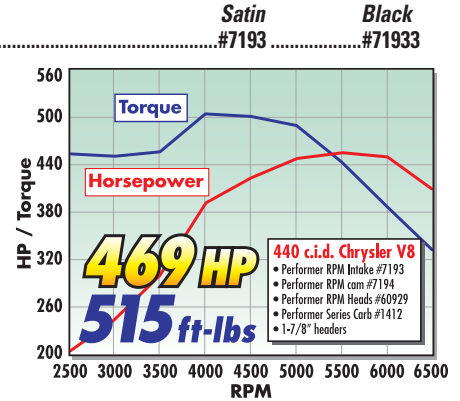
Designed for 413-426-440 c.i.d. Chrysler V8's. Dual-plane design results in excellent low-rpm torque and outstanding high-rpm hp. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads. Available with satin or black powder coated finish, see page 29.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #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 122 for specifications.



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**

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #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".

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) ● **#5440**

Carburetor Recommendations: Edelbrock Thunder Series AVS 650 cfm or Performer Series #1405 carb, 600 cfm (see pages 13-15).

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 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 #P04529056. Will not fit 1962-64 Max Wedge heads.

CH-6B (non-EGR) ● **#2475**

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 (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 manifold produced 20 more horsepower over our #35090 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 ● ● **#7144**

Pro-Flo XT Chrysler 440 EFI Manifold with Black Powder Coated Finish ● ● **#71443**

Fuel Rail Kit for B/B Chrysler **#3644**

Throttle Body Recommendations: Edelbrock #3869, #38693, #3818 or #38183.

Installation Notes: Recommended gasket: Edelbrock #7225. Manifold Dimensions: A-9.70", B-9.60", C-15.90", D-4.0", E-15", (see page 81-82). Port exit dimensions: 1.12" x 2.12".

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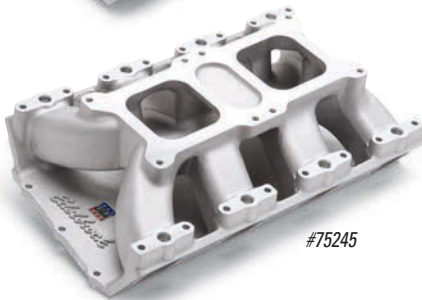
Victor 440 #2954



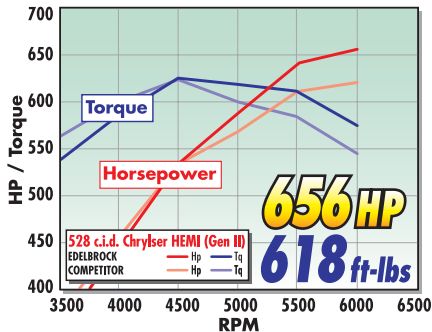
Super Victor Max Wedge Intake #2893



#7524



#75245



HEMI is a registered trademarks of the Chrysler Group, LLC

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) ●#2954S
- 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".

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: (for #2891); **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. (for #2893); **Mopar Performance P/N P5249643, 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® (2,500-6500 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 ●#7524S
- Victor EFI Fuel Rail Kit (tall 60mm injectors).....#3660
- Coil Bracket (for use with Gen II HEMI, B and RB).....#8079

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series (600-800 cfm) Carburetor.
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".



Coil Bracket #8079





This is the Intake Manifold that Started it all! The Slingshot, Manifold #1103

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 ●#1103
- Slingshot Manifold Gasket (located between manifold top and bottom pieces).....#8700

Carburetor Recommendations: Edelbrock 94 #1151 (see page 16 for more information).
Installation Notes: Use linkage kit #1032; 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 102 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.

- Super Dual Manifold (includes generator bracket #1145) ●#1100

Carburetor Recommendations: Edelbrock 94 #1151 (see page 16 for more information).
Installation Notes: Use linkage kit #1032; 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 102 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 #1151 and #1152 Edelbrock 94 3-bolt, Stromberg 3-bolt (97 type), Holley 3-bolt and Demon 98 carburetors.

- Triple Deuce Manifold for 1938-48 ●#1108
- Triple Deuce Manifold for 1949-53 ●#1109

Carburetor Recommendations: Edelbrock 94 #1151 (see page 16 for more information).
Installation Notes: Use progressive linkage kit #1033 or non-progressive kit #1034; 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 102 for cylinder heads.



Triple Deuce #1109

FORD FLATHEAD 4-BARREL MANIFOLD

This manifold allows the use of square-bore carbs such as the Edelbrock 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
- Carb Adapter Flange#1106

Carburetor Recommendations: Edelbrock Performer Series carb, 500 cfm or Thunder Series AVS 500 cfm (see pages 13-15).
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 102 for cylinder heads.



Ford Flathead 4-Barrel #1107



Carb Adapter Flange #1106

GENERATOR BRACKETS

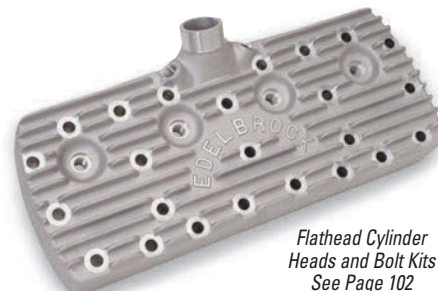
- 1940-41 Generator Bracket (straight)#1144
- 1942-48 Generator Bracket (offset)#1145
- 1949-53 Generator Bracket and Water Neck Kit (offset)#1146
- 1938-48 Generator Bracket Stud Kit.....#8506



Progressive Linkage Kit #1033 See Page 16



Vintage Carb and Manifold Kit #2013 See Page 133



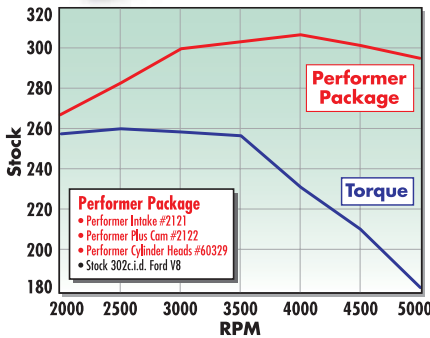
Flathead Cylinder Heads and Bolt Kits See Page 102

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Performer 289 #21213 with Black Powder Coated Finish



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

Designed for street 260-289-302 c.i.d. Ford 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 call (865) 966-2269 or go to www.lokar.com. Available with standard finish, polished, black powder coat or with EnduraShine finish for a look you've got to see to believe, see page 29.

Satin Polished Black EnduraShine
 Performer 289 (non-EGR) ●●●.....#2121 #21211..... #21213..... #21214

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15), 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 121 for specifications.

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. Both manifolds can be adapted for 4V use by using our #8053 4V EGR plate (see page 26) 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, for more info call (865) 966-2269 or go to www.lokar.com.

Performer 302 4V (EGR) ●●●.....#3721
 Performer 302 2V (EGR) ●●●.....#3723

Carburetor Recommendations: #3721: OEM 4-bbl. use our #8011 (if necessary) #3723: OEM 2-bbl. #3723 can be used for off-road applications with Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (non-EGR, see pages 13-15) use adapter #8714. For auto. trans. use our #1483 & #1490 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. #3721 includes gaskets & 4-bbl. plate #8017 for sealing of OEM EGR plate & carb. Replacement EGR plate gaskets for #3723: #3896 & #3897. Manifold height: #3721 A-3.13", B-4.31" without EGR plates installed; Carb pad height: 3.72" (see pages 81-82). Manifold height: #3723 A-4.00", B-5.19" with EGR plates installed; Carb pad height: 4.59" (see pages 81-82). Port exit dimensions: .90" x 1.90".



Performer 302 2-V EGR #3723



Performer 289 Triple-Deuce #5412

PERFORMER 289 TRIPLE-DEUCE (IDLE-5500 RPM)

This new intake is designed for 289-302-347 small-block Fords for triple-deuce applications. This manifold offers excellent performance out-of-the-box as well as a great vintage look. Use with Edelbrock 94 #1151 and #1152 carbs, progressive throttle linkage #1033 and chrome air cleaners #1202 for great driveability and looks. Match with our Performer-Plus cam #2122 for low-end torque. The 3-bolt carb flange has 1.25" machined bores and 4.81" spacing. Match with our Classic finned aluminum valve covers #4160, #41603 and #41609 for the ultimate vintage look. See page 133 for the complete carburetor and manifold kit.

Performer 289 Triple-Deuce (non-EGR) ●●●.....#5412
 Progressive Linkage Kit ●●●.....#1033

Performer 289 Triple Deuce Manifold and Edelbrock 94 Carb Kit.....#2017

Carburetor Recommendations: (1) Edelbrock 94 #1151 and (2) Edelbrock 94 #1152. (see page 16).

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-3.93"; B-4.56"; Carb pad height: 4.25" (see pages 81-82). Port exit dimensions: 1.04" x 1.86". Mallory distributor required.



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



Performer RPM 302 #7121

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, for more info call (865) 966-2269 or go to www.lokar.com.

Satin Polished Black EnduraShine
 Performer RPM 302 (non-EGR) ●●●.....#7121 #71211..... #71213..... #71214

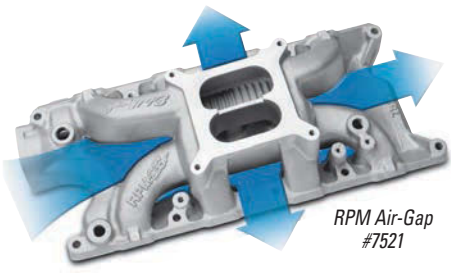
Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-750 cfm (see pages 13-15), for auto. trans. use our #1483 & #1490 or #1844.

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 122 for specifications.



Performer RPM 302 #71214 with EnduraShine Finish



RPM Air-Gap #7521



RPM Air-Gap #75213



Torker II 302 #5021



Ford F-28 #5435



RPM Air-Gap Dual-Quad #7535



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

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



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 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, for more info call (865) 966-2269 or go to www.lokar.com. Available with satin, polished, black powder coated or EnduraShine finish, see page 29.

RPM Air-Gap 302 (non-EGR) ●●#7521#75211#75213#75214
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Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), 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".

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, for more info call (865) 966-2269 or go to www.lokar.com.

Torker II 302 (non-EGR) ●●#5021
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Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), 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 122 for specifications.

F-28 DUAL-QUAD (1500-6500 RPM)

Designed for 289-302 c.i.d. Ford V8's. This manifold offers excellent performance as well as a hot looking package. With two Edelbrock carbs in-line, progressive throttle linkage and braided fuel line, this low-profile design allows adequate hood clearance and maintains great driveability. Mounting bosses for throttle cable brackets make the F-28 suitable for late-model applications. Carb center to carb center is 6-7/16". Use Performer-Plus cam #2122 for low-end torque or Torker-Plus cam #5022 for top-end power. See pages 189-195 for chrome, Elite and Classic Series oval air cleaners for a great looking package.

F-28 Manifold (non-EGR) ●●#5435
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Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15). #1403 and #1404, 500 cfm (see page 13 for more information).

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-3.90", B-4.75"; Carb pad height: 4.32" (see pages 81-82). Port exit dimensions: 1.03" x 1.92".

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

Designed for 289-302 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 135.

RPM Air-Gap Dual-Quad Manifold for Ford 289-302 (non-EGR) ●●#7535
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RPM Air-Gap Dual-Quad Manifold for Ford 289-302 with EnduraShine Finish (non-EGR) ●●#75354
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Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15). #1403 and #1404, 500 cfm (see page 13 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".

MATCHING EDELBROCK PARTS FOR S/B FORD

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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

Edelbrock

MANIFOLDS S/B FORD RACE



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



Victor Jr. 302 #2921



Super Victor 8.2 #2928

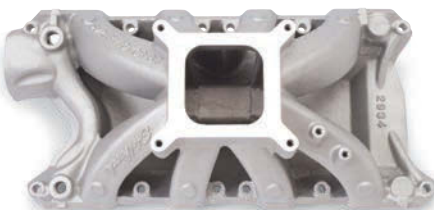


Super Victor EFI 8.2 #29285



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 126 for more information.



Super Victor 8.7 #2934

VICTOR JR. 302 (3500-8000 RPM)

For Ford 289/302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as Edelbrock heads #60259 and #77169 or equivalent. Victor Jr. #2921 has bosses for rear water crossover. Port exit size at cylinder head is 1.08" x 1.90" with enough extra material to open it up to 1.18" x 2.10".

Victor Jr. 302 (non-EGR) ●#2921

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" (See pages 81-82).

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

Super Victor EFI for 8.2 (non-EGR) ●#29285

Ford Fuel Rail Kit (standard injectors with stands)#3620

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).

FOR THE ULTIMATE IN PERFORMANCE MATCH WITH EDELBROCK CYLINDER HEADS

Match Victor Jr. intake manifolds with Performer RPM cylinder head #60259 or Victor Jr. cylinder head #77189, see pages 103-105.



SUPER VICTOR 8.7 (5000-9000 RPM)

Super Victor 8.7 is designed for high-rpm or competition Windsor Ford V8's with an 8.7" deck height SVO block. Ideal for use in drag racing applications operating between 5000 and 9000 rpm, the Super Victor #2934 has an "extra tall line of sight" runner layout for maximum flow. Designed for square-bore carbs, this single-plane manifold includes nitrous, rear cooling and throttle linkage bosses. Average runner cross sectional area is 3.1 square inches and port openings are sized to match Fel Pro #1262 gaskets.

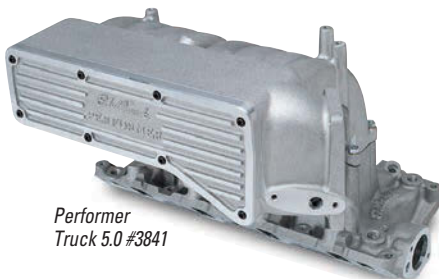
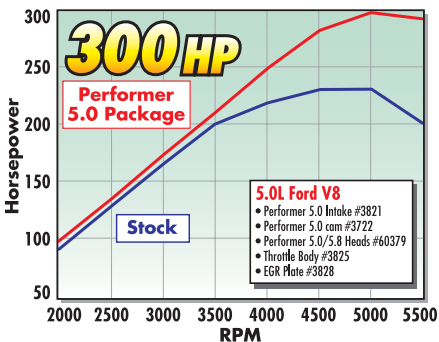
Super Victor 8.7 (non-EGR) ●#2934

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: Fel-Pro #1262. Manifold height: A-6.35", B-6.35" See pages 81-82 for manifold reference dimensions.



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. 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 65).**

- 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

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 79.

Throttle Body Recommendations: See page 171.

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 & plenum cover gaskets)#3833

Installation Notes: Recommended intake gasket: Edelbrock #7220. Port exit dimensions: 1.02" x 1.85". Overall height: 13.25".

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. 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 65).** May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended.

- Performer RPM 5.0 II (EGR, complete, base and upper) ●●#7123
- Performer RPM 5.0 II with Black Powder Coated Finish (EGR, complete, base and upper) ●●#71233
- Performer RPM 5.0 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 79.

Throttle Body Recommendations: See page 171.

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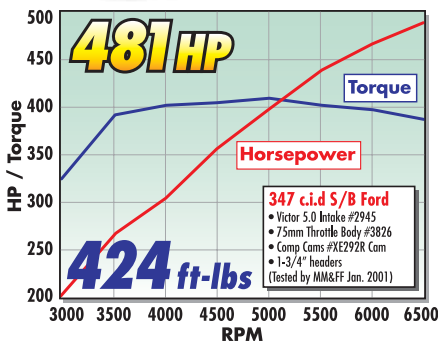


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Victor 5.0 Manifold #2945



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 105. 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 Upper Plenum Only (includes plenum cover) ●#2946
- Victor 5.0 Base Only ●#2944
- Victor EFI Plenum Cover Only (includes gasket) ●#2947
- 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 79.

Throttle Body Recommendations: See page 171.

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 & #7126 ●#3835
- 1994-95 Mustang Throttle Body Adapter for Edelbrock 5.0L Manifolds #3821 & #7126 with Black Powder Coated Finish ●#38353
- 1994-95 Mustang EGR Supply Spacer for #7123 (use with #3835).....#8025



Throttle Body Adapter #38353

PERFORMER 5.8L RPM II (1500-6500 RPM)

This manifold combination is designed for 1986-95 5.8L engines operating in the 1500 to 6500 rpm range, and like the 5.0L RPM II, is ideally suited for street and strip applications. The top plenum is the same as our 5.0L RPM II #7123 but is matched to a new base manifold with larger runners. The base manifold has a rear PCV compatibility for Mustang applications. Aftermarket hood recommended. Upper manifold is powder coated light titanium gray.

- Performer RPM 5.8L II (EGR, complete, base and upper) ●●#7185
- Performer RPM 5.8L II (base manifold only) ●●#7184
- Performer RPM 5.8L II (base-to-upper plenum gasket).....#7233

Installation Notes: Recommended intake gasket: Fel-Pro #1262 or #1262R. Port exit dimensions: 1.16 x 2.00". Overall height: 11.67". Manifold Spacer Kits: See page 79.

Throttle Body Recommendations: See page 171.

VICTOR FORD 5.8L EFI (4000-7500 RPM)

Designed for 351W based competition engines, the Victor 5.8 EFI manifold is capable of supporting over 700 horsepower. The Victor Ford 5.8L manifold is designed for engine displacements of up to 427 cubic inches. It features our race winning air-gap design which isolates the intake charge from the engine heat that is present in the lifter valley. The manifold's runners have a large cross sectional area of 2.94 square inches which is 54% larger than our #3884 base. The runners feature 1.20" x 2.0" exits and were developed for maximum air flow when used with competition cylinder heads like our Victor Jr. or Victor Ford #77219 heads. The 12.5" runner length is optimized for sustainable power levels up to 7,500 rpm. The upper section is powder coated titanium gray. Accepts 302 Mustang fuel rails with extended crossover. Edelbrock 75mm throttle body is recommended for maximum performance. Throttle bodies on pages 171.

- Victor Ford 5.8L (complete, non-EGR) ●#3887
- Victor Ford 5.8L (base only) ●#3886
- Victor EFI Upper Plenum Only (includes plenum cover) ●#2946
- Victor EFI Plenum Cover Only (includes gasket) ●#2947
- Victor EFI Gasket Set (includes base-to-upper and plenum cover gaskets).....#7232

Installation Notes: Recommended intake gasket: Fel-Pro #1262 or #1262R. Port exit dimensions: 1.20" x 2.00". Overall height: 11.58". Manifold Spacer Kits: See page 79.



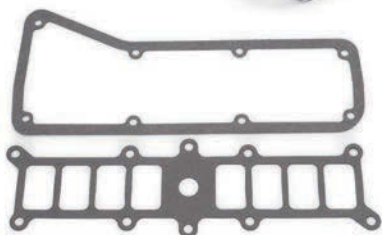
Performer RPM II 5.8L EFI #7185



Victor Ford 5.8L EFI #3887



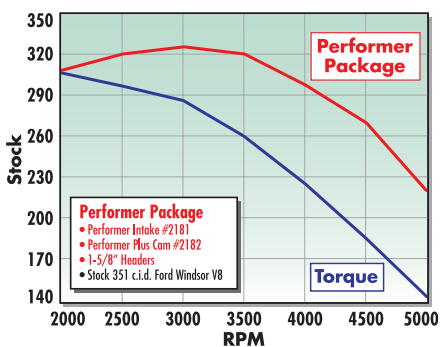
Performer Truck 5.8 #3881



Performer Truck 5.8L Gasket Set #3833



Performer 351W #2181



Performer 351W 2V EGR #3781

FORD 5.8L EFI V8 PERFORMER TRUCK 5.8L (IDLE-5500 RPM)

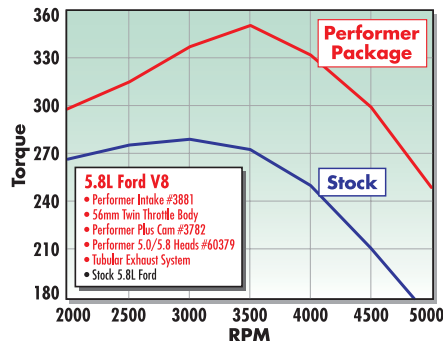
Designed for 1988-96 Ford 5.8L, EFI, truck engines, the modular design of this manifold incorporates the latest air flow technology for maximum torque gains in the mid-range. This manifold made **34 ft-lbs. more torque than stock** on our test engine. Other features include: broad power range from idle 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 is powder-coated light titanium gray, base is satin. Use with stock or stock replacement twin throttle body. **Will not fit vans.**

Performer 5.8 (EGR) ●#3881

Performer 5.8 Base Only with Rear PCV (for 1986-93 Mustang 351W engine swaps with #3822 or #7125 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".



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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. For more info call (865) 966-2269 or go to www.lokar.com.

Performer 351W (non-EGR) ●#2181#21811#21813

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 13-15), 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 121 for specs.

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, for more info call (865) 966-2269 or go to www.lokar.com.

Performer 351W 2V (EGR, 4V off-road) ●#3781

Performer 351W 4V H.O., (EGR, 1984-86) ●#3783

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".

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Performer RPM 351W #7181



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



RPM Air-Gap 351W #7581



RPM Air-Gap 351W #75814 with EnduraShine Finish



Torker II 351W #5081



RPM Air-Gap Dual-Quad #7585

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, for more info call (865) 966-2269 or go to www.lokar.com.

Performer RPM 351W (non-EGR) ●●#7181#71811

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 121-122 for specs.

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

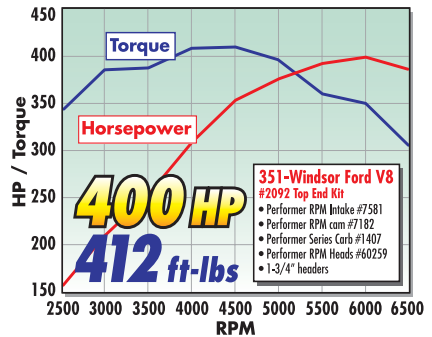
Designed for street and high performance 351-400+ c.i.d. 351W Ford V8's, the RPM Air-Gap incorporates the same race-winning design that's been used on our Victor Series competition intakes for decades. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting 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, for more info call (865) 966-2269 or go to www.lokar.com.

RPM Air-Gap 351W (non-EGR) ● #7581

RPM Air-Gap 351W with EnduraShine Finish (non-EGR) ● #75814

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), for auto. trans. use our #1483 & #1491 or #1844.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. Manifold height: A-5.31", B-6.19"; Carb pad height: 5.75" (see pages 81-82). Port exit dimensions: 1.07" x 1.88".



TORKER II 351W (2500-6500 RPM)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock heads, OEM 12- or 16-bolt heads or equivalent. Will not fit "Boss 351" Cleveland. Manifold not equipped with EGR. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

Torker II 351W (non-EGR) ●#5081

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), for auto. trans. use our #1483 & #1491 or #1844.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. 1" open carburetor spacer, our #8710, is recommended when hood clearance permits. Manifold height: A-3.55", B-4.75", same as stock; Carb pad height: 4.15" (see pages 81-82). Port exit dimensions: 1.02" x 1.82".

RPM AIR-GAP DUAL-QUAD 351W (1500-6500 RPM)

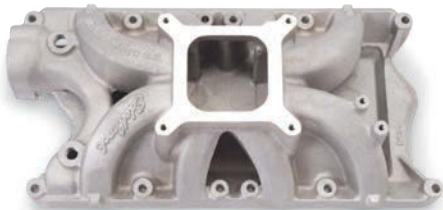
Designed for 351W small-block Fords, these intakes offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more horsepower. Includes bosses for rear water crossover. Manifold and carb kits on page 135.

RPM Air-Gap Dual-Quad (non-EGR) ●#7585

RPM Air-Gap Dual-Quad with EnduraShine Finish (non-EGR) ●#75854

Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see pages 13-15).

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 #2980



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



Super Victor 351W #2924



Super Victor 351W EFI #29245

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Glidden Victor 351W #2828



Super Victor 9.2 #2929

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.

- Victor Jr. 351W (9.2" deck) ●#2980
- Victor Jr. 351W (9.5" deck) ●#2981

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).

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.

- Super Victor 351W (9.5" deck) ●#2924
- Super Victor EFI for 351W (9.5" deck) ●#29245
- Ford Fuel Rail Kit (standard injectors with stands)#3620

Throttle Body Recommendations: #38783 4150 style 4V; or use #3849 EFI elbow and Ford style single 90mm throttle body #3818.

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

Installation Notes: Recommended intake gasket: **Fel-Pro #1262** or **#1262R**. MSD distributor #8578 must be used to clear the front water crossover. Manifold height: A-6.25", B-6.25".

MATCHING EDELBROCK PARTS FOR S/B FORD

Description	Page No.
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Performer RPM Cylinder Heads.....	103
Roller Timing Set.....	127
Cam Gear Drive.....	126
Valve Springs.....	117-118
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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 0.250" 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-6.97", B-6.97", (see pages 81-82).

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).

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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 #2865 on 9.5" Deck ●#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



Victor SC-1 #2932

VICTOR SC-1 (6000-9000 RPM)

This manifold is designed to work with a wide variety of engine combinations using the Ford SC-1 or Edelbrock #770769 cylinder heads on SVO blocks with 9.2" deck height. It'll provide outstanding torque throughout the rpm range for everything from dirt track applications to ARCA non-restricted engines.

Will not fit cast iron Cleveland heads.

- Victor SC-1 with 9.2" Deck (non-EGR) ●#2932

Carburetor Recommendations: Use any size or type carburetor class allows.

Installations Notes: Recommended intake gasket: Fel-Pro #1253-3. Manifold height: #2932, A-8.38", B-8.38", (see pages 81-82)



Victor SC-1 4150 Series #2860

GLIDDEN VICTOR SC-1 4150 SERIES (5000-8500+ RPM)

Designed in conjunction with noted Ford drag racer Billy Glidden for Ford SC-1 and Edelbrock Victor Pro-Port cylinder heads #770769, #2860 is intended for 400 c.i. and up high output race engines with a 9.5" deck height. The runner dividers are pulled back and the end runners are shortened to increase plenum size for more peak horsepower. It is the ideal manifold for dirt track or drag racing with Edelbrock Glidden Victor II Pro-Port heads #773169 in classes requiring in-line valve heads and a standard-flange carburetor.

- Glidden Victor for 9.5" with SC-1 Heads and 4150 Series Carb (spider only) ●#2860
- Valley Cover for Victor II or Victor SC-1 Pro-Port Raw Heads on a 9.5" Deck ●#2833

Carburetor Recommendations: Use appropriate 4150 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

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).



Glidden Victor SC-1 #2868

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





Performer 351-4V #2665

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".

- Performer 351-4V (non-EGR) ●#2665
- Performer 351-2V (non-EGR) ●#2750

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), 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 RPM E-Boss 302 #7129

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 Thunder Series AVS carburetor. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

- Performer RPM E-Boss 302 Ford Manifold ●#7129

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15).
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".



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 Cleveland 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, for more info call (865) 966-2269 or go to www.lokar.com.

- Performer RPM E-Boss 351 (non-EGR) ●●#7183

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15).
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
- RPM Air-Gap 351C polished finish (non-EGR) ●#75641

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), for automatic transmission use our #1483 & #1493 or #1844.

Installation Notes: Requires #8565 bolt kit (see page 79). 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 122 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 Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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).

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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
- Performer 400 with Black Powder Coated Finish (non-EGR) ●#21713

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 13-15), 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 121-122 for specs.



Performer 400 EGR #3771

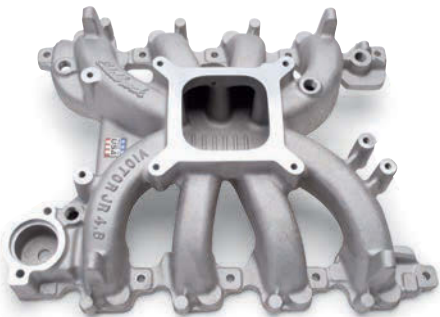
PERFORMER 400 EGR (IDLE-5500 RPM)

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 #E4ZZ9A-589E 4V EGR spacer; 3) For off-highway use, non-EGR 4V system with an Edelbrock #8714 4V spacer.

- Performer 400 EGR (2V EGR or 4V off-road) ●#3771

Carburetor Recommendations: OEM 2-bbl. Off-highway, non-EGR 4V: Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 13-15), 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".



Victor Jr. Ford 4.6L SOHC #2838

FORD 4.6L V8
VICTOR JR. FORD 4.6L SOHC (3500-7500 RPM)

Following in the footsteps of our Victor Jr. LS1 intake, our Victor Jr. intake for Ford 4.6L SOHC Modular engines allows the customer to take any 1999-2004 SOHC Modular 4.6L engine and convert it for use with a carburetor. #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 limit, both can be easily modified using a laptop and the included Pro-Data software. Timing control module available separately.

- 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
- Timing Control Module.....#91237

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".



Performer 390 #21053

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.

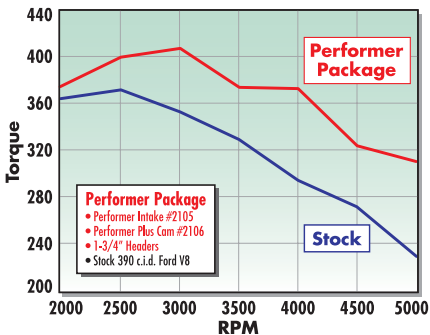
- Performer 390 (non-EGR) ●#2105
- Performer 390 (non-EGR) ●#21053

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15), 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 121 for specs.

Note: Performer Series & Thunder Series AVS carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000. For more info call (865) 966-2269 or go to www.lokar.com.





Performer RPM FE #7105



Performer RPM FE #71054 with EnduraShine Finish



RPM Air-Gap Dual-Quad FE #7505



Get great show quality finish and performance with an RPM Air-Gap Dual-Quad FE Kit #20364, see page 135.

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. Also available as a complete manifold and carb kit, see page 134.

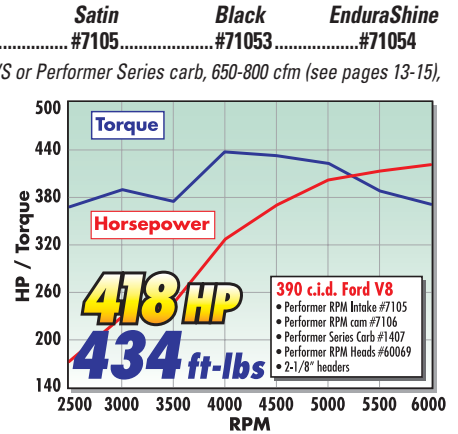
Performer RPM FE (non-EGR) ●●.....

Satin #7105	Black #71053	EnduraShine #71054
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Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 122 for specs.



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

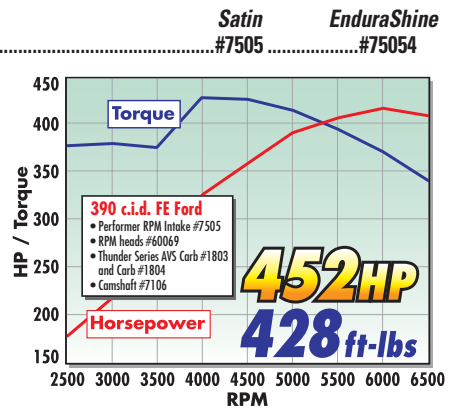
Give your FE powered street rod dual-quad power and nostalgic looks with the Edelbrock RPM Air-Gap Dual-Quad intake manifold. Designed for 1960-later high-performance street 390-406-410-427-428 c.i.d. Ford FE engines with low/medium rise or Edelbrock Performer RPM FE heads #60059 or #60069. The manifold carb pad is set up 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 135.

RPM Air-Gap Dual-Quad FE (non-EGR) ●●.....

Satin #7505	EnduraShine #75054
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Carburetor Recommendations: Edelbrock Thunder Series AVS #1803 and #1804, 500 cfm (see page 13-15).

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".



Match your FE intake and cylinder heads with our Classic Series cast aluminum FE valve covers, see page 195.

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Victor FE #29365



Victor FE #2937 for 4500 Series Carbs



Performer 460 #2166



Performer 460 #21663



Performer RPM 460 #7166

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 our FE heads.

- Victor FE (for square-bore carbs) ●#2936
- Victor FE (for 4500 series carbs) ●#2937
- Victor FE EFI (for standard square-bore throttle bodies – based on #2936) ●#29365
- Ford FE Fuel Rail Kit (standard injectors with stands).....#3632

Carburetor Recommendations: Use any size or type carburetor class allows.

Throttle Body Recommendations: See page 172.

Installation Notes: Recommended intake gasket: Fel-Pro #1247. Manifold height: A-6.49", B-6.49", (see pages 81-82).

**FORD 429/460 V8
PERFORMER 460 (IDLE-5500 RPM)**

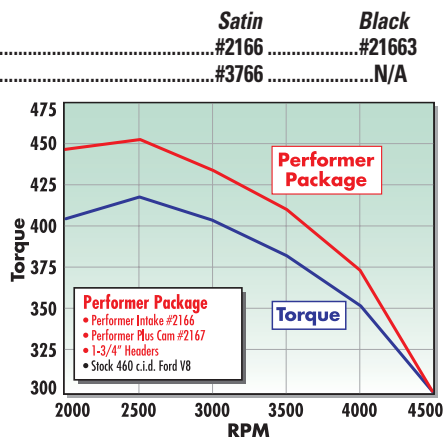
Designed for street 429/460 c.i.d. Ford V8's. Will not fit 429 Cobra-Jets or 1966-68 462 Lincolns and will not accept stock spread-bore carb. **Will not fit 1988 and later models.** #3766 cannot use #8714 to block-off EGR. Must use stock OE EGR plate.

- Performer 460 (non-EGR) ●#2166
- Performer 460 (EGR) ●#3766

Carburetor Recommendations: #2166: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 121 for specs.



PERFORMER RPM 460 (1500-6500 RPM)

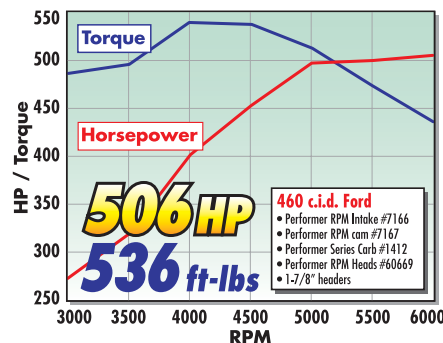
Designed for high-performance street 429-460 Ford V8's with standard or Cobra-Jet cylinder heads. Latest technology in dual-plane design results in excellent low- and mid-range torque and outstanding horsepower on appropriately equipped engines. Will accept square-bore or spread-bore carburetors. **Will not fit 1988 and later models.** Note: Early Cobra-Jets came with Quadrajets.

- Performer RPM 460 (non-EGR) ●#7166

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15), 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 122 for specs.





RPM Air-Gap 460 #7566

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) ●#7566

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15), 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".



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) ●#5066

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15), 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 122 for specs.



Victor 460 EFI #50665

VICTOR 460 EFI

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 Pico injectors).....#3645

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 Kit #3645



Victor 460 #2966 for Square-bore Carbs

VICTOR 460 (3500-8000 RPM)

Designed for Ford 429/460 competition engines using Cobra-Jet cast iron, SVO Cobra-Jet aluminum (M-6049-A429), or the Edelbrock 460 CJ aluminum heads. Both manifolds are ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 8000 rpm. **Standard 429/460 cast iron heads will require port matching of the head to fit manifold.** Our 1" Cloverleaf Spacer #8718 provides maximum performance with #2965 where hood clearance is not a problem. Port exit size at head is 1.88" x 2.16" with enough extra material to open it up to the cast iron Cobra-Jet heads. **Will not fit 1988 and later models.**

Victor 460 (for square-bore carburetors) ●#2966

Victor 460 (for 4500 series carburetors) ●#2965

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).



Victor 460 #2965 for 4500 Series Carbs

PRODUCT EMISSIONS GUIDE

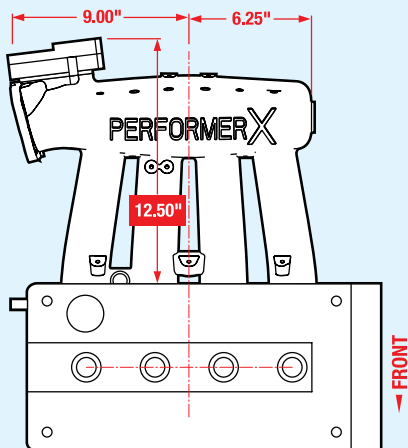
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX



Performer X
Acura #4771

IMPORTANT MEASUREMENTS



CHECKING FOR FIREWALL CLEARANCE

In front wheel drive vehicles, proper intake-to-firewall clearance is essential. Measure from the valve cover flange back towards the firewall. You'll need 12.5 inches of open space. This space should extend about 6.25" to the right and 9.0" to the left of the port centerline of the intake manifold.



Victor X
#4760



Performer Olds 350 #2711

**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. May be upgraded to an eight injector system by purchasing a #4779 secondary fuel rail kit and drilling through the partially machined secondary injector bosses. Injectors sold separately.

HONDA/ACURA B SERIES MANIFOLDS

- Performer X for 1994-01 Integra GSR B18C with Satin Finish ●#4771
- Performer X for 1994-00 Honda/Acura B16A and Type R B18C5 with Satin Finish ●#4774

HONDA/ACURA D SERIES MANIFOLDS

- Performer X for 1996-00 Civic EX, D16Y8 SOHC ●#4756
(match with AEM Cold Air Intake #21-512)
- Performer X for 1992-95 Civic EX, D16Z6 SOHC ●#4754

Injector Recommendations: Stock OEM injectors.

Installation Notes: Recommended Edelbrock intake gasket: #15043 1994-2000 B18B motors, #15042 1994-2000 B18C1 motors, #15041 1994-2000 B16 / B18C5 motors, #15005 1992-2000 D16 motors (The D16y7 will require some trimming of the gasket).

HONDA/ACURA FUEL RAILS

- Fuel Rail for 1994-01 Acura Integra - Machined for Honda-Style Injector#4796
- Fuel Rail for 1996-00 Honda Civics (except Si) - Machined for Honda-Style Injector#4798
- Fuel Rail for 1996-00 Honda Civics (except Si) - Machined for Bosch-Style Injector#4799
- Fuel Rail for 1992-95 Honda Civics D-Series - Machined for Bosch-Style Injector#4795

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. Match with the Edelbrock 65mm throttle body for maximum power.

HONDA/ACURA B SERIES MANIFOLDS

- | | Satin | Polished |
|---|-------|----------|
| Victor X for Integra GSR with B18C Engine ● | #4760 | #47601 |
| 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 |

Throttle Body Recommendations: Use Edelbrock Throttle Body or stock (See page 170).

Installation Notes: Recommended Edelbrock intake gasket: #15043 1994-2000 B18B motors, #15042 1994-2000 B18C1 motors, #15041 1994-2000 B16 / B18C5 motors.

OLDSMOBILE 307-403 V8

PERFORMER OLDS 350 (IDLE-5500 RPM)

Designed for street 307-330-350-403 c.i.d. Oldsmobile V8's, 1966-85. 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).

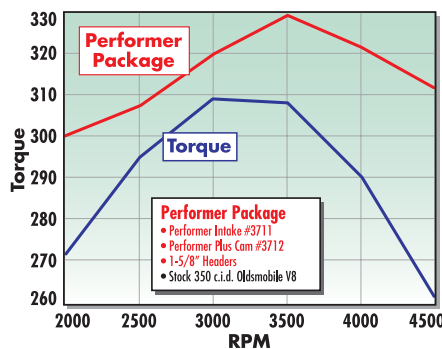
- Performer Olds 350 (non-EGR) ●#2711
- Performer Olds 350 (EGR) ●#3711

Carburetor Recommendations: #2711: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 13-15). #3711: OEM 4-bbl.

Installation Notes: Edelbrock Performer Series, Thunder Series AVS 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".

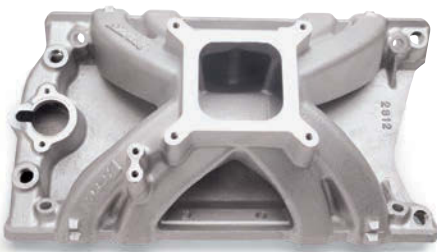
Camshaft Recommendations: Performer Plus #3712.

See page 121 for specs.





Performer RPM Olds 350 #7111



Victor Olds 350-403 #2812

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Performer Olds 455 #2151



Torker 455 #2730

PERFORMER RPM OLDS 350 (1500-6500 RPM)

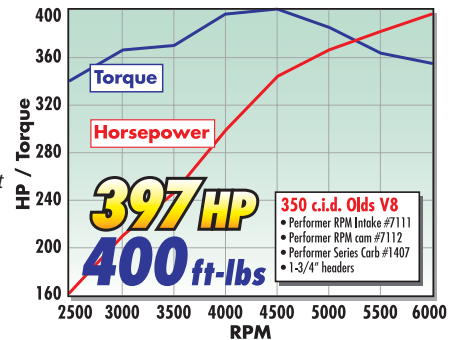
Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15).

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 122 for specs.



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

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.

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.

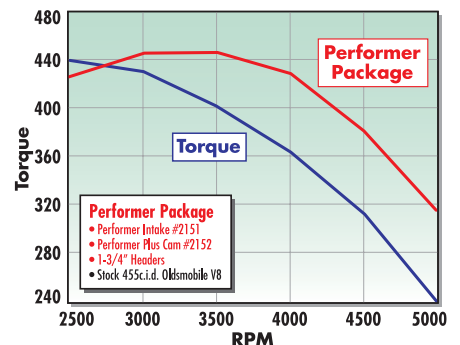
Performer Olds 455 (non-EGR) ●#2151

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15).

Installation Notes: Recommended intake gasket: Edelbrock #7284. For correct gasket kit when using #2151 in a marine/competition application, contact Mondello Performance at (805) 237-8808. Manifold has no provision for OEM choke operation. Will not fit Toronado or 4-4-2 Ram-Air scoop without hood modification or 1964-67 Cutlass. HEI will clear. Manifold height: A-4.40", B-5.50"; Carb pad height: 4.95"; (see pages 81-82). Port exit dimensions: 1.22" x 2.22".

Camshaft Recommendations: Performer Plus #2152.

See page 121 for specs.



TORKER 455 (2500-6500 RPM)

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

Torker 455 (non-EGR) ●#2730

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15).

Installation Notes: Recommended intake gasket: Edelbrock #7284. For correct gasket kit when using #2730 in a marine/competition application, contact Mondello Performance at (805) 237-8808. 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".

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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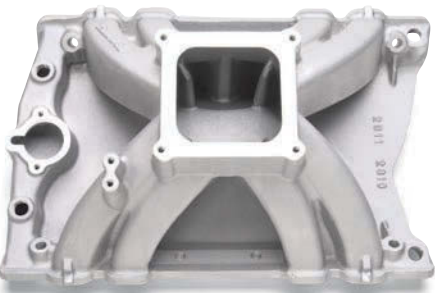
RPM Air-Gap Intake Manifold #7551

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) ●#7551

Installation Notes: Intake gasket: **Edelbrock #7284**. Retention of OEM A/C requires bracket modification or fabrication. Manifold height: A-5.04", B-6.04", Carb Angle-3"; Carb pad height: 5.54", (see pages 81-82). Port exit dimensions: 1.28" x 2.30".



Victor 455 Olds #2811

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. Featuring a single-plane "Air-Gap" design, they are available for square-bore or 4500 Series carbs to accommodate many competition applications, and offer 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!** Both manifolds feature a port size and shape that has been optimized to match the flow characteristics of Edelbrock Performer RPM #60519 aluminum cylinder heads.

Victor 455 Oldsmobile Manifold (for Standard Flange Square-Bore Carb) ●#2810

Victor 455 Oldsmobile Manifold (for 4500 Series Carb) ●#2811

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: For marine/competition use, contact Mondello Performance at (805) 237-8808 for correct gasket kit. HEI will clear. Manifold height: A-8.20", B-8.20", (see pages 81-82)



Performer Pontiac #21563

**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.

Performer Pontiac (non-EGR) ●#2156

Performer Pontiac polished finish (non-EGR) ●#21561

Performer Pontiac with Black Powder Coated Finish (non-EGR) ●#21563

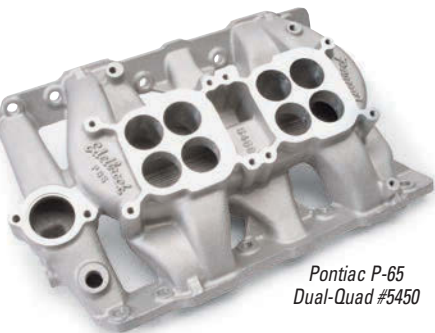
Performer Pontiac (EGR) ●#3756

Carburetor Recommendations: #2156: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 13-15) #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 121 for specs.



Pontiac P-65 Dual-Quad #5450

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".

Pontiac P-65 (non-EGR) ●#5450

Pontiac P-65 Polished (non-EGR) ●#54501

Dual-Quad Braided Fuel Line Kit (see page 23) ●#8088

Dual-Quad Braided Fuel Line Kit with EnduraShine Finish (see page 23) ●#8091

Dual-Quad Progressive Throttle Linkage Kit (see page 19)#7094

Carburetor Recommendations: Performer Series #1404, 500 cfm, #1405, 600 cfm, Thunder Series AVS #1803/1804, 500 cfm. (see pages 13-15).

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".



Dual-Quad Linkage Kit #7094



Performer RPM Pontiac #7156

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 134.

	Satin	Polished	EnduraShine
Performer RPM Pontiac (non-EGR) ●●	#7156	#71561	#71564

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 13-15).
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 121 for specs.



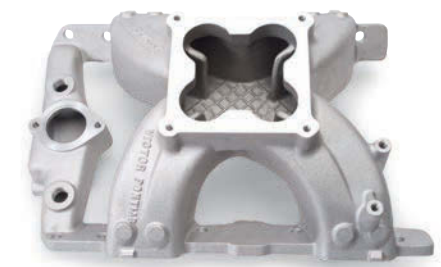
Torker II Pontiac #5056

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.

	Satin	Polished
Torker II Pontiac (non-EGR) ●●	#5056	#50561
Torker II EFI Pontiac (non-EGR) ●●	#50565	#505651

Torker II Pontiac EFI Fuel Rail Kit (Pico injectors with stands).....#3637
Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 13-15).
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: RPM #7157. See page 121 for specs.



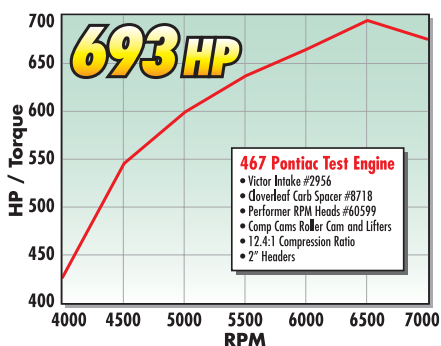
Victor Pontiac #2956

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
Victor Pontiac (for standard flange carburetors) ●	#2957
Cloverleaf 1" Spacer (for maximum performance with #2956) ●	#8718
Super Victor EFI Pontiac (based on #2956) ●	#29565
Super Victor EFI Pontiac (based on #2957) ●	#29575
Super Victor Pontiac EFI Fuel Rail Kit (standard or Pico injectors)	#3634

Carburetor Recommendations: Any carburetor class allows.
Throttle Body Recommendations: See pages 172.
Installation Notes: Recommended intake gasket: **Edelbrock #7280**. Manifold height: A-7.70", B-7.70" measured to engine block, (see pages 81-82).



Performer Rover #2198

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.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 13-15).
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.

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
 PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



INTAKE MANIFOLD BOLT KITS

Designed specifically for Edelbrock manifolds, these bolt kits feature reduced hex heads for easy wrench access. Features include cadmium finished steel bolt and hardened washers.

AMC 290-401 c.i.d.	#8534
Chevy 262-400 c.i.d. (1986 & earlier only).....	#8504
Chevy 262-400 c.i.d. with Edelbrock E-Tec or Chevrolet Vortec heads.....	#8516
Chevy LS1/LS2 (#7118, #2908(5), #28097, #7518, #7139 & #7140).....	#8515
Chevy 396-502 c.i.d.	#8564
Chevy 348/409 c.i.d.	#8509
Chrysler 318-360 c.i.d.	#8579
Chrysler 383-400-440 c.i.d.	#8594
Chrysler 5.7L & 6.1L (late model HEMI).....	#8528
Ford 260-302 c.i.d.	#8524
Ford 302 c.i.d. E-Boss & 351 c.i.d. E-Boss.....	#8529
Ford 351W c.i.d.	#8584
Ford 351M/400 c.i.d.	#8574
Ford 351C c.i.d. (#7564 only).....	#8565
Ford 360-390 c.i.d. (#2105 only).....	#8508
Ford FE (#7105 only).....	#8507
Ford FE (#2936 and #2937 only).....	#8536
Ford 429/460 c.i.d.	#8569
Oldsmobile 330-403 c.i.d. (#2711 and #3711 only).....	#8514
Pontiac 326-455 c.i.d.	#8559

REPLACEMENT CHOKE PLATES FOR EDELBROCK 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

DISTRIBUTOR CLAMP

This hold-down clamp is for small and big-block Chevys. It is constructed of steel with a chrome finish. Kit includes stud, nut and a washer.

Distributor Clamp (small & big-block Chevy V8).....	#4802
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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

	Chrome	Black	Anodized
Socket Head Pipe Plugs 8-piece Set — (1/8", 1/4", 3/8", 1/2" NPT).....	#8050	#8051	#8052
Socket Head Pipe Plug — 1/2" (1 only).....	N/A	N/A	#9126
Socket Head Pipe Plugs — 3/8" (1 pair).....	N/A	N/A	#9127
Socket Head Pipe Plugs — 1/4" (1 pair).....	N/A	N/A	#9128
Socket Head Pipe Plugs — 1/8" (1 pair).....	N/A	N/A	#9129



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	63mm
High Performance Thermostats	160°	#8603	#8606
High Performance Thermostats	180°	#8604	#8607
High Performance Thermostats	190°	#8605	N/A



WATER BYPASS KIT

Provides (2) bypass hoses, fittings and water neck adapter to plumb from 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



ALUMINUM WATERNECKS

These polished aluminum 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.

Straight (Chevy 4.3L V6, Chevy V8).....	#4816
15° (small and big-block Chevy V8).....	#4810
15° (small-block Ford V8).....	#4814
45° Adjustable (Chevy 4.3L V6, Chevy V8).....	#4817
90° Adjustable (Chevy 4.3L V6, Chevy V8).....	#4818



WATER NECK ADAPTER

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

Water Neck Adapter.....#8028



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



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

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

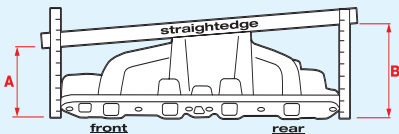
IMPORTANT A/B MEASUREMENTS

CHECKING FOR HOOD CLEARANCE

To ensure adequate hood clearance, check the height of your stock manifold and compare the "A" and "B" measurements against those of the Edelbrock manifold prior to purchase.

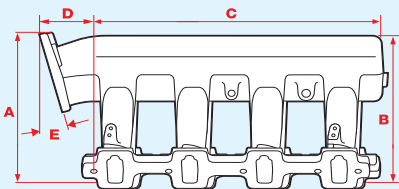
The heights of all Edelbrock manifolds are listed under "Installation Notes" for each model in the intake manifold section of this catalog.

Please Note: To figure carburetor pad height, measure from the end seal surface at the front and rear of the manifold. Add dimensions "A" + "B" and divide by 2. For example, Performer manifold #2101: (A) 3.5" + (B) 4.6" ÷ 2 = 4.05"

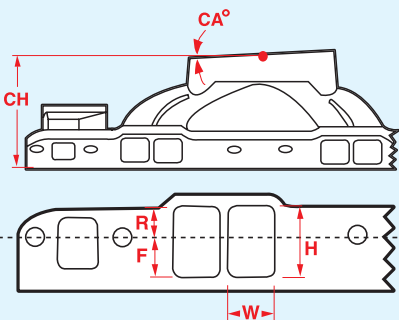


Checking for Hood Clearance on Edelbrock Pro-Flo XT Manifolds

To ensure adequate hood clearance, check the height and length of your Pro-Flo XT manifold prior to purchase. The heights and length are listed under "Installation Notes" for each model. Height measurements are from the end seal flange and lengths are from the left front manifold to head bolt hole.



RACE MANIFOLD REFERENCE DRAWINGS



Manifold Flange View

R = Bolt hole centerline to port roof

F = Bolt hole centerline to port floor

CH = Carb Height

W = Width

CA = Carb Angle

H = Height

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
SMALL-BLOCK CHEVY							
#2814 Super Victor Vortec Bowtie	4000-8000	1.13	1.07	1.14	2.20	6.77	0°
#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°
#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°
#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°
#2955 Victor 18° 2.9 Spider for 18° 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°
#2967 Victor Jr. High-Port for Raised-Port Heads	4000-8000	1.10	0.75	1.18	1.85	5.35	0°
#2968 Victor High-Port for Raised-Port Heads	4500-8500	1.10	0.75	1.18	1.85	5.35	0°
#2970 Super Victor 4500	4500-9000	0.87	1.15	1.21	2.02	6.36	0°
#2821 Super Victor LS3	3500-7500	0.98	1.22	1.29	2.20	7.67	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°
#2995 Victor 18° High-Port for 18° Heads	4500-8500	1.76	0.23	1.14	1.99	6.54	0°
#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°
#28097 Super Victor LS1	4000-8200	1.35	1.39	1.08	2.74	6.07	0°
BIG-BLOCK CHEVY							
#2801 Victor Spread Port	3500-8500	1.06	1.38	1.74	2.44	8.12	0°
#2802 Victor Spread Port Tall Deck	3500-8500	1.06	1.38	1.74	2.44	8.44	0°
#2805 Victor Spread Port for Big Duke	3500-8500	0.94	1.50	1.74	2.44	8.06	0°
#2806 Victor Spread Port for Brodix	3500-8500	0.94	1.50	1.74	2.44	8.32	0°
#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°
#28003 Big Victor II 9.8 Deck	3500-8500	1.49	1.03	1.91	2.52	9.21	0°
#28004 Big Victor II 9.8 Deck	3500-8500	1.46	1.16	1.84	2.62	9.21	0°
#28005 Big Victor II 10.2 Deck	3500-8500	1.49	1.03	1.91	2.52	9.53	0°
#28006 Big Victor II 10.2 Deck.	3500-8500	1.46	1.16	1.84	2.62	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°
#2807 Victor CNC 454-R (B)	3500-8000	1.45	1.15	1.75	2.45	5.90	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".
(A) Measured from lifter valley end seal surface.

(B) Note that exit dimensions may vary slightly
(C) Complies to current NASCAR engine parameters.

REFERENCE DIMENSIONS MANIFOLDS



Edelbrock Intake Manifolds
- An Exclusive NASCAR Performance Product

Edelbrock-Equipped Race-Winning Competitors



John Urist, 9-Time NMRA Street Outlaw champion uses an Edelbrock Intake Manifold, Cylinder Heads and Russell plumbing



Rickie Smith, first ever "Back to Back" NHRA Pro Mod champion uses Edelbrock EFI



Michael DeMayo, 2014 NMCA FSC NA 10.5 champion uses Edelbrock Intake Manifold



Pro Eliminator Drag Boat Racer Darin Moilanen uses Edelbrock Nitrous system, QwikData 2 system, Victor 24° cylinder heads, Victor 2-R Tunnel Ram intake manifold and Russell ProClassic II hose

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
BIG-BLOCK CHEVY (CONT.)							
#2916 Super Victor Tall-Deck BBC	3500-8500	1.30	1.00	1.55	2.30	6.95	0°
#2917 Super Victor BBC CNC (B)	3500-8500	1.45	1.15	1.75	2.45	6.20	0°
#2918 Super Victor Tall-Deck BBC CNC (B)	3500-8500	1.30	1.00	1.75	2.45	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°
SMALL-BLOCK CHRYSLER							
#2815 Super Victor	3500-8000	1.21	0.94	0.98	2.15	6.30	0°
#2915 Victor 340	3500-8000	1.12	0.92	1.02	2.04	4.92	4°
#2920 Victor W-2	3500-8000	1.10	0.90	1.32	2.00	4.92	4°
BIG-BLOCK CHRYSLER							
#2886 Victor 383	3500-7500	1.16	1.01	1.15	2.17	6.13	0°
#2954 Victor 440	3500-7500	1.16	1.01	1.15	2.17	6.25	0°
#2891 Super Victor 440	3500-8000	1.16	1.01	1.15	2.17	6.40	0°
#2893 Super Victor 440	3500-8000	1.39	1.19	1.30	2.58	6.40	0°
#7524 Dual-Quad 426-572 HEMI	2500-6500	0.92	1.06	1.80	1.98	5.10	2.5°
SMALL-BLOCK FORD							
#2828 Glidden Victor 351W	5000-9000	1.00	1.00	1.18	2.00	7.08	0°
#2860 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2863 Glidden Victor 351Y	5000-8500+	1.52	0.38	1.38	1.90	7.16(A)	0°
#2868 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2921 Victor Jr. 302	3500-8000	0.90	1.00	1.08	1.90	5.50	0°
#2924 Super Victor 351W	4500-8500	1.00	1.00	1.18	2.00	6.25	0°
#2928 Super Victor 8.2	3500-8000	1.00	1.00	1.18	2.00	6.35	0°
#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°
#2991 Victor 351Y	4500-8500	1.58	0.26	1.39	1.84	6.81	0°
FE FORD							
#2936 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
#2937 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
429/460 FORD							
#2965 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
#2966 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
350-403 OLDSMOBILE							
#2812 Victor 350-403 Olds	4500-7500	0.97	0.97	1.28	1.94	7.00	0°
400-455 OLDSMOBILE							
#2810 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
#2811 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
389-455 PONTIAC							
#2957 Victor Pontiac	3500-7500	0.61	1.49	1.08	2.10	7.70	0°
#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.

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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
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CRATE ENGINES
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INDEX



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

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
- Small-Block Chevy Vortec Bowtie - 10-pack intake gasket set (.060" thick).....#72068
- Small-Block Chevy Vortec Bowtie - 10-pack intake gasket set (.120" thick).....#72078
- 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

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



#1499

#3899



#9265

#9266



#9267



#1987

#6940



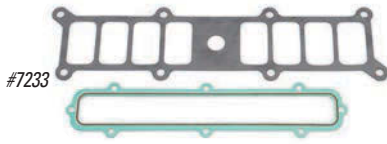
#3897

#3898



#3830

#3813



#7233



#6941

#6942



#6950

#3832



Honda Intake Manifold Gasket #15005



#3894

#3895

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, for more info call (865) 966-2269 or go to www.lokar.com

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
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

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FRONT COVER GASKET SETS

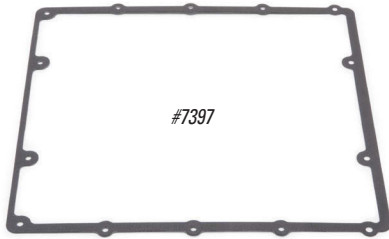
Includes front cover gasket and front seal.

- 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



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 Gasket Sets (A)	Head Gaskets	Head Gasket Specs	Intake Gaskets	Intake Gasket Specs	Exhaust Gaskets	Port Size	Valve Cover Gaskets	Valve Cover Gasket Thickness
AMC									
1967-69 290-390; 1970-91 290-304-343; 360-390-401	#7372	#7329	4.275" bore 0.045" compressed 10.60cc volume	#7213	port 1.13" x 2.21" .060" thickness	#7239	1.80" x 1.30"	#7532	1/4"
BUICK									
1967-76 400-455	#7369	#7346	4.400" bore 0.050" compressed 12.50cc volume	#7246 (C)	port 1.15" x 2.38" .032" thickness	#7247	1.20" x 1.63"	#7546	3/16"
CHEVROLET									
1985-95 V6 200-229-262 (3.8 and 4.3L)	-	-	-	#7209	port 1.28" x 2.10" .060" thickness	-	-	-	-
1958-1986 302-327-350 S/B	#7361	#7310	4.125" bore 0.039" compressed 8.70cc volume	#7201	1.28" x 2.09" .060" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958-1986 400 S/B	-	-	-	#7201	port 1.28" x 2.09" .060" thickness	#7204	1.50" x 1.50"	#7549	5/16"
Edelbrock 23° S/B Victor Jr. and Victor High-Port Intakes	-	-	-	#7217 (K)	port 1.31" x 2.02" .060" thickness	-	-	-	-
Edelbrock 18° S/B Victor Jr. and Victor High-Port Intakes	-	-	-	#7218 (K)	port 1.23" x 2.13" .060" thickness	-	-	-	-
1958-1986 E-Tec 170 302-327-350 S/B	#7367	#7310	4.125" bore 0.039" compressed 8.70cc volume	#7235 (C)	port 1.08" x 2.11" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958-1986 E-Tec 200 302-327-350 S/B	-	#7310	-	#7215 (C)	port 1.26" x 2.24" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958-1986 E-Tec 170 400 S/B	-	-	-	#7235 (C)	port 1.08" x 2.11" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958 & Later S/B Vortec Bowtie	-	#7310	4.125" bore 0.039" compressed 8.70cc volume	#7206 (E)	port 1.14" x 2.20" .060" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958 & Later S/B Vortec Bowtie	-	#7310	4.125" bore 0.039" compressed 8.70cc volume	#7207 (E)	port 1.14" x 2.20" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1992-1997 LT1/LT4	#7380 (LT1) #7379 (LT4)	#7342	4.100" bore 0.052" compressed 11.50cc volume	#7243 (LT1) #7244 (LT4)	port 2.1" x 1.265" (LT1) port 2.3" x 1.25" (LT4) .060" thickness	#7248	1.385" x 1.400" (D shaped)	-	-
1997 & Later LS1/LS2	-	#7388 (LS1) #7387 (LS2)	3.920" bore (LS1) 0.051" compressed (LS1) 4.080" bore (LS2) 0.051" compressed (LS2)	#7386	(Set of 8 O-Rings)	-	-	-	-
1958-65 348/409 "W-Series"	#7378	#7359	4.500" bore 0.0435" compressed 12.20cc volume	#7240 (G) #7242 (I)	port 2.50" x 1.31" .060" thickness	#7241 (F)	1.813" x 1.75"	#7582	5/16"

Year & Model	Head Gasket Sets (A)	Head Gaskets	Head Gasket Specs	Intake Gaskets	Intake Gasket Specs	Exhaust Gaskets	Port Size	Valve Cover Gaskets	Valve Cover Gasket Thickness
1965-90 Rectangular Port Mark IV, 396-402-427-454 B/B	#7362	#7302	4.370" bore 0.039" compressed 9.70cc volume	#7202	port 1.82" x 2.54" .060" thickness	#7205	1.940" (round)	#7580	5/16"
1965-90 Rect. Port 6 Bolt Flange with No Crossover Mark IV, 396-402-427-454-555 B/B	-	-	-	#7208 (C)	port 1.82" x 2.46" .060" thickness	-	-	-	-
1965-90 Oval Port Mark IV, 396-402-427-454 B/B	#7363	#7302	4.370" bore 0.038" compressed 10.05cc volume	#7203	port 1.82" x 2.05" .060" thickness	#7205	1.940" (round)	#7580	5/16"
1991 & later Rectangular Port Gen V & VI, 454 B/B	#7376	#7375	4.370" bore 0.038" compressed 10.05cc volume	#7202	port 1.82" x 2.54" .060" thickness	#7205	1.940" (round)	#7580	5/16"
1991 & later Rectangular Port Gen V & VI, 502 B/B	#7389	#7356	4.540" bore 0.039" compressed 10.05cc volume	#7202	port 1.82" x 2.54" .060" thickness	#7205	1.940" (round)	#7580	5/16"
Edelbrock Big Victor B/B Spread Port Cylinder Heads	-	-	-	#7245	port 2.02" x 2.635" .060" thickness	-	-	#7559	0.130"
CHRYSLER									
1966-87 318-340-360	#7370	#7326	4.180" bore 0.050" compressed 11.20cc volume	#7276	port 1.17" x 2.30" .060" thickness	#7236	1.75" x 1.25"	#7592	3/16"
1992 & Later Magnum	#7371	#7327	4.140" bore 0.048" compressed 10.70cc volume	#7277	port 1.18" x 2.18" .060" thickness	#7237	1.50" x 1.20"	#7593	5/16"
1958-1979, 361-383-400, 413-426 [except HEMI], and 440 engines	#7366 (B)	#7325	4.505" bore 0.038" compressed 9.69cc volume	#7225 (B)	port 1.23" x 2.27" .030" thickness	#7226	1.84" x 1.33"	#7591	3/16"
426-572 HEMI engines (Gen II)	#7349	#7347	4.590" bore 0.051" compressed 14cc volume	#7278	port 2.00" x 1.84" .060" thickness	#7279	1.840" x 1.740"	#7589	1/4"
FORD									
1938-48 Ford/Mercury Flathead	#7384	#7394	3.187" bore	#7234	port 1.35" x 2.00" .062" thickness	-	-	-	-
1949-53 Ford/Mercury Flathead	#7383	#7393	3.420" bore	-	-	-	-	-	-
1963-96, 289, 302 S/B [except Boss], 1982-96, 5.0L & 5.8L 351W	#7364	#7313 (J)	4.100" bore 0.045" compressed 9.8cc volume	#7220	port 1.20" x 2.00" .060" thickness	#7227	1.25" x 1.48"	#7560	5/16"
Edelbrock Victor Jr. Cylinder Heads without Heat Crossover	-	-	-	#7219	port 1.28" x 2.10" .060" thickness	-	-	-	-
302 E-Boss and 351W E-Boss (Clevor) Conversions	#7377	#7341 (H)	4.100" bore 0.047" compressed 10.20cc volume	#7265	port 1.52" x 2.16" .060" thickness	#7262	1.98" x 1.56"	#7569	1/4"
1970-74 351 Cleveland	#7374	#7328	4.080" bore 0.038" compressed 8.10cc volume	#7265	port 1.52" x 2.16" .060" thickness	#7262	1.98" x 1.56"	#7569	1/4"
1958-76 390-428 FE	#7368	#7337	4.400" bore 0.038" compressed 9.90cc volume	#7224	port 1.40" x 2.10" .060" thickness	#7229	1.40" x 2.04"	#7568	5/16"
1968-1987 429-/460 B/B	#7365	#7314	4.500" bore 0.048" compressed 12.5cc volume	#7223 (D)	port 1.98" x 2.26" .060" thickness	#7228	1.50" x 2.10"	#7563	5/16"
JEEP									
1987-2006 4.0L Inline Six	#7350	#7348	4.005" bore 0.042" compressed 8.88cc volume	#7275	port 1.67" x 1.38" .060" thickness	N/A	1.66" (round)	#7583	5/32"
OLDSMOBILE									
1965-76 400-425-455	#7373	#7340	4.250" bore 0.042" compressed 9.8cc volume	#7284	port 1.44" x 2.44" .060" thickness	#7238	1.95" x 1.56"	#7598	1/4"
PONTIAC									
1961-1979 326-389-400-421-428-455	#7382	#7381	4.300" bore 0.038" compressed 8.96cc volume	#7280	port 1.18" x 2.20" .060" thickness	#7281	1.880"	#7590	3/16"

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

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Edelbrock

CYLINDER HEADS INTRODUCTION

**Edelbrock
E-STREET
CYLINDER HEADS**

E-Street Head for B/B Chevy #50459

50 state legal

Performer Pontiac D-Port Head #61579



Performer RPM for S/B Ford #60259

**E-CNC
CYLINDER HEADS**

E-CNC #79949 for LS1/LS2 Chevy

**Edelbrock
E-SERIES
CYLINDER HEADS**

E-Series Head for S/B Ford #5025



Victor Jr. S/B Chevy #77619

**HIP
PROCESS**

Glidden Victor SC-1 Pro-Port Raw #770769

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



EDELBRÖCK CYLINDER HEADS MADE IN USA QUALITY AND PERFORMANCE!

Cast and heat treated at the Edelbrock Foundry and machined at Edelbrock's manufacturing facility in the USA, Edelbrock heads are the best in quality and performance. Using highly efficient ports and state-of-the-art combustion chamber shapes, Edelbrock cylinder heads offer improved performance throughout the rpm range for great throttle response and top-end horsepower. Top-quality features include threaded inserts in rocker stud and exhaust bolt holes for superior strength and durability, and manganese-bronze valve guides. These are features that some other companies don't include!

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. They are available for popular V8 engines. Call your local dealer for pricing.

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® 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 heads deliver great throttle response and power from 1500 to 6500 rpm. These heads feature the highest quality intake and exhaust valves and valve springs.

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.

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. Call your local dealer for pricing.

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 result 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.

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 111 for more details. Pro-Port heads are available for small-block Chevy, Chevy SB2 and ROX, LS-series Chevy, big-block Chevy (conventional and spread-port), small-block Ford (including SC-1), FE Ford and Pontiac.



Important Notes: Edelbrock heads are sold individually (except Flatheads, E-Street & 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. Recommended spark plugs for most street applications are Champion RC12YC.

AMC, BUICK & S/B CHEVY CYLINDER HEADS



Performer AMC #60139



Performer RPM AMC #60119

AMC 343-401 V8 PERFORMER AND PERFORMER RPM AMC

These cylinder heads are designed as a bolt-on performance upgrade for any 1967-91 AMX, Javelin or Jeep with a 343, 360, 390 or 401 AMC V8 engine. They include adjustable rocker studs and guide plates set-up for use with small-block Ford style adjustable 1.6:1 ratio rockers. The intake flange is dual-drilled to accommodate early and late model intake bolt patterns, covering 1967-91. Complete heads include larger-than-stock valve springs to handle most high-lift cams. They feature stock location ports for compatibility with standard manifolds and headers. A direct bolt-on for 1970 and 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. The 45° intake seat angle offers improved mid- to high-lift flow over the stock 30° angle.

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. Match with Edelbrock head gasket sets on pages 85-86. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Use Edelbrock Step Washer Kit #9693 on 1967-69 engines with 7/16" head bolts. Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
Performer AMC/Jeep with exhaust crossover port ●	185cc / 70cc	54cc	2.02" / 1.60"	0.580"	1.55"	#60129	#60139
Performer RPM AMC/Jeep no crossover port ●	185cc / 70cc	54cc	2.02" / 1.60"	0.580"	1.55"	#60109	#60119
Performer RPM AMC for NHRA Stock/Super Stock only ●	185cc / 70cc	54cc	—	—	—	#60107	—



Performer RPM Buick #60049



BUICK 400-455 V8 PERFORMER RPM BUICK

These Performer RPM cylinder heads are designed for 400, 430 and 455 c.i.d. Buick engines. These heads include adjustable rocker stud and guide plate set-up 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.

Important Notes: Match with Edelbrock head gasket sets on pages 85-86. 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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 3/8" (width of slot in guide plate).



Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
Performer RPM Buick ●	215cc / 130cc	68cc	2.125" / 1.75"	0.600"	1.55"	#60039	#60049
Performer RPM Buick for NHRA Super Stock only ●	215cc / 130cc	68cc	—	—	—	#60037	—



E-Street #5089

CHEVROLET 262-400 E-STREET CYLINDER HEADS

These heads are designed for entry-level street performance engines and ideal for operating in the idle to 5500 rpm range. Manufactured in the USA, by Edelbrock, these heads feature A356 aluminum castings that are heat treated to T-6 spec for superior casting strength and quality. Their modern combustion chamber designs improve the combustion process and larger than stock intake and exhaust ports move more air through your engine. These features improve an engine's efficiency, resulting in more horsepower and torque and improved mileage potential. Additional qualities include hardened spring cups for long-term wear protection and Heli-Coil® threaded inserts in the rocker stud bosses for increased strength; these are the details that most low-cost competitors leave out of their heads. All E-Street cylinder heads are sold in pairs and Made in the USA. Dyno tests showed a gain of 16 hp and 11 ft-lbs of torque over our overseas competitor. **Not compatible with hydraulic roller camshafts.**

Description	Intake Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes (see pg. 90)	Bare (Pair)	Complete (Pair)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-Street (straight plugs) ●	185cc / 60cc	70cc	2.02" / 1.60"	0.550"	1.46"	A,E	—	#5073
E-Street (straight plugs) ●	185cc / 60cc	64cc	2.02" / 1.60"	0.550"	1.46"	A,E	—	#5089

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Performer #60759



E.O. Number D-215-49

PERFORMER CYLINDER HEADS

• Performer applications for 1986-earlier engines feature:

- Available with 64cc chambers for stock compression ratio on 1970 & earlier small-block as well as 70cc combustion chambers and high flow intake & exhaust ports
- Retains stock intake port location for use with OEM manifolds and exhaust headers

• Performer Centerbolt cylinder heads are designed for 1986-95 applications and feature:

- Available for 1987-95 Throttle Body Injected & Tuned Port Injected 5.7L engines originally equipped with centerbolt valve covers & utilizes a 73° angle on the 2 center intake bolts
- Will maintain the stock compression ratio when using the recommended stock head gasket
- Available for 1986-91 Tuned Port Injected 5.7L Corvette engines originally equipped with centerbolt valve covers utilizing a 90° angle on all intake bolts

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Performer ●	185cc / 65cc	70cc	2.02" / 1.60"	0.575"	1.46"	A,C,G	#60659	#60759
Performer ●	185cc / 65cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,G	-	#60909
Performer Centerbolt (1987-95) ●	165cc / 65cc	60cc	2.02" / 1.60"	0.575"	1.46"	A,C	#60849	#60859
Performer Centerbolt 1986-91 5.7L Corvette ●	165cc / 65cc	60cc	2.02" / 1.60"	0.575"	1.46"	A,C	#60869	#60879



Performer RPM #60719



PERFORMER RPM CYLINDER HEADS

Performer RPM cylinder heads have all of the same great features as our Performer series, but are available with straight or angled spark plug configuration to fit a variety of exhaust applications. Available with a polished finish for a show quality look!

The Performer RPM head is also available with a 195cc intake runner to maximize performance in modern big fore and long stroke engine packages. They also feature a straight spark plug configuration that has been moved 0.150" closer to the cylinder for improved efficiency. The RPM 195 head retains the stock intake port location for use with OEM manifolds and exhaust headers.

Important Notes: Match with Edelbrock head gasket sets on pages 85-86. 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. Use Head Bolt Kits on page 114 for easy installation. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. 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.

Description	Plug Type	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)	
									Satin	Polished
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS										
Performer RPM ●	Angled	195cc / 65cc	70cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60619	#60715	#607115
Performer RPM ●	Straight	195cc / 65cc	70cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60639	#60735	#607315
Performer RPM ●	Angled	195cc / 65cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60949	#60995	-
Performer RPM ●	Straight	195cc / 65cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60889	#60895	#608915
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS										
Performer RPM ●	Angled	195cc / 65cc	70cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60619	#60719	-
Performer RPM ●	Straight	195cc / 65cc	70cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60639	#60739	#607319
Performer RPM ●	Angled	195cc / 65cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60949	#60999	#609919
Performer RPM ●	Straight	195cc / 65cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60889	#60899	#608919
Performer RPM for NHRA Super Stock only ●	Angled	185cc / 65cc	70cc	-	-	-	-	#60617	-	-
Performer RPM for NHRA Super Stock only ●	Straight	185cc / 65cc	70cc	-	-	-	-	#60637	-	-
Performer RPM for NHRA Super Stock only ●	Angled	185cc / 65cc	64cc	-	-	-	-	#60947	-	-
Performer RPM for NHRA Super Stock only ●	Straight	185cc / 65cc	64cc	-	-	-	-	#60887	-	-

GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 85-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- Head bolt kits on page 114

S/B CHEVY CYLINDER HEADS

Edelbrock



E-Tec #609719

CHEVROLET 262-400

E-TEC CYLINDER HEADS

- Designed for 302, 327, 350 & 400 c.i.d. engines with Vortec™ style manifolds and feature:
 - Adjustable rocker studs and guide plates for use with adjustable rockers or washers to properly position the stud height to accommodate factory style self-aligning rocker arms
 - Dual-drilled to accept 1987-95 centerbolt and 1986-earlier stock valve covers
 - Compatible with most stock exhaust manifolds
 - E-Tec 200 cylinder heads with 64cc chambers will produce 10.2:1 compression with flat-top pistons in 350 c.i.d. engines
 - Requires adjustable rocker arms

50 state legal

E.O. Number D-215-49

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Complete (Single)		
							Bare Single	Satin	Polished
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS									
E-Tec 170 ●	170cc / 70cc	64cc	1.94" / 1.55"	0.575"	1.46"	A,C,E	#60959	#60975	#609715
E-Tec 200 ●●	200cc / 80cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60969	#60985	#609815
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS									
E-Tec 170 ●	170cc / 70cc	64cc	1.94" / 1.55"	0.575"	1.46"	A,C,E	#60959	#60979	#609719
E-Tec 200 ●●	200cc / 80cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60969	#60989	#609819

E-CNC
CYLINDER HEADS



E-CNC #61219



E-CNC SMALL-BLOCK CHEVY

These E-CNC cylinder heads for small-block Chevy engines have a unique high flow intake runner design unlike many of the current designs on the market. It features a large bowl cross-section while retaining good port velocity. These heads maintain the stock 23° valve angle and the intake flange is drilled to accept 1986 and earlier intake manifold designs. They also feature an extra thick 11/16" deck and are ideal for high-end street and entry level racing applications requiring a CNC ported design. They have fully CNC'd intake ports, combustion chambers and exhaust ports for improved performance.

- #61205 features a traditional stud and guide plate design and includes springs for use with a hydraulic roller camshaft. The 68cc combustion chamber yields approximately 9.8:1 compression ratio in a zero-deck, flat-top 350 c.i.d. engine and about 12:1 when used with most common 12cc dome pistons.
- #61215 has the same features as above and has a 260cc intake port volume. This head can be adapted to low compression pump gas applications as well as all-out high compression racing.
- #61229 features a 275cc intake port volume and will require the use of a shaft mounted rocker system. Its 68cc combustion chamber can be adapted to low compression pump gas applications as well as all out high compression racing. Sold bare with valves only.
- #61239 High Rise head has a 300cc intake port volume for maximum performance

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Complete (Single)	
							Bare Single	(Single)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-CNC 185 ●	185cc / 75cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C	#79889	#79895
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-CNC 185 ●	185cc / 75cc	64cc	2.02" / 1.60"	0.575"	1.46"	A,C	#79889	#79899
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL ROLLER CAMSHAFT APPLICATIONS								
E-CNC ●●	225cc / 88cc	68cc	2.10" / 1.60"	0.700"	1.58"		–	#61209
E-CNC ●●	260cc / 88cc	68cc	2.14" / 1.60"	0.730"	1.57"		–	#61219
E-CNC ●●	275cc / 88cc	68cc	2.17" / 1.60"	0.730"	1.57"		#61229	–
E-CNC ●●	300cc / 88cc	68cc	2.20" / 1.60"	0.730"	1.57"		–	#61239
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-CNC ●●	225cc / 88cc	68cc	2.10" / 1.60"	0.680"	1.34"		–	#61205
E-CNC ●●	260cc / 88cc	68cc	2.14" / 1.60"	0.730"	1.57"		–	#61215

APPLICATION SPECIFIC 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

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SCCA RPM #608979

CHEVROLET 262-400

SCCA LEGAL HEADS FOR AMERICAN SEDAN COMPETITION

These heads are designed exclusively for the SCCA American Sedan and GT2 Series Class. To comply with class rules, there is no blending work in the intake entries, exhaust exits or bowl area of the intake or exhaust. Bare heads will require final sizing of the valve guides and a proper valve job prior to the installation of valves. These heads are engraved with a SCCA approved logo and legal for American Sedan and GT2 Classes. For additional information, please refer to the SCCA rule book. Match with Performer RPM intake, #7101. **All heads include manganese-bronze valve guides, one-piece stainless steel valves with hardened tips, ductile iron valve seats and Heli-Coil® threaded inserts in the exhaust and rocker stud holes.**

Important Notes: Match with Edelbrock head gasket sets on pages 85-86. 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. To use stock rockers on small-block Chevy heads, .100" longer than stock pushrods are required. Edelbrock pushrods #9629 recommended. Use Head Bolt Kits on page 114 for easy installation. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. This head does not include valve springs due to the wide variety of camshafts used in competition. Please consult your camshaft manufacturer for appropriate valve spring selection. Deck thickness: 9/16", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete w/valves (Single)
SCCA RPM ●	185cc / 65cc	64cc	1.94" / 1.55"	-	-	#608879	#608979



E-210 #5087

E-SERIES E-210 CYLINDER HEADS

The E-210 cylinder head for small-block Chevy engines provides race-level performance while maintaining full compatibility with OEM equipment. It features 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. The exhaust port flange is in the stock location to allow for the use of off-the-shelf headers and hardware, while the enlarged valves and ports support the power needed to compete at engine speeds of up to 6500 rpm. The E-210 cylinder head is capable of supporting more than 500 naturally aspirated horsepower, and even more in forced induction applications.

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Pair)	Complete (Pair)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-Series E-210 ●●	210cc / 75cc	64cc	2.08" / 1.60"	0.650"	1.55"	A,C,E	#5086	#5087
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-Series E-210 ●●	210cc / 75cc	64cc	2.08" / 1.60"	0.575"	1.46"	A,C,E	#5086	#5085



Victor Jr. 23° #77619



VICTOR JR. 23° - 215cc

Affordable maximum power head for competition and ultra high-performance street. 530-580 hp potential, out-of-the-box, for a cost effective, race-winning set-up. 64cc chambers yield about 12.5:1 compression with a 12cc domed piston in a 350 V8. These heads feature angled spark plug holes and accept standard 23° valvetrain hardware.

Important Notes: Check cam manufacturer's specs for compatibility with valve springs, see pages 117-118 for spring rates. Use Head Bolt Kits on page 114 for easy installation. Match with Edelbrock head gasket sets on pages 85-86. These heads require the use of a 14mm x 3/4" reach, flat gasket spark plug with a heat range appropriate to your application. Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)	
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
Victor Jr. 23° ●	215cc / 85cc	64cc	2.08" / 1.60"	0.650"	1.55"	#77569	#77589	
Victor Jr. 23° ●	215cc / 85cc	70cc	2.08" / 1.60"	0.650"	1.55"	#77639	#77619	
Bare or with valves only add your own springs ●	215cc / 85cc	64cc	2.08" / 1.60"	0.670"	1.55"	#77569	#77579	
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL ROLLER CAMS								
Victor Jr. 23° ●	215cc / 85cc	64cc	2.08" / 1.60"	0.670"	1.55"	#77569	#77599	
Victor Jr. 23° ●	215cc / 85cc	70cc	2.08" / 1.60"	0.670"	1.55"	#77639	#77629	

LT1 & LT4 SERIES CYLINDER HEADS



Performer LT1 #61905



E.O. Number D-215-70

PERFORMER LT1/RPM LT4

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.



Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare Single	Complete Single
Performer LT1 ●	170cc / 60cc	54cc	1.94" / 1.55"	0.600"	1.46"	A,C	#61919	#61905
Performer LT1 for NHRA Super Stock only ●	170cc / 60cc	54cc	-	-	-	A,C	#61917	-



Performer LT4 #61939



E.O. Number D-215-70

RPM LT4 CYLINDER HEADS

Designed for 1996 LT4 (or) 1992-97 LT1 small-block Chevy engines, LT4 cylinder heads are CNC ported for improved airflow and peak performance. Features include high-quality 8mm stem stainless steel intake and exhaust valves that feed the high flow intake and exhaust ports. The high-velocity intake entries and exhaust exits are CNC profiled for increased air-flow. Combustion chambers are fully CNC machined for absolute consistency and combustion. High-quality conical beehive springs are secured with steel retainers and valve locks for performance up to .600" valve lift. LT4 heads are equipped with guide plates and 8mm stem valves, **adjustable (non self-aligning) rocker arms are required**. Match with RPM Air-Gap intake #7109, throttle body #3809 and camshaft #2108 for the Total Power Package combination. **RPM LT4 heads are 50-state street legal** and accept factory centerbolt valve covers.



Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
RPM LT4 195 ●	195cc / 75cc	54cc	2.02" / 1.57"	0.600"	1.30"	A,C,E	#61929	#61939

GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 85-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- Head bolt kits on page 114

APPLICATION SPECIFIC 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



Top off your cylinder heads with new Racing Series valve covers, see page 193.

MATCHING EDELBROCK PARTS FOR S/B CHEVY

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E-CNC
CYLINDER HEADS



E-CNC 215 #79949

50state
legal
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CHEVROLET LS1/LS2/LS3
E-CNC 215 FOR GM LS1/LS2

Designed for 1997 & later GEN 3 & 4 LS1/LS2 Chevy engines including 4.8L, 5.3L, 5.7L & 6.0L. All 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.** High-quality conical beehive springs are secured with steel retainers and valve locks for performance up to .600" valve lift. Match with any one of Edelbrock's LS series intake manifolds and camshafts for a dyno-proven performance combination. **Rocker bolt kit #8597** includes 8 rocker bolts that are shorter than stock to prevent the bolts from protruding into the intake ports. **E-CNC 215 head is 50-state street legal E.O Number D-215-70.**



Important Notes: Deck thickness: 5/8", pushrod diameter: 5/16".

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
E-CNC 215, Gen 3&4 LS1/LS2 ●	215cc / 76cc	65cc	2.02" / 1.57"	0.600"	1.30"	#79939	#79949
Rocker Stud Bolt Kit						#8597	-
Valley Cover						#7788	-



E-CNC LS3

Our E-CNC LS3 cylinder heads are a great general-purpose high performance cylinder head for any street- strip LS engine. These cylinder heads have a high velocity port compared to stock LS3 cylinder heads, making them an ideal upgrade for any cathedral port or 3.89" bore LS application. They feature an improved design and casting that gives cylinder head porters more material to work with compared to stock heads. Like all of our other E-CNC cylinder heads, these feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved performance. Compatible with stock style rocker arms.

- Can be used with both 4 and 6 bolt per cylinder head blocks
- #61329 is used with the LSX block with 6 bolts per cylinder
- 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
- The valve angle has been rolled to 13.25° and the spark plug position has also been changed for improved combustion and efficiency over a stock head
- Pro-Port Raw versions are available for custom porting applications - see page 112

Important Notes: Match with Edelbrock head gasket sets. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat.** See website for more information.

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Complete (Single)
E-CNC 230 (4-bolt flange) ●	230cc / 80cc	69cc	2.135" / 1.55"	0.680"	1.30"	#61319
E-CNC 230 (6-bolt flange) ●	230cc / 80cc	69cc	2.135" / 1.55"	0.680"	1.30"	#61329



Performer RPM 409 #60819



CHEVROLET 348-409 W-SERIES V8
PERFORMER RPM 348/409 CHEVY

- Designed for 1958-1965 Chevrolet "W" series 348/409 big-block engines
- Original port locations and valve angles for bolt-on convenience
- CNC port matched 220cc intake and 115cc exhaust ports for optimum flow and power
- Improved port design for more performance
- Hardened spring cups, screw-in rocker studs and hardened guideplates
- 1958 348 c.i.d. applications will require modifications to cylinder head (contact Edelbrock tech department for detailed information)

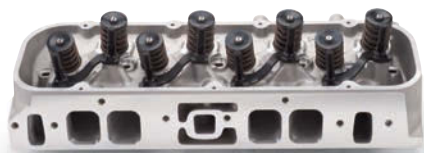
Important Notes: Use Edelbrock head gasket sets on pages 85-86. May be used on 348 engines with valve lifts up to .550" only. Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. These heads 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).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer RPM 348/409 ●	220cc / 115cc	16cc	2.19" / 1.72"	0.600"	1.55"	#60809	#60815
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer RPM 348/409 ●	220cc / 115cc	16cc	2.19" / 1.72"	0.600"	1.55"	#60809	#60819

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B/B CHEVY CYLINDER HEADS

Edelbrock



E-Street #50459

CHEVROLET 396-502 V8 E-STREET 290 OVAL-PORT BIG-BLOCK CHEVY

- Designed for entry-level street performance engines and ideal for operating in the idle to 5500 rpm range
- Includes hardened spring cups and Heli-Coil® threaded inserts in the rocker stud bosses for increased strength; these are the details that most low-cost competitors leave out of their heads
- These heads are sold individually and Made in the USA!

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-Street Oval Port ●●	290cc / 110cc	110cc	2.19" / 1.88"	0.700"	1.55"	A,B	#50449	#50459



Performer 454-O #60479

50 state legal
E.O. Number D-215-49

PERFORMER AND PERFORMER RPM 454 OVAL PORT

- These oval port heads will support over 540 hp with 9.5:1 compression when used as part of the Total Power Package®
- Unique oval intake port shape produces flow similar to rectangular ports, but the smaller port size provides excellent seat-of-the-pants performance and crisp throttle response
- Semi-open chamber design maximizes efficiency with streetable compression ratios
- Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight
- Performer heads include heat crossover passage for emissions related engines



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Complete (Single)		
							Bare (Single)	Satin	Polished
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS									
Performer RPM 454-O ●●	290cc / 110cc	110cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60449	#60455	#604515
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS									
Performer 454-O ●	290cc / 110cc	110cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60469	#60479	#604719
Performer RPM 454-O ●●	290cc / 110cc	110cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60449	#60459	#604519
Performer RPM 454-O for NHRA Super Stock only ●	290cc / 110cc	110cc	-	-	-	A,B	#60447	-	-



Performer High-Compression 454-O #60499

50 state legal
E.O. Number D-215-49

PERFORMER AND PERFORMER RPM HIGH-COMPRESSION 454 OVAL PORT

- 100cc semi-open chamber heads feature a 1-1/2° rolled over (angle milled) design that improves intake port alignment and provides a smaller combustion chamber without shrouding the valves
- 9.2:1 compression with flat-top pistons for an outstanding high performance street head
- 8.8:1 compression ratio when used on 1987-95 TBI-equipped 7.4L dished piston engines
- Performer applications include heat crossover passage for emissions related engines
- Performer 454-O High Compression are 50-state street legal

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
Performer RPM High Compression 454-O ●●	290cc / 110cc	100cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60429	#60435
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Performer High Compression 454-O ●	290cc / 110cc	100cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60489	#60499
Performer RPM High Compression 454-O ●●	290cc / 110cc	100cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60429	#60439

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Performer RPM 454-R #60559

**CHEVROLET 396-502 V8
PERFORMER RPM 454
RECTANGLE PORT**

- Designed for street/high-performance big-blocks operating from 2500-7000 rpm
- Specially designed ports for increased flow and velocity over standard big-block heads
- Highly-efficient 118cc open-style combustion chambers
- High-velocity 315cc long/300cc short intake ports
- Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Complete (Single)		
							Bare (Single)	Satin	Polished
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS									
Performer RPM 454-R ●●	315cc / 110cc	118cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60549	#60555	#605515
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS									
Performer RPM 454-R ●●	315cc / 110cc	118cc	2.19" / 1.88"	0.700"	1.55"	A,B	#60549	#60559	#605519
Performer RPM 454-R for NHRA Stock/Super Stock only ●	315cc / 110cc	118cc	-	-	-	A,B	#60547	-	-



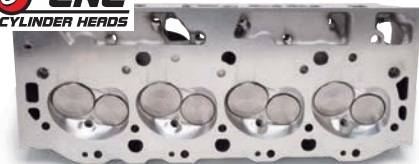
Marine-Duty Performer RPM #61559

**MARINE-DUTY PERFORMER RPM
454-O AND 454-R**

- Heavy-duty, 1.89" Inconel exhaust valves provide added durability for marine applications
 - Hard anodized black to protect the aluminum in the harsh marine environment
 - Sold with valves only
 - Match with an Edelbrock Performer RPM manifold, Performer Series 750 cfm marine carb and Performer RPM cam for proven performance
 - Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight
- Important Notes:** Match with Edelbrock head gasket sets on pages 85-86. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare w/valves (Single)
Performer RPM 454-O ●	290cc / 110cc	110cc	2.25" / 1.89"	0.700"	1.55"	#61459
Performer RPM 454-R ●	315cc / 110cc	118cc	2.25" / 1.89"	0.700"	1.55"	#61559



E-CNC 325 #79459

E-CNC 325 FOR BIG-BLOCK CHEVY OVAL PORT

E-CNC 325 oval port heads for big-block Chevy have a 24.5° x 4.4° intake valve angle, 15.5° x 4.2° exhaust valve angle, stock exhaust port locations and spark plug angles that have been modified to produce a smooth flame front for increased fuel efficiency and maximum power. These heads are equipped with high-quality valve springs for valve lifts of up to .700". These E-CNC heads are also treated to a 100% full CNC porting of the combustion chambers as well as the intake and exhaust runners; this improves air-flow and overall performance potential.

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-CNC 325 Oval Port ●●	326cc-303cc / 129cc	110cc	2.25" / 1.88"	0.700"	1.55"	A	#79449	#79455
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-CNC 325 Oval Port ●●	326cc-303cc / 129cc	110cc	2.25" / 1.88"	0.700"	1.55"	A	#79449	#79459

APPLICATION SPECIFIC FOOTNOTES

- (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

GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 85-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- 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.

B/B CHEVY CYLINDER HEADS

Edelbrock

E-CNC
CYLINDER HEADS



E-CNC 355 #79539

E-CNC 355 FOR B/B CHEVY RECTANGULAR PORT

Edelbrock E-CNC rectangular port cylinder heads for big-block Chevy are an all new design that delivers maximum horsepower and torque in high performance street and light duty racing applications. To ensure consistency from port to port, the E-CNC heads are treated to a 100% full CNC porting of the combustion chambers, intake and exhaust runners; this improves air-flow and overall performance potential. These heads have a 24.5° x 4.4° intake valve angle, 15.5° x 4.2° exhaust valve angle, stock exhaust port locations, and the spark plug angles have been modified to produce a smooth flame front for increased fuel efficiency and maximum power. Two combustion chamber sizes are offered, 108cc and 118cc. These heads are equipped with high-quality valve springs for valve lifts of up to .700".

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-CNC 355 Rectangular Port ●●●●	348cc-355cc / 145cc	108cc	2.30" / 1.88"	0.700"	1.55"	A	#79529	#79535
E-CNC 355 Rectangular Port ●●●●	354cc-334cc / 129cc	118cc	2.30" / 1.88"	0.700"	1.55"	A	#79549	#79555
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-CNC 355 Rectangular Port ●●●●	348cc-355cc / 145cc	108cc	2.30" / 1.88"	0.700"	1.55"	A	#79529	#79539
E-CNC 355 Rectangular Port ●●●●	354cc-334cc / 129cc	118cc	2.30" / 1.88"	0.700"	1.55"	A	#79549	#79559



Victor Jr. 24° #77459

VICTOR JR. 24° RECTANGULAR PORT - 300cc

These heads feature an extra thick deck and extra material in the spring pockets for a heavy-duty casting that can be used with high-lift cam and heavy spring combinations. Edelbrock equips the complete heads with your choice of spring packages to suit hydraulic or mechanical roller cams. Choose a hydraulic spring package for flat tappet or hydraulic roller cams up to .700" lift. Mechanical roller cam spec heads include Manley dual-spring valve springs, 10° valve locks and titanium retainers good for up to .880" lift. The 300cc rectangle ports produce impressive flow and great power on competition big-blocks up to 510 c.i.d. with 4.310" or larger bore. Exhaust port exits are raised .534" to greatly improve exhaust flow and power.

Important Notes: Matching stud girdle #7797 must be used with stud mounted rocker arms. Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Victor Jr. 24° Rectangular Port 300cc ●	300cc / 129cc	106cc	2.25" / 1.90"	0.700"	1.55"	-	#77485
Victor Jr. 24° Rectangular Port 300cc ●	300cc / 129cc	118cc	2.25" / 1.90"	0.700"	1.55"	#77469	#77475
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Victor Jr. 24° Rectangular Port 300cc ●	300cc / 129cc	106cc	2.25" / 1.90"	0.700"	1.55"	-	#77489
Victor Jr. 24° Rectangular Port 300cc ●	300cc / 129cc	118cc	2.25" / 1.90"	0.700"	1.55"	#77469	#77479
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL ROLLER CAMSHAFT APPLICATIONS							
Victor Jr. 24° Rectangular Port 300cc ●	300cc / 129cc	118cc	2.25" / 1.90"	0.880"	1.635"	#77469	#77459
Matching stud girdle for Victor Jr. 24° with adjustable nuts (pair)						#7797	-



Edelbrock Victor 24° #77429

VICTOR 24° RECTANGULAR PORT - 340cc

The Victor 24° features a rolled over deck, altered valve locations and partially CNC'd chambers for cost effective performance. Complete heads offer your choice of spring packages to suite hydraulic or mechanical camshafts. Hydraulic spring package for flat tappet or hydraulic roller cams up to .700" lift available. Mechanical roller cam spec heads include Manley dual-spring valve springs & titanium retainers good for up to .880" lift. The 340cc rectangle ports produce impressive flow and great power on competition big-blocks with 4.470" or larger bore. Exhaust port exits are raised .534". #77439 is a great option for custom porting - seats and guides are included but not installed and the chambers are left unmachined.

Important Notes: Matching stud girdle #7796 must be used with stud mounted rocker arms. Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Victor 24° Rectangular Port 340cc ●	340cc / 128cc	119cc	2.30" / 1.90"	0.700"	1.55"	#77419	#77425
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Victor 24° Rectangular Port 340cc ●	340cc / 128cc	119cc	2.30" / 1.90"	0.700"	1.55"	#77419	#77429
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL ROLLER CAMSHAFT APPLICATIONS							
Victor 24° Rectangular Port 340cc ●	340cc / 128cc	119cc	2.30" / 1.90"	0.880"	1.635"	#77419	#77409
Victor 24° Rectangular Port 340cc w/unmachined chambers (seats and guides un-installed) ●	340cc / -	-	-	-	-	#77439	-
Matching stud girdle for Victor 24° with adjustable nuts (pair)						#7796	-

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Edelbrock Victor 24° #61409

CHEVROLET 396-502 V8
EDELBROCK/MUSI VICTOR 24° CNC – 377cc

Edelbrock and Pat Musi Performance have combined efforts to produce the finest standard intake port location big-block Chevy head available. These heads feature an extra thick deck and extra material in the spring pockets for a heavy-duty casting that can be used with high-lift cam and heavy spring combinations. Edelbrock equips the complete heads with Manley dual-spring valve springs, 10° valve locks and titanium retainers good for up to .880" lift. The port designs are large oval (367 lh / 377 rh) that produce impressive flow – out-of-the-box. The exhaust port exits are raised .750" to greatly improve exhaust flow and power. Off the shelf large oval-port intakes are available through Edelbrock (see page 52) for applications.

Important Notes: Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL ROLLER CAMSHAFT APPLICATIONS							
Edelbrock/Musi 24° CNC ●	377cc / 128cc	119cc	2.30" / 1.90"	0.880"	1.635"	#61419	#61409



DR23 CNC

The DR23 is the third generation of the Edelbrock Victor big-block Chevy cylinder head. It retains the use of conventional intake manifolds, the most recent of which are the large cross-section #2896 and #2897, but utilizes evolved head architecture appropriate to the improved capability of the intake manifolds. This cylinder head has a rolled deck from the Gen 2 design producing a 23-degree valve angle. Other improvements include revised valve locations, improved plug placement and head porter-friendly water jacket design. The DR23 CNC is compatible with our seven bolt Big Victor valve cover #4259. Our Big Victor valve cover #4259 is larger than conventional big-block covers and allows for better valvetrain options and clearance, see page 112 for more info. The DR23 CNC #614468 is a finished version while the Pro-Port version, #614469, is ideal for those wishing to do their own porting, see page 112 for a complete listing of our Pro-Port cylinder heads. This cylinder head casting has been **Hot Isostatic Pressing (HIP)** processed to provide superior strength and durability.

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
DR23 CNC ●	377cc / 128cc	119cc	2.40" / 1.88"	0.880"	1.635"	–	#614468



DR17 CNC

The DR17 is the next evolution in Edelbrock conventional style big-block Chevy cylinder heads geared for the sportsman racer. They are designed to deliver consistent and reliable performance through the whole race season. These cylinder heads are based off our popular Victor 24° Gen II Pro-Port Raw design, but features a revised valve angle and location for improved flow and performance. The casting is Hot Isostatic Pressing (HIP) processed for superior strength, durability and exceptional finish quality. Requires the use of shaft rocker system. Tall-deck applications will require the use of spacers.



- Features a 0.400" raised intake port for precise alignment when using a tall-deck manifold on a standard-deck block
- Valve angle has been rolled to an unprecedented 17° for improved combustion and efficiency over the current conventional cylinder heads on the market
- Includes a revised water jacket for maximum effort port designs
- Other changes include a taller valve cover rail
- Pro-Port Raw version #615469 is available for custom porting applications

Description	Port Volume Intake / Exhaust	Valve Angle	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)	Port Matched Intake Manifolds
DR17 CNC ●	425cc / 90cc	17°	92cc	2.450" / 1.800"	–	–	#615469	#615468	#2896 #2897

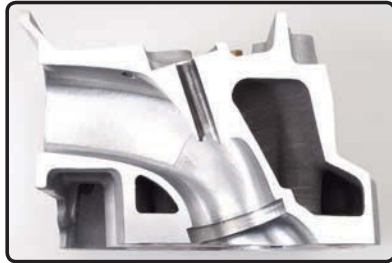
B/B CHEVY CYLINDER HEADS

Edelbrock

HIP
PROCESS



Big Victor
CNC 18° #617569



BIG-BLOCK CHEVROLET V8

BIG VICTOR SPREAD-PORT CNC – 405cc

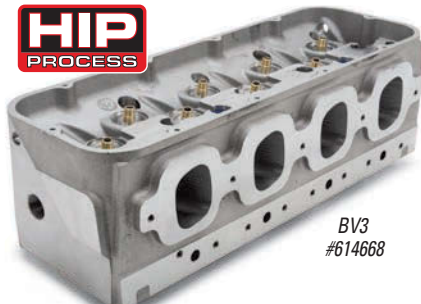
Intended for high output, large cubic inch racing engines with 4.84" bore spacing, this head is an improvement over existing 18° designs, such as the Big Chief & Big Duke. **The casting is made from A-356 aluminum and is Hot Isostatic Pressing processed (HIP) for superior strength, durability, dimensional stability and exceptional finish quality.** These heads feature CNC ported intake ports and a raised exhaust runner design for improved flow efficiency. Chambers are fully CNC ported and extra material is included in the deck to allow fine tuning of the combustion chamber design, if desired. Edelbrock and Pat Musi worked with Jesel to improve the valvetrain geometry, delivering Pro-Stock level technology on engines up to 10,000 rpm. Jesel's shaft-mounted system, #KPS-387154, is made from lightweight 7000 series aluminum and features a one-piece stand design that pairs the intake and exhaust stands for improved valvetrain stability. The intake features a 1.820" long fulcrum and is available in 1.60:1 – 1.95:1 rocker ratios; the exhaust features a 2.000" long fulcrum and available in 1.60:1 – 2.00:1 rocker ratios. Requires Edelbrock valve covers #4259 - while supplies last. Match with Edelbrock Victor CNC Series manifolds #28003 and #28005. Pro-Port version available for custom porting, see page 111.

Important Notes: Deck thickness: 3/4", pushrod diameter: 7/16"



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Port Matched Intakes
Big Victor CNC 18° ●	405cc / 95cc	92cc	2.45" / 1.85"	0.880"	1.73"	#617569	#28003
Big Victor CNC 12° ●	492cc / 187cc	74cc	2.50" / 1.82"	0.880"	1.73"	#618268	#28005
Big Victor CNC 14° ●	480cc / 195cc	84cc	2.50" / 1.82"	0.880"	1.73"	#618368	

HIP
PROCESS



BV3
#614668



BV3 CNC

These heads feature a symmetrical port design for the Sportsman racer. **They are similar to the Pro Stock DCE3 cylinder heads and are CNC port matched to popular Edelbrock, Brodix, CFE, Dart and Sonny Racing Engines blocks.** They have more oil drain backs than traditional spread-port heads for improved oil flow and distribution. **These cylinder heads include a new water passage design for more efficient cooling when matched with an Edelbrock BV3 valley plate and also retain the traditional water passage for a variety of applications.** These cylinder heads have a redesigned valve train geometry for improved stability, delivering consistency and reliability. **The casting is Hot Isostatic Pressing (HIP) processed for superior strength, durability and exceptional finish quality.**



Description	Bolt Pattern	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Plug Angle	Bore Spacing	Valve Spring Diameter	Bare (Single)	CNC Port Matched Intake Manifold(s)
BV3 CNC ●	Stock GM	550cc / 225cc	76cc	2.50" / 1.82"	11°	4.84"	1.780"	#614668	
BV3 CNC ● (Extended Exhaust Port)	Stock GM	555cc / 275cc	76cc	2.50" / 1.82"	11°	4.84"	1.780"	#613668	#285408 #285428
BV3 CNC ●	Stock GM	**	**	2.50" / 1.82"	14°	4.84"	1.780"	#614768	
BV3 CNC ●	CFE, Dart	580cc / 290cc	80cc	2.56" / 1.82"	11°	5.00"	1.780"	#613268	
BV3 CNC ●	CFE, Dart	**	**	2.56" / 1.82"	14°	5.00"	1.780"	#613368	
BV3 CNC ●	Sonny's Racing Engines	**	**	2.56" / 1.82"	11°	5.00"	1.780"	#613468	#285708 #285728
BV3 CNC ●	Sonny's Racing Engines	**	**	2.56" / 1.82"	14°	5.00"	1.780"	#613568	#285748
BV3 CNC ●	Brodix	**	**	2.56" / 1.82"	11°	5.00"	1.780"	#614868	
BV3 CNC ●	Brodix	**	**	2.56" / 1.82"	14°	5.00"	1.780"	#614968	

GENERAL FOOTNOTES

- Heads require a 14mm x 3/4" reach, flat gasket spark plug with a heat range appropriate for application
- ** See website for more information

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Performer RPM #61779

CHRYSLER 318-360 V8
PERFORMER RPM CHRYSLER MAGNUM HEADS

- Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum style V8's
- Match with the Edelbrock RPM Air-Gap Magnum manifold #7577
- Exhaust flanges in stock location to allow use of stock exhaust if desired
- Accepts S/B Chevy adjustable 1.6 ratio rockers and classic valve covers #4177, #41773 & #41779

Important Notes: Requires hardened pushrods, #9638. Match with Edelbrock head gasket sets on pages 85-86. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Chrysler Magnum ●	176cc / 75cc	58cc	2.02" / 1.60"	0.580"	1.46"	#61769	#61775
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Chrysler Magnum ●	176cc / 75cc	58cc	2.02" / 1.60"	0.580"	1.46"	#61769	#61779
Chrysler Magnum for NHRA Stock/Super Stock only ●	176cc / 75cc	58cc	-	-	-	#61767	-



Performer RPM Chrysler #60779

PERFORMER RPM CHRYSLER AND CHRYSLER 340

- Delivers outstanding performance in non-emission 1967-91 Chrysler 318-340-360 c.i.d. engines
- Designed for non-emission 1968-73 340 c.i.d. Chryslers, RPM Chrysler 340 heads have chambers machined .060" for clearance with early high-compression engines
- Make 417 horsepower and 397 ft.-lbs. of torque on pump gas with an Edelbrock Performer RPM intake manifold and matching camshaft

Important Notes: The special valvetrain in the 1970 340 T/A is not compatible with these heads. Match with Edelbrock head gasket sets on pages 85-86. Bare heads will have valve guides & seats installed, but will require final sizing and a valve job to match the valves you will be using. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8", pushrod diameter: 5/16".

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Small-block Chrysler ●	171cc / 77cc	63cc	2.02" / 1.60"	0.575"	1.46"	#60769	#60775
Small-block Chrysler 340 ●	171cc / 77cc	65cc	2.02" / 1.60"	0.575"	1.46"	#60199	#60175
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Small-block Chrysler ●	171cc / 77cc	63cc	2.02" / 1.60"	0.575"	1.46"	#60769	#60779
Small-block Chrysler 340 ●	171cc / 77cc	65cc	2.02" / 1.60"	0.575"	1.46"	#60199	#60179
For NHRA Stock/Super Stock only ●	171cc / 77cc	63cc	-	-	-	#60767	-
For NHRA 340 Stock/Super Stock only ●	171cc / 77cc	65cc	-	-	-	#60197	-



Victor #61739



VICTOR SMALL-BLOCK CHRYSLER
DESIGNED EXCLUSIVELY FOR LA ENGINES

These heads are for use on 1967-1991, 318-360 c.i.d. Chrysler LA engines. They feature fully CNC intake, exhaust ports, combustion chamber and have an intake port volume of 225cc. These heads are an in-line valve design incorporating a 16° valve angle (stock is 18°) for improved air flow and increased power levels over heavily ported stock versions. They also feature the Chrysler W5 bolt pattern and have raised exhaust ports. The intake port has also been raised approximately 3/4" and the flange has also been extended to accommodate a stock (race) intake manifold such as our Super Victor #2815. Finally, a 5.56" overall length valve (+0.600" from stock) and raised rocker cover permit larger port cross-sections than in the stock head. Four versions are available; bare, bare with valves, complete (for hydraulic/flat tappet cams and solid roller cams) and Pro Port Raw. End-seal spacers are provided.

Important Notes: These heads 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: 5/16".



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Bare w/valves (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN SOLID FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
Victor 16° ●	225cc / 62cc	58cc	2.15" / 1.60"	0.650"	1.55"	#61709	#61719	#61739
EQUIPPED WITH SPRINGS FOR USE IN SOLID ROLLER CAMSHAFT APPLICATIONS								
Victor 16° ●	225cc / 62cc	58cc	2.15" / 1.60"	0.670"	1.55"	#61709	#61719	#61729

B/B CHRYSLER CYLINDER HEADS

Edelbrock



E-Street 440 Chrysler #5093

CHRYSLER 383-440 E-STREET 440 CHRYSLER

This E-Street cylinder head is ideal for entry-level street performance 1961-79 Chrysler 361-440 c.i.d. Wedge engines operating in the idle to 5,500 rpm range. The **75cc combustion chamber** allows this head to be used with stock pistons, retaining the **9.5:1 compression**. The modern combustion chamber design also improves the combustion process and the larger than stock intake and exhaust ports move more air through your engine. These features improve the engine's efficiency, resulting in more horsepower and torque. **Manufactured in the USA, by Edelbrock, these heads feature A356 aluminum castings that are heat treated to T-6 spec for superior casting strength and quality.** Additional qualities include hardened spring cups for long-term wear protection and Heli-Coil® threaded inserts in the rocker shaft bosses for increased strength; these are the details that most low-cost competitors leave out of their heads. These cylinder heads are sold in pairs.

Important Notes: Deck thickness: 5/8", pushrod diameter: 3/8". Vacuum advance distributor may not clear cylinder head.

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Complete (Pair)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS						
E-Street 440 ●	210cc / 70cc	75cc	2.14" / 1.81"	0.600"	1.55"	#5090
E-Street 440 ●	210cc / 70cc	84cc	2.14" / 1.81"	0.600"	1.55"	#5093



Performer RPM Chrysler 440 #60929

PERFORMER RPM CHRYSLER 440

- Designed for 1961-79 Chrysler 361-440 c.i.d. Wedge engines
- Flow 291 cfm on the intake and 217 cfm on the exhaust at .600" lift
- Angled spark plugs for superior combustion
- 88cc chambers are machined .100" for clearance with quench dome style pistons

Important Notes: For headers, contact TTI (951) 371-4878. Vacuum advance distributor may not clear cylinder head. Deck thickness: 5/8", pushrod diameter: 3/8".

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer RPM 440 ●	210cc / 70cc	75cc	2.14" / 1.81"	0.600"	1.55"	#60839	#60825
Performer RPM 440 ●	210cc / 70cc	84cc	2.14" / 1.81"	0.600"	1.55"	#60919	#60925
Performer RPM 440 ●	210cc / 70cc	88cc	2.14" / 1.81"	0.600"	1.55"	#60149	#60185
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer RPM 440 ●	210cc / 70cc	75cc	2.14" / 1.81"	0.600"	1.55"	#60839	#60829
Performer RPM 440 ●	210cc / 70cc	84cc	2.14" / 1.81"	0.600"	1.55"	#60919	#60929
Performer RPM 440 ●	210cc / 70cc	88cc	2.14" / 1.81"	0.600"	1.55"	#60149	#60189
Performer RPM 440 NHRA Stock/Super Stock only ●	210cc / 70cc	82-84cc	-	-	-	#60917	-



Victor Max Wedge #77939



VICTOR BIG-BLOCK CHRYSLER - 280cc AND VICTOR MAX WEDGE - 290cc

- The best standard port location head available for competition big-block Chryslers
- Intake ports are raised .650", exhaust ports are raised .250" for improved flow
- The intake flange is extended .950" to eliminate the need for intake spacer plates
- Will fit Edelbrock Victor manifolds for both high and low deck engines
- Sold without springs or retainers; use recommended springs to match your camshaft
- Exhaust flange is extended .300" from stock (same as Mopar Stage 6) featuring dry exhaust bolt holes with Heli-Coil® thread inserts
- Max Wedge intake ports are machined to match intake manifolds for B and RB competition

Important Notes: For headers, contact TTI (951) 371-4878. Offset intake rockers required, exhaust side accepts standard-spec rockers. 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 you will be using. These heads 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".

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete w/valves (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Victor Big-Block Chrysler ●	280cc / 100cc	72cc	2.20" / 1.81"	-	-	#77919	#77929
Victor Max Wedge ●	290cc / 100cc	72cc	2.20" / 1.81"	-	-	#77939	#77949
Valley cover for RB (413-440, 8.61" wide) ●						#7798	-
Valley cover for B (383-400, 7.58" wide) ●						#7799	-

GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 85-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- Head bolt kits on page 114

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Victor Jr.
Chrysler #61169



Victor Jr.
Chrysler #61189



Victor Jr.
Chrysler #61175



VICTOR JR. CNC CHRYSLER 426-572

THESE CYLINDER HEADS WILL TURN YOUR ELEPHANT INTO A RAGING PACHYDERM!

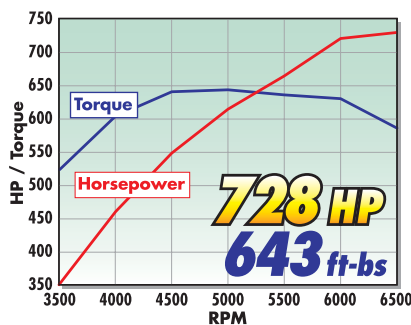
Our new Victor Jr. CNC cylinder heads are designed for high output 700+ hp Chrysler 426-572 HEMI® engines. They feature fully CNC'd combustion chambers and CNC blended seats into as-cast ports for optimal air flow performance. These cylinder heads also feature a revised exhaust valve angle to accommodate larger intake valves. They also feature brass tubes installed in exhaust pushrod holes to allow maximum clearance with minimal port intrusion.

- Victor Jr. CNC cylinder heads #61175 & #61179 are complete and ready to run.
- Victor Jr. CNC cylinder heads #61169 are bare and supplied with reamed and semi-finished valve stem guides. They will require finishing on the valve stem guides and a valve job before installation.
- Victor Jr. CNC cylinder heads #61189 are shipped with reamed and machined valve stem guides, as well as a valve job to match the included intake and exhaust valves (valves not installed). Customer must supply their own valve springs, retainers, valve stem seals and valve locks.

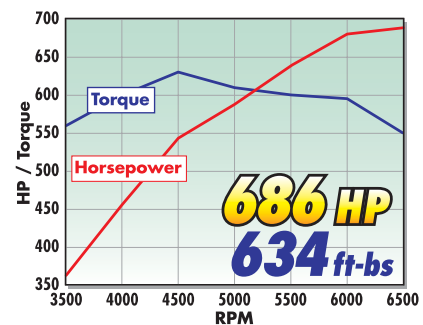
Important Notes: Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Minimum head gasket bore: 4.375"



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



When tested, these new cylinder heads made a 42 horsepower improvement over our competitors design on a 528 c.i.d. Mopar Performance crate engine with a single-plane intake manifold using VP Racing Fuels C12.



When tested, these new cylinder heads made a 35 horsepower improvement over our competitors design on a 528 c.i.d. Mopar Performance crate engine with a dual-quad intake manifold using VP Racing Fuels C12.

Description	Port Volume Intake / Exhaust	Chamber Volume	Valve Sizes Intake / Exhaust	Max. Lift	Valve Spring Diameter	Bare With		
						Bare (Single)	Valves (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
Victor Jr. CNC 426-572 ●	245cc / 105cc	170cc	2.32" / 1.94"	0.700"	1.54"	#61169	#61189	#61175
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Victor Jr. CNC 426-572 ●	245cc / 105cc	170cc	2.32" / 1.94"	0.700"	1.54"	#61169	#61189	#61179

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1938-48 Flathead #1125



High-Lift/Large Chamber Block Letter Logo Head #1128

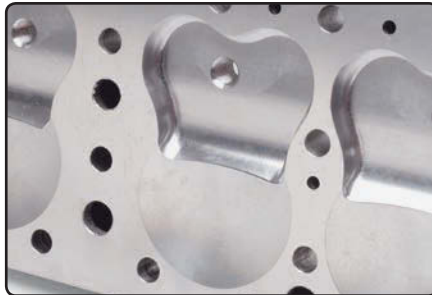


1949-53 Flathead #1115

FORD FLATHEAD FORD FLATHEAD CYLINDER HEADS

- The original Edelbrock script logo design for Fords and Mercurys
- Rugged, ribbed internally and externally, with a large water capacity and excellent breathing characteristics
- Cast at the Edelbrock Foundry in the USA and T-6 tempered A356 aluminum
- 65cc heads support 8.0:1 compression ratio on blocks with a 3/16" base relief (stock bore and stroke), compression ratio increase is approximately 3/10 of a percent with each 1/8" stroke
- High Lift/Large Chamber versions feature a new "raised roof" combustion chamber design that is CNC machined for high lift cams and is perfect for reducing compression in supercharger applications or on low octane fuel
- High Lift heads have increased valve clearance and increased flow capacity

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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Head stud kit for 1938-48, use #8505; Head stud kit for 1949-53, use #8502. Generator stud kit for 1938-48, use #8506.

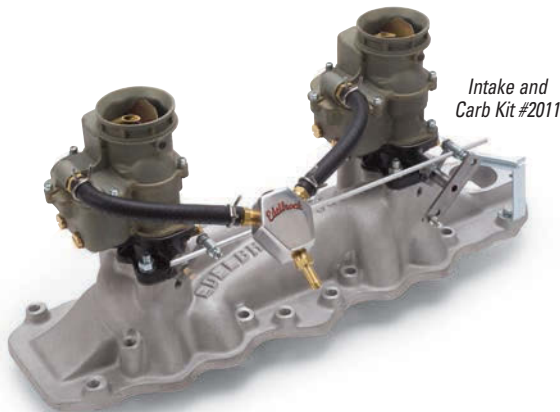


High Lift Head #1116



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Chamber Depth Machined	Block Letter Logo (Pair)		Script Logo (Pair)	
						Satin	Polished	Satin	Polished
1938-48 Ford/Mercury, 24 stud ●	-	65cc	-	-	.500"	#1126	#11261	#1125	#11251
1938-48 Ford/Mercury, 24 stud High Lift/Large Chamber ●	-	74cc	-	-	.550"	#1128	-	#1127	-
1949-53 Ford/Mercury, 24 stud ●	-	65cc	-	-	.500"	-	-	#1115	#11151
1949-53 Ford/Mercury, 24 stud High Lift/Large Chamber ●	-	74cc	-	-	.550"	-	-	#1116	-

Edelbrock manifolds
are manufactured
in the USA for
unsurpassed quality.



Intake and
Carb Kit #2011



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E-Street #5025

FORD 289-351W

E-STREET 170

- Ideal for operating in the idle to 5500 rpm range
- Use with hydraulic flat tappet camshafts, .550" maximum lift — not compatible with hydraulic roller camshafts
- 289-302 with 7/16" head bolts require #9680 head bolt bushing kit
- 1.90" heads are ideal for stock pistons; 2.02" heads require additional piston to valve clearance

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Pair)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-Street ●●	170cc / 60cc	60cc	1.90" / 1.60"	0.550"	1.46"	A,C,D,E	#5020	#5023
E-Street ●●	170cc / 60cc	60cc	2.02" / 1.60"	0.550"	1.46"	A,C,D,E	#5024	#5025



Performer #60359



E.O. Number D-215-49

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
- Will not accept rail rockers
- 289-302 V8's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Performer ●	170cc / 60cc	60cc	1.90" / 1.60"	0.575"	1.46"	A,C,D,E	#60319	#60329
Performer ●	170cc / 60cc	60cc	2.02" / 1.60"	0.575"	1.46"	A,C,D,E	#60349	#60359



Performer RPM #60259

PERFORMER RPM FORD

- Designed for non-emissions 289, 302 and 351W Ford engines
- Maximum 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
- Heads with 2.02" intake valves feature a larger 190cc intake runner for increased performance
- Will not accept rail rockers
- 289-302 V8's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single) Satin Polished
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
Performer RPM ●●	170cc / 60cc	60cc	1.90" / 1.60"	0.575"	1.46"	A,C,E	#60219	#60225 -
Performer RPM ●●	190cc / 60cc	60cc	2.02" / 1.60"	0.575"	1.46"	A,C,E	#60249	#60255 #602515
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Performer RPM ●●	170cc / 60cc	60cc	1.90" / 1.60"	0.575"	1.46"	A,C,D,E	#60219	#60229 #602219
Performer RPM ●●	190cc / 60cc	60cc	2.02" / 1.60"	0.575"	1.46"	A,C,D,E	#60249	#60259 #602519
Performer RPM NHRA Super Stock only ●	170cc / 60cc	60cc	-	-	-	A,C	#60217	- -

APPLICATION SPECIFIC 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

GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 85-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- Head bolt kits on page 114

S/B FORD CYLINDER HEADS



SCCA RPM #602579



FORD 289-351W

SCCA LEGAL HEADS FOR AMERICAN SEDAN COMPETITION

These heads are designed exclusively for the SCCA American Sedan and GT2 Series Classes. The casting is manufactured of A356 aluminum and heat treated to T6 spec for superior quality. To comply with class rules, there is no blending work in the intake entries, exhaust exits or bowl area of the intake or exhaust. They features 1.94" intake, 1.55" exhaust valve sizes and non interlocking valve seats. **All heads include manganese-bronze valve guides, one-piece stainless steel valves with hardened tips, ductile iron valve seats and Heli-Coil® threaded inserts in the exhaust and rocker stud holes.** All Edelbrock SCCA RPM heads are engraved with the SCCA approved logo and are legal for the American Sedan and GT2 Classes. Match with the SCCA approved Performer RPM intake, #7121. For additional information, please refer to the SCCA rule book.

Important Notes: Hardened pushrods required, use Edelbrock #9632 (flat tappet only). Will not accept rail rockers. 289-302 V8s require Head Bolt Bushings #9680 and either Head Bolt Kit #8552 (7/16") or stock head bolts. Match with Edelbrock head gasket sets on pages 85-86. 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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. This head does not include valve springs due to the wide variety of camshafts used in competition. Please consult your camshaft manufacturer for appropriate valve spring selection. Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
SCCA RPM ●	170cc / 60cc	60cc	1.94" / 1.55"	-	-	#602479	#602579



Performer 5.0/5.8L #60379



E.O. Number D-215-49

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
- 50-state street legal
- Will not accept rail rockers
- 5.0L's require head bolt bushings #9680 and either head bolt kit #8552 (7/16") or stock bolts

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Performer 5.0/5.8L ●	170cc / 60cc	60cc	1.90" / 1.60"	0.575"	1.46"	C,F	#60369	#60379
Performer 5.0/5.8L ●	170cc / 60cc	60cc	2.02" / 1.60"	0.575"	1.46"	C,F	#60389	#60399
Performer 5.0/5.8L NHRA Super Stock only ●	170cc / 60cc	60cc	-	-	-	C,F	#60367	-



E-CNC 185 #79259



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. All 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.



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-CNC 185 ●●●	185cc / 75cc	59cc	2.02" / 1.57"	0.600"	1.30"	B,C,E	#79249	#79259

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E-Series #5027

FORD 289-351W

E-SERIES E-205

QUALITY AND AFFORDABLE PERFORMANCE

The E-205 cylinder head for small-block Ford 289, 302 and 351W engines provides race-level performance while maintaining full compatibility with OEM equipment. It features larger runners for increased airflow and revised exhaust ports and larger diameter springs for higher lift camshafts making it ideal for a spec series racer and larger displacement engines. The exhaust port flange is in the stock location to allow for the use of off-the-shelf headers and hardware while the enlarged valves and ports support the power needed to compete at engine speeds of up to 6500 rpm. The E-205 cylinder head is capable of supporting more than 500 naturally aspirated horsepower and even more in forced induction applications.

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Footnotes	Bare (Pair)	Complete (Pair)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET AND HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
E-Series E-205 ●●●●	205cc / 62cc	60cc	2.08" / 1.60"	0.650"	1.55"	A,C,E	#5026	#5027
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
E-Series E-205 ●●●●	205cc / 62cc	60cc	2.08" / 1.60"	0.575"	1.46"	A,C,D,E	#5026	#5028



Victor Jr. Ford #77189



VICTOR JR. 20° - 210cc

- 500+ horsepower potential out-of-the-box using stock valve train geometry
- High-flowing 210cc intake ports and .130" raised 75cc exhaust ports
- Available with 60cc or 70cc combustion chambers
- 70cc combustion chambers are ideal for turbocharged and supercharged applications
- CNC gasket-matched port entries/exits with blended valve bowls
- Spark plug holes and valves are in the stock location
- Valve cover rail raised .150"
- A relief in the head allows most roller lifters to be changed without removing heads

Important Notes: Check cam manufacturer's specs for compatibility with valve springs, see pages 117-118 for spring rates. Recommended valve sizes listed. Match with Edelbrock head gasket sets on pages 85-86. Use Head Bolt Kits on page 114 for easy installation. These heads 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", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Victor Jr. 20° - 210cc ●	210cc / 75cc	60cc	2.05" / 1.60"	0.650"	1.55"	#77169	#77189
EQUIPPED WITH SPRINGS FOR USE IN MECHANICAL ROLLER CAMSHAFT APPLICATIONS							
Victor Jr. 20° - 210cc ●	210cc / 75cc	60cc	2.05" / 1.60"	0.670"	1.55"	#77169	#77199
Bare or with valves only (add your own springs) ●	210cc / 75cc	60cc	2.05" / 1.60"	-	-	#77169	#77179
Add your own springs and valves ●	210cc / 75cc	70cc	-	-	-	#77389	-



Victor 15° #77219



End Seal Spacers #7726

VICTOR 15° - 240cc

This cylinder head is designed for maximum effort competition racing on 289 - 351+ cubic inch based engines. The inline valve configuration features a 15° valve angle and a modern combustion chamber design allows for high compression without large piston domes. The intake ports are raised .380"; however the intake flange has been extended to maintain proper port alignment with standard intake manifolds. The exhaust ports are patterned with a 2.50" spacing and raised .520" for high flow potential. This head requires shaft mounted rockers; please contact Jesel or T&D for details. Features include 47cc combustion chambers, ductile iron interlocking valve seats, manganese-bronze valve guides and requires professional preparation. Edelbrock recommends 2.125" intake valves and 1.625" exhaust valves with 5.45" overall length.

Important Notes: This head requires 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".



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)
Semi-finished (requires professional work) ●	240cc / 80cc	47cc	2.125" / 1.625"	-	-	#77219
End Seal Spacers 2 pair required for Victor Ford heads ●						#7726

S/B FORD CYLINDER HEADS



Performer RPM Ford 351C #61629



FORD 351 CLEVELAND PERFORMER RPM 351C

- Designed for 351C, 351M & 400M Ford engines
- Very streetable 190cc intake runners
- 2.05" intake and 1.60" exhaust valves
- "Compact charge" kidney shape combustion chamber design
- Intake and exhaust ports based on 2V design
- Optimized spark plug location provides improved header clearance
- Match with Edelbrock RPM Air-Gap manifold #7564



Important Notes: Match with Edelbrock head gasket sets on pages 85-86. 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. Recommended spark plugs 14mm x 3/4" reach with flat gasket seat Champion RC12YC. 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.

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer RPM 351C ●●	190cc / 90cc	60cc	2.05" / 1.60"	0.580"	1.55"	#61609	#61625
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer RPM 351C ●●	190cc / 90cc	60cc	2.05" / 1.60"	0.580"	1.55"	#61609	#61629
For NHRA Stock/Super Stock only ●	190cc / 90cc	60cc	-	-	-	#61607	-



Performer RPM Clevor #61699



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: Match with Edelbrock head gasket sets on pages 85-86. With 7/16" bolts on 289/302 engines, use Edelbrock stepped head bolt washer kit #9680. 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. Recommended spark plugs 14mm x 3/4" reach with flat gasket seat Champion RC12YC. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Clevor for SBF 289-351W ●●	190cc / 90cc	60cc	2.05" / 1.60"	0.580"	1.55"	#61689	#61695
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Clevor for SBF 289-351W ●●	190cc / 90cc	60cc	2.05" / 1.60"	0.580"	1.55"	#61689	#61699

Performer RPM E-Boss 302
intake manifold #7129



Performer RPM E-Boss 351
intake manifold #7183

APPLICATION SPECIFIC 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

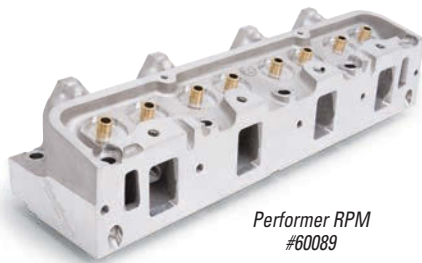
GENERAL FOOTNOTES

- Match with Edelbrock head gasket sets on pages 85-86
- Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat
- Head bolt kits on page 114

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Performer RPM #60089

FORD FE 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



Important Notes: Match with Edelbrock head gasket sets on pages 85-86. 76cc heads have vertical bolt pattern only, 390 GT exhaust will not fit. 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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8".

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
390-428 Cobra Jet ●	170cc / 125cc	72cc	2.09" / 1.66"	0.600"	1.55"	#60059	#60065
427 low-riser/medium-riser	170cc / 125cc	76cc	2.09" / 1.66"	0.600"	1.55"	#60089	#60075
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
390-428 Cobra Jet ●	170cc / 125cc	72cc	2.09" / 1.66"	0.600"	1.55"	#60059	#60069
427 low-riser/medium-riser ●	170cc / 125cc	76cc	2.09" / 1.66"	0.600"	1.55"	#60089	#60079
Rocker shaft stud kit for all Edelbrock FE heads						#6009	



Performer RPM FE #60087

PERFORMER RPM FE NHRA LEGAL FOR 390-427-428 FORD FE ENGINES

- Direct bolt-on heads for 1961-76 390-427-428 Ford Stock and Super Stock racers
- No port profiling or bowl blending of ports
- Engraved with the NHRA Logo on both ends
- #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
- 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



Important Notes: Match with Edelbrock head gasket sets on pages 85-86. 76cc heads have vertical bolt pattern only, 390 GT exhaust will not fit. 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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8".

Description	Port Volume Intake/Exhaust(A)	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)
390 for NHRA Stock & Super Stock only ●	170cc / 125cc	72cc	2.03" / 1.55"	—	1.55"	#60057
428 low-riser/medium-riser for NHRA Stock and Super Stock only ●	170cc / 125cc	72cc	2.09" / 1.66"	—	1.55"	#60058
427 low-riser/medium-riser for NHRA Super Stock only ●	170cc / 125cc	76cc	2.09" / 1.66"	—	1.55"	#60087
390-428 for NHRA Super Stock only ●	170cc / 125cc	45cc	2.09" / 1.66"	—	1.55"	#61857
Rocker shaft stud kit for all Edelbrock FE heads						#6009

(A) CC values are projected if using Edelbrock valves, and equivalent valve job and bowl blend

High Performance Zinc Additive and Break In lubricants offer your engine the best protection. See page 126 for more info.



MATCHING EDELBROCK PARTS FOR FE FORD

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Performer RPM 460 #60669



FORD 429/460 PERFORMER RPM 460

- Designed for 1968-87 429/460 Fords
- Ideal for high-performance street and drag racing
- 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: Performer RPM 460 heads accept factory exhaust, aftermarket headers and factory valvetrain components. Requires the use of 3/8" diameter pushrods. Match with Edelbrock head gasket sets on pages 85-86. 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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer RPM 460 ●●	292cc / 100cc	95cc	2.19" / 1.76"	0.700"	1.55"	#60689	#60665
Performer RPM 460 ●●	292cc / 100cc	75cc	2.19" / 1.76"	0.700"	1.55"	#60699	#60675
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer RPM 460 ●●	292cc / 100cc	95cc	2.19" / 1.76"	0.700"	1.55"	#60689	#60669
Performer RPM 460 ●●	292cc / 100cc	75cc	2.19" / 1.76"	0.700"	1.55"	#60699	#60679
Performer RPM 460 - 75cc for NHRA Super Stock only ●	292cc / 100cc	75cc	-	-	-	#60697	-
Performer RPM 460 - 95cc for NHRA Super Stock only ●	292cc / 100cc	95cc	-	-	-	#60687	-



Victor Jr. #61669

PERFORMER RPM CJ & VICTOR JR. 460 CJ - 310cc

- 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: Match with Edelbrock head gasket sets on pages 85-86. 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. Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer RPM 460 CJ ●	310cc / 100cc	75cc	2.19" / 1.76"	0.700"	1.55"	#61659	#61645
EQUIPPED WITH SPRINGS FOR USE IN SOLID ROLLER CAMSHAFT APPLICATIONS							
Victor Jr. 460 CJ for solid roller cams ●	310cc / 100cc	75cc	2.19" / 1.76"	0.730"	1.58"	-	#61669
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer RPM 460 CJ ●	310cc / 100cc	75cc	2.19" / 1.76"	0.700"	1.55"	#61659	#61649
Performer RPM 460 CJ for NHRA Super Stock only ●	310cc / 100cc	75cc	-	-	-	#61657	-



Edelbrock heads are manufactured in the USA for unsurpassed quality.



Performer RPM 460 CJ head for NHRA #61657

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50 state legal
E.O. Number Pending

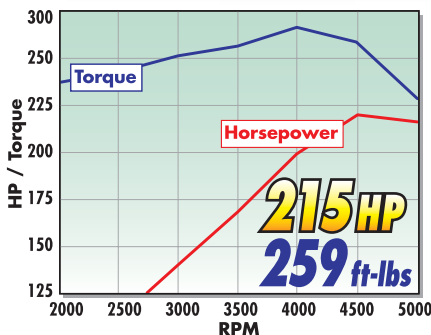
JEEP 4.0L INLINE SIX PERFORMER

This new Performer cylinder head is designed as a bolt-on performance upgrade for 1991-2006 Jeep's with a 4.0L inline six engine. It can also be used on 1987-90 Jeep 4.0L engines when used with 1991-2006 intake manifold and exhaust header. This cylinder head will also fit 1976-90 AMC 4.2L engines with no modification to the water jacket when used with 1991-2006 intake manifold and 1991-98 or aftermarket exhaust header.

The Performer Jeep cylinder head features all-new better flowing intake/exhaust ports along with a modern combustion chamber design and backcut and swirl polished valves for improved flow performance. It retains the stock valve angle, pushrod length and valve cover bolt pattern for use with factory components and off the shelf accessories. It also 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. The Performer Jeep 4.0L is designed with 1991-98 port locations and must be used with the appropriate intake manifold and header combination.

This cylinder head is pending 50-state emission legal for 4.0L engines when used with factory Fuel Injection components. It's also pending 50-state emission legal for 4.2L engines when used with a Mopar Fuel Injection Conversion Kit (E.O. Number D-265-21).

Important Notes: Recommended spark plugs: Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Recommended gasket for 4.0L: Edelbrock #7348 or Fel-Pro #26211PT. Deck thickness: 3/4".



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer Jeep ●	144cc / 77cc	55cc	1.91" / 1.50"	0.540"	1.26"	#50159	#50169

OLDSMOBILE PERFORMER RPM OLDS

- 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 an ARP 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

Important Notes: 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. Will fit 350-403 Olds with Edelbrock manifold #7111 only (port matching required). Recommended spark plugs are Champion RC12YC or equivalent 14mm x 3/4" reach with flat gasket seat. Match with Edelbrock head gasket sets on pages 85-86. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide plate).



Performer RPM Olds #60519



Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single) Satin	Complete (Single) Polished
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS								
Performer RPM Olds ●●	188cc / 106cc	77cc	2.072" / 1.680"	0.575"	1.46"	#60529	#60515	-
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS								
Performer RPM Olds ●●	188cc / 106cc	77cc	2.072" / 1.680"	0.575"	1.46"	#60529	#60519	#605119
RPM Olds for NHRA Super Stock only ●	188cc / 106cc	77cc	-	-	-	#60517	-	-

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CYLINDER HEADS
CAMSHAFT & VALVETRAIN
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PONTIAC CYLINDER HEADS



Performer Pontiac #60579



E.O. Number D-215-33

PONTIAC PERFORMER AND PERFORMER RPM

Designed for outstanding performance gains in 1962-79 389-455 c.i.d. Pontiac engines. They are patterned after the 1969-70 Ram Air IV Pontiac cylinder head. **Performer heads #60579/#60575 are 50-state emissions legal for 1965-79 vehicles. They feature 87cc combustion chambers designed to maximize performance while using less expensive, low-octane fuel with a streetable 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 & Super Stock.**

Important Notes: These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. Match with Edelbrock head gasket sets on pages 85-86. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer ●	215cc / 175cc	87cc	2.11" / 1.66"	0.575"	1.46"	#60569	#60575
Performer RPM ●	215cc / 175cc	72cc	2.11" / 1.66"	0.575"	1.46"	#60589	#60595
RPM (semi-finished) ●	215cc / 175cc	72cc	2.11" / 1.66"	-	-	#60509	-
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer ●	215cc / 175cc	87cc	2.11" / 1.66"	0.575"	1.46"	#60569	#60579
Performer RPM ●	215cc / 175cc	72cc	2.11" / 1.66"	0.575"	1.46"	#60589	#60599
RPM Pontiac for NHRA Stock/Super Stock only ●	215cc / 175cc	72cc	-	-	-	#60587	-



PERFORMER RPM CNC

Performer RPM CNC cylinder heads have the same specifications as our popular Performer RPM cylinder heads for 1962-79 389-455 c.i.d. Pontiac engines, but feature a CNC machined combustion chamber. **The CNC machined chamber results in a consistent and precise chamber for improved flow performance and spark plug location.** Performer RPM CNC cylinder heads are available in two chamber sizes. The 87cc chamber version is ideal for 9.5:1 engines and will deliver excellent street performance on low octane fuel. Performer RPM CNC cylinder heads with 72cc chambers are best for higher compression engines. **Both are patterned after the same port flange configuration as the 1969-1970 Ram-Air IV Pontiac cylinder head.**

Important Notes: These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. Match with Edelbrock complete head gasket set #7382. Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide plate).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer RPM CNC ●	215cc / 175cc	87cc	2.11" / 1.66"	0.575"	1.46"	#60609	#61525
Performer RPM CNC ●	215cc / 175cc	72cc	2.11" / 1.66"	0.575"	1.46"	#60609	#61515
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer RPM CNC ●	215cc / 175cc	87cc	2.11" / 1.66"	0.575"	1.46"	#60609	#61529
Performer RPM CNC ●	215cc / 175cc	72cc	2.11" / 1.66"	0.575"	1.46"	#60609	#61519



Performer Pontiac D-Port #61579



E.O. Number D-215-49

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. These heads are available in three heart shaped combustion chamber sizes, including 65cc, 72cc and 87cc. The 65cc combustion chambers are as-cast while the 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. These heads are cast with extra thick port walls and a compact port size, making them ideal for CNC and hand porting. Complete heads include guide plates, rocker studs and high quality valvetrain for direct bolt-on application. **Heat crossover is machined for 50-state emissions legal performance.**

Important Notes: 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).

Description	Port Volume Intake/Exhaust	Chamber Volume	Valve Sizes Intake/Exhaust	Max. Lift	Valve Spring Diameter	Bare (Single)	Complete (Single)
Performer D-Port ●	204cc / 145cc	65cc	2.11" / 1.66"	0.575"	1.46"	#61539	-
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC ROLLER CAMSHAFT APPLICATIONS							
Performer D-Port ●	204cc / 145cc	87cc	2.11" / 1.66"	0.575"	1.46"	#61569	#61575
Performer D-Port ●	204cc / 145cc	72cc	2.11" / 1.66"	0.575"	1.46"	#61589	#61595
EQUIPPED WITH SPRINGS FOR USE IN HYDRAULIC FLAT TAPPET CAMSHAFT APPLICATIONS							
Performer D-Port ●	204cc / 145cc	87cc	2.11" / 1.66"	0.575"	1.46"	#61569	#61579
Performer D-Port ●	204cc / 145cc	72cc	2.11" / 1.66"	0.575"	1.46"	#61589	#61599

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HIP PROCESS

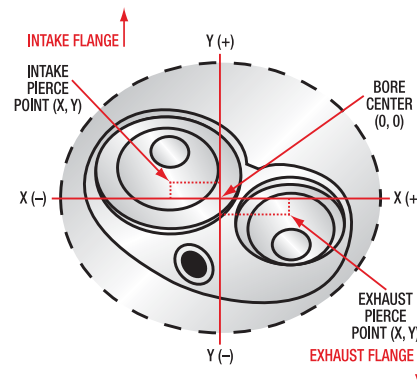
WHAT IS HIP PROCESSING?

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.

PRO-PORT RAW AND SEMI-FINISHED HEADS

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

EDELBROCK HAS A VAST NETWORK OF PROFESSIONAL CYLINDER HEAD PORTERS AND ENGINE BUILDERS THAT RELY ON OUR PRO-PORT CASTINGS FOR THEIR PURPOSE-BUILT CUSTOM DESIGNS

BELOW ARE THE PROFESSIONAL CYLINDER HEAD PORTERS THAT PARTICIPATED IN EDELBROCK'S "CYLINDER HEAD ROW" AT THE 2014 PERFORMANCE RACING INDUSTRY SHOW IN INDIANAPOLIS, IN



KELLEN BROWN DESIGN
PORTED BY MARTY ZIMMERMAN



Victor 18° Pro-Port Raw #775369



Edelbrock Pro-Port Raw cylinder heads are cast in the USA for unsurpassed quality.



Victor 15° Pro-Port Raw #775469

Description	Chamber Size (A)	Part No.	HIP'd	Angle	Intake Port Entry	Exhaust Port Exit	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C)		Valve Spacing	Valve Seats	Valve Guides
								Intake	Exhaust			
SMALL-BLOCK CHEVY												
Victor 18° ●	42cc	#775069	Y	18°	1.17" x 1.77"	1.50" x 1.33"	2.24" / 1.65"	(-0.805", 0.000")	(1.130", 0.000")	1.935"	included	included
Victor 18° ●	36cc	#775369	Y	18°	1.18" x 1.77"	1.50" x 1.34"	2.24" / 1.65"	(-0.805", -0.026")	(1.130", -0.026")	1.935"	none	none
Victor 15° ●	32cc	#77549	N	15°	1.17" x 1.80"	1.50" x 1.32"	2.24" / 1.65"	(-0.805", -0.026")	(1.130", -0.026")	1.935"	none	none
Victor 15° ●	32cc	#775469	Y	15°	1.17" x 1.80"	1.50" x 1.32"	2.24" / 1.65"	(-0.805", -0.026")	(1.130", -0.026")	1.935"	none	none

PRO-PORT RAW CYLINDER HEADS

Edelbrock



LS-R Pro-Port Raw #770469



Victor 24° Pro-Port Raw #614369



Big Victor #618269

Description	Chamber Size (A)	Part No.	HIP'd	Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake	Exhaust	Bore Spacing	Valve Spacing	Valve Seats	Valve Guides
CHEVY LS SERIES												
LS1 Gen III ●	38cc	#61989	N	15°	0.82" x 2.80" / 1.41" x 1.02"	2.08" / 1.64"	(0.820, 0.010")	(-1.090, 0.010")	-	1.910"	installed	included
LS1 Gen III ●	38cc	#619869	Y	15°	0.82" x 2.80" / 1.41" x 1.02"	2.08" / 1.64"	(0.820, 0.010")	(-1.090, 0.010")	-	1.910"	included	included
Victor Jr LS3 ●	-	#77339	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
Victor Jr. LS3-LSX ●	-	#77349	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
Victor Jr. LS7 ●	-	#77369	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
Victor Jr. LS7-LSX ●	-	#77379	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
LS-R ●	25cc	#770469	Y	5.6° 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
CHEVY SB2 & ROX												
Victor ROX ●	20cc	#777668 #777669	Y	10.5° x 3.4°	1.50" x 1.05" / 1.55" x 1.32"	2.20" / 1.60"	(0.625, 0.413")	(-1.128", -0.330")	-	-	none	none
Victor SB2 ●	20cc	#777869	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
BIG-BLOCK CHEVY												
Victor Jr. 24° ●	118cc	#77469	N	24°	300cc / 128cc	2.25" / 1.90"	(-0.902", 0.058")	(1.06", -0.556")	-	1.997"	installed	included
Victor 24° ●	38cc	#61429	N	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.897", 0.058")	(1.10", -0.556")	-	1.997"	installed	included
Victor 24° ●	38cc	#614269	Y	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.897", 0.058")	(1.10", -0.556")	-	1.997"	installed	included
Victor 24° ●	118cc	#77439	N	24°	340cc / 128cc	2.25" / 1.90"	(-0.897", 0.058")	(1.10", -0.556")	-	1.997"	included	included
Victor 24° (Gen II) ●	38cc	#61439	N	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.888", 0.020")	(1.095", -0.580")	-	1.997"	installed	included
Victor 24° (Gen II) ●	38cc	#614369	Y	24°	1.47" x 1.73" / 1.49" x 1.13"	2.45" / 1.96"	(-0.888", 0.058")	(1.095", -0.580")	-	1.997"	installed	included
Victor 11° ●	-	#614469	Y	23°	1.80" x 2.56" / 2.10" x 1.80"	2.42" / 1.94"	(-0.827", 0.227")	(1.150", -0.580")	-	-	installed	included
Big Victor 12° ●	-	#618269	Y	12°	1.53" x 2.14" / 1.84" x 1.50"	2.45" / 1.85"	(-0.854", 0.455")	(1.120", -0.420")	-	-	-	included
Big Victor 14° ●	-	#618369	Y	14°	1.53" x 2.14" / 1.84" x 1.50"	2.45" / 1.85"	(-0.854", 0.455")	(1.120", -0.420")	-	-	-	included
Big Victor 3 ●	-	#614669	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
Big Victor 3 ●	-	#614769	Y	14°	2.52" x 2.15" / 1.84" x 1.50"	2.52" / 1.94"	(0.735", -0.530")	(-1.260", -0.350")	4.84"	-	-	included
Big Victor 3 ●	-	#614869	Y	11°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.707", -0.571")	(-1.337", 0.346")	5.00"	-	-	included
Big Victor 3 ●	-	#614969	Y	14°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.763", 0.521")	(-1.347", 0.352")	5.00"	-	-	included
Big Victor 3 ●	-	#613269	Y	11°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.707", -0.571")	(-1.337", 0.346")	5.00"	-	-	included
Big Victor 3 ●	-	#613369	Y	14°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.763", 0.521")	(-1.347", 0.352")	5.00"	-	-	included
Big Victor 3 ●	-	#613469	Y	14°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.707", -0.571")	(-1.337", 0.346")	5.00"	-	-	included
Big Victor 3 ●	-	#613569	Y	11°	2.52" x 2.15" / 1.84" x 1.50"	2.60" / 1.94"	(0.763", 0.521")	(-1.347", 0.352")	5.00"	-	-	included
Big Victor 3 ●	-	#613669	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
Big Victor 3 ●	-	#613769	Y	-	2.52" x 2.15" / 1.84" x 1.50"	-	-	-	4.84"	-	-	included
Big Victor 3 ●	-	#613869	Y	-	2.52" x 2.15" / 1.84" x 1.50"	-	-	-	5.00"	-	-	included
Big Victor 3 ●	-	#613969	Y	-	2.52" x 2.15" / 1.84" x 1.50"	-	-	-	5.00"	-	-	included



ALUMINUM VALVE COVER

FOR EDELBROCK BIG VICTOR SPREAD-PORT CYLINDER HEADS

Designed especially for the Edelbrock big-block Chevrolet Big Victor Spread-Port CNC 405 Cylinder Heads #614468, #617569, #618269, #618368 and #614468. 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.

Sand Cast Aluminum Valve Covers for Big Victor Spread-Port CNC 405 Cylinder Heads.....#4259

Description	Chamber Size (A)	Part No.	HIP'd	Angle	Port Entry Intake / Exhaust	Valve Sizes (B) Intake / Exhaust	Valve Pierce Points (X,Y)(C) Intake	Exhaust	Valve Spacing	Valve Seats	Valve Guides
SMALL-BLOCK CHRYSLER											
Victor 16° ●	-	#61749	Y	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

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HIP PROCESS



Victor #770869

HIP PROCESS



Glidden Victor SC-1 #770769



Pro-Port Raw Ford FE #61859

Description	Chamber Size (A)	Part No.	HIP'd	Angle	Port Entry		Valve Sizes (B)		Valve Pierce Points (X,Y)(C)		Valve Spacing	Valve Seats	Valve Guides
					Intake	Exhaust	Intake / Exhaust	Intake	Exhaust				
SMALL-BLOCK FORD													
Victor ●	36cc	#770869	Y	15°	1.00" x 1.85"	1.33" x 1.24"	2.18" / 1.64"	(-0.805", -0.006")	(1.130", -0.006")	1.935"	included	included	
Glidden Victor II ●	24cc	#77319 (E)	N	11.3°	1.34" x 1.77"	1.66" x 1.43"	2.24" / 1.64"	(-0.760", 0.000")	(1.170", 0.000")	1.930"	included	included	
Glidden Victor II ●	24cc	#773169 (E)	Y	11.3°	1.34" x 1.77"	1.66" x 1.43"	2.24" / 1.64"	(-0.760", 0.000")	(1.170", 0.000")	1.930"	included	included	
Glidden Victor SC-1 ●	20cc	#770769	Y	7.3° x 0.3°	1.16" x 1.76"	1.50" x 1.36"	2.24" / 1.64"	(-0.660", 0.440")	(1.110", -0.350")	-	included	included	
FORD FE													
Ford FE ●	45cc	#61859	N	13°	1.49" x .94"	1.55" x 1.00"	2.09" / 1.66"	(0.885", 0.220")	(1.160", 0.220")	2.045"	included	included	
Ford FE NHRA ●	45cc	#61857	N	13°	1.49" x .94"	1.55" x 1.00"	2.09" / 1.66"	(0.885", 0.220")	(1.160", 0.220")	2.045"	included	included	

#770769 Important Notes: These heads can not be used without professional head preparation. With a true canted valve design (7.3° intake and 6.9° exhaust valve angles), these heads have maximum power potential. Extended intake flange and raised runners work with Yates-style manifolds.



ALUMINUM VALVE COVER FOR FORD BOSS/CLEVELAND WITH SC-1 STYLE HEADS

Designed especially for the Edelbrock Glidden Victor SC-1 cylinder head #770769, these heavy-duty sand cast aluminum valve covers will fit Edelbrock and factory Cleveland cylinder heads as well as other aftermarket heads that utilize a Cleveland bolt pattern. They have been designed to provide additional clearance to the Jesel rocker arm set-up when used on our Glidden Victor SC-1 Pro-Port Raw cylinder head. No provision for breather hole has been machined to allow for custom plumbing of the crankcase ventilation system.

Sand Cast Aluminum Valve Covers for Ford Boss/Cleveland with SC-1 Style Heads.....#4267



Victor #60509



Victor #77839



Victor #77849

Description	Chamber Size (A)	Part No.	HIP'd	Angle	Port Entry		Valve Sizes (B)		Valve Pierce Points (X,Y)(C)		Valve Spacing	Valve Seats	Valve Guides
					Intake	Exhaust	Intake / Exhaust	Intake	Exhaust				
PONTIAC													
Performer RPM ●	72cc	#60509	N	14°	1.10" x 2.02"	1.46" x 1.40"	2.11" / 1.66"	(-0.880", 0.000")	(1.150", 0.000")	2.030"	included	included	
Victor ●	-	#77839	N	12.6°	WITH PUSH ROD HOLES DELETED				(1.230", 0.025")	2.040"	included	included	
Victor ●	-	#77849	N	11°	WITH PUSH ROD HOLES DELETED				(1.230", 0.055")	2.040"	included	included	

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



S/B Chevy Head Bolt Kit #8550



Chevy 409 Head Bolt Kit #8581



#8513



S/B Chrysler Head Bolt Kit #8555



Pontiac Head Bolt Kit #8561

HEAD BOLT KITS

Edelbrock Head Bolt Kits contain a complete set of the highest quality head bolts and hardened washers available. Cold-formed to ensure molecular integrity and heat treated prior to thread rolling and machining. Reduced diameter bolt heads eliminate the need for valvetrain removal to facilitate cylinder head re-torquing. Hardened and parallel-ground washers are included. Rated at 170,000 p.s.i.

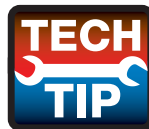
AMC Head Bolt Kit for pre-1970 engines.....	#8531
AMC Head Bolt Kit for 1970 & later engines.....	#8532
Buick Head Bolt Kit for 400, 430 & 455 engines.....	#8503
S/B Chevrolet Head Bolt Kit	#8550
Chevrolet Gen III LS1 Head Bolt Kit for Edelbrock & GM Gen III LS1 heads.....	#8596
Chevrolet Gen IV Head Bolt Kit for Edelbrock heads used on LS series engines 2004 and later....	#8595
B/B Chevrolet Head Bolt Kit (not for stock heads, Mark IV only).....	#8551
B/B Chevrolet Head Bolt Kit for #77409, #77419, #77429, #77459, #77469, #77479, #77489, #61409 (not for stock heads).....	#8554
Chevrolet 409 Head Bolt Kit	#8581
S/B Chrysler Head Bolt Kit (not for stock heads).....	#8555
Chrysler Magnum Head Bolt Kit for Edelbrock and '92 and up Magnum heads.....	#8577
B/B Chrysler 426-572 Gen II HEMI Head Bolt Kit	#8513
B/B Chrysler Head Bolt Kit	#8591
B/B Chrysler Victor Head Bolt Kit	#8592
Ford Flathead Head Stud Kit for 1938-48 Fords.....	#8505
Ford Flathead Generator Stud Kit for 1938-48 Fords.....	#8506
Ford Flathead Head Stud Kit for 1949-53 Fords.....	#8502
Ford 289-302 Head Bolt Kit (7/16" bolt diameter, use bushings #9680).....	#8552
Ford 351-Windsor Head Bolt Kit (1/2" bolt dia., used on 351W with 1/2" threads).....	#8553
Ford 302-Clevo Head Bolt Kit 7/16" bolt diameter, includes bushings #9680.....	#8562
Ford 351-Cleveland Head Bolt Kit	#8560
Ford FE 390-428 Head Bolt Kit	#8557
Ford 429/460 Head Bolt Kit	#8566
Jeep 4.0L, Inline Six	#8533
Oldsmobile Head Bolt Kit	#8558
Pontiac Head Bolt Kit for #60509, #60579 and #60599 made before 3/15/02 (not for stock heads).....	#8556
Pontiac Head Bolt Kit for #60509, #60579, #60587 and #60599 made after 3/15/02 (not for stock heads).....	#8549
Pontiac D-Port Head Bolt Kit (not for stock heads).....	#8561



Ford 289-302 Head Bolt Kit #8552



Ford 302-Clevo Head Bolt Kit #8562



EDELBRUCK ASSEMBLY LUBE

Don't forget the engine assembly lube when installing your Edelbrock aluminum cylinder heads, camshaft and timing chain. See page 126.

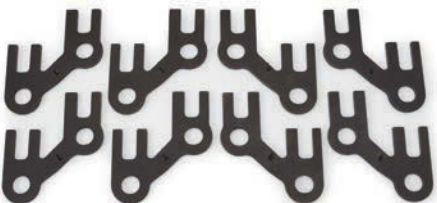


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S/B Ford Head Bolt Bushings #9680



Chevy 348/409 Pushrod Guideplates #9609



Chrysler Magnum Pushrod Guideplates #9662



Steel Pushrods #9630



Rocker Studs #8599

Replacement Valve Seats #9711



HEAD BOLT BUSHINGS WITH INTEGRAL WASHERS

Allows the use of stock or Edelbrock 7/16" head bolts on Edelbrock heads with 1/2" head bolt bosses. Required for 289-302 V8's and 1967-69 AMC.

- For Ford 5.0L (20 per package).....#9680
- For 1969 & Earlier AMC (28 per package).....#9693
- For 1966-69 AMC (4 deck dowels per package).....#9652

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.**

- 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

HARDENED STEEL PUSHROD SETS

For use in engines with or without hardened steel guideplates. Manufactured from case-hardened tubing with a surface hardening and welded ends for maximum durability. All pushrods are 5/16" in diameter, except for #9605, #9618, #9635, #9647, #9648 and #9654 which are 3/8" O.D. **Sold in sets of 16.**

- AMC 343-401 (8.065").....#9637
- Buick 400-430-455 (9.655").....#9605
- S/B Chevy (7.265", for use with Edelbrock hydraulic roller lifters #97423).....#9646
- S/B Chevy (7.800" stock length).....#9630
- S/B Chevy (7.900", +.100").....#9629
- S/B Chevy (7.191", for hydraulic roller lifters).....#9653
- Chevy 348/409 "W" (8.650" / 9.00").....#9635
- Chevy 348/409 "W" (8.300" / 8.750", for use with Edelbrock hydraulic roller lifters #97423).....#9648
- B/B Chevy (8.60" / 7.64", for hydraulic rollers).....#9654
- B/B Chevy (7.800" / 8.80", for use with Edelbrock hydraulic roller lifters #97433).....#9647
- Chrysler Magnum 5.2L/5.9L (6.936").....#9638
- Chrysler 426-572 Gen II HEMI (10.250" / 11.150", for hydraulic roller lifters).....#9618
- Ford 289-302 (6.805").....#9632
- Ford 289-302 (6.385", for hydraulic rollers, 5.0L with stud mount).....#9655 (A)
- Ford 289-302 (6.430", for hydraulic rollers).....#9658 (A)
- Ford 351W (7.714", for use with Edelbrock hydraulic roller lifters #97453).....#9659
- Ford 351W (8.152").....#9636
- Ford 351W (7.634", for hydraulic rollers).....#9656
- Ford 351M/400 (9.508").....#9633

ROCKER STUDS

These high-quality rocker studs are used in all Edelbrock cylinder heads requiring 3/8" screw-in studs. Sold in packaged quantities of two or sixteen.

- Rocker Stud (qty. 2).....#8598
- Rocker Stud (qty. 16).....#8599

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

(A) Refer to lifter kit #97453 on page 125.



Roller Rocker Arms #77770



Valve Guides #9702 & #9703



Valve Seals #9758



Valve Spring Locators #5770



Spring Seat Locator/Seal Kit #5766



THESE VALVETRAIN COMPONENTS ARE A REQUIRED UPGRADE WHEN USING AN EDELBROCK PERFORMER, RPM OR TORKER CAM & STOCK HEADS.

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

REPLACEMENT GUIDES AND SEALS

Manganese-bronze valve guide (one each) for Performer & Performer RPM heads, except as noted.

Valve Guides	Intake	Exhaust
S/B Chevy, S/B & B/B Chrysler, S/B Ford, Olds, Pontiac (Ram Air IV).....	#9701	#9701
B/B Chevy	#9702	#9703
Ford FE (for all Edelbrock FE heads)	#9704	#9704
S/B Ford (for Victor heads #77219)	#9702	#9706

Valve Seals (2-ring positive oil control seals, sold in sets of 16)

11/32" (for all Edelbrock Performer & Performer RPM heads, except Ford FE)	#9725
11/32" (S/B Chevy, S/B Ford Victor Jr. & B/B Chrysler Victor heads, 530")	#9758
3/8" (Ford FE, earlier design with .530" guide o.d.)	#9726
3/8" (Ford FE, current production with .562" guide o.d.)	#9759

REPLACEMENT VALVE 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	#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

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
8MM	Single groove (set of 32)	7°	Heat treated steel	#9657

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. See Application Guide on next page.

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. See Application Guide on next page.

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Valve Springs	Application	Type	Seat Pressure	Installed Height	Open Pressure	O.D.	I.D.	Coil Bind	Retainers	Locks	Recommended Edelbrock Cam
AMC 290-304-360-390-401 V8 '70 & LATER											
#5832	Cast-Iron O.E. Head	Non-Rotator	89 lbs.	1.812"	200 lbs. @ .425"	1.364"	1.000"	1.300"	#9720	See Lock Chart	#2132 Performer Cam
#5932*	Cast-Iron O.E. Head	Rotator	89 lbs.	1.625"	200 lbs. @ .425"	1.408"	1.010"	1.300"	-	-	#2132 Performer Cam
#5792	Edelbrock #60119 / #60139	Non-Rotator	132 lbs.	1.900"	312 lbs. @ .500"	1.550"	1.120"	1.160"	#9644	#9616	#2132 Performer / #7132 RPM Cams
BUICK 400-430-455 V8											
#5792	Edelbrock #60049	Non-Rotator	132 lbs.	1.900"	312 lbs. @ .500"	1.550"	1.120"	1.160"	#9644	#9616	N/A
CHEVROLET 200-229-262 90° V6											
#5813*	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ .475"	1.222"	0.875"	1.150"	#9720	See Lock Chart	#2112 / #3790 Performer Cams
CHEVROLET 4.3L 90° V6 '87-95											
#5814	Cast-Iron O.E. Head	Non-Rotator	110 lbs.	1.700"	285 lbs. @ .490"	1.250"	0.750"	1.160"	#9729	See Lock Chart	#3714 Performer Cam
CHEVROLET 262-400 V8 '57-95											
#5802 (B)	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.700"	200 lbs. @ .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. @ .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. @ .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. @ .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. @ .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. @ .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. @ .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. @ .580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
#5740	E-CNC Head #61209	Non-Rotator	215 lbs.	1.970"	600 lbs. @ .725"	1.550"	0.812"	1.200"	Call for Info 800-416-8628		N/A
#5746	E-CNC Head #61219	Non-Rotator	240 lbs.	2.020"	785 lbs. @ .770"	1.550"	0.788"	1.200"	Call for Info 800-416-8628		N/A
#5767 (F)	Centerbolt & E-Tec Edelbrock Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .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. @ .600"	1.540"	0.760"	1.130"	#9715	#9615	N/A
#5823	Victor Jr. Head	Non-Rotator	210 lbs.	1.900"	510 lbs. @ .600"	1.540"	0.731"	1.170"	#9715	#9615	N/A
#5767	Edelbrock LT1 #61905	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	#9736	#9616	#2108
-	Edelbrock LT4 #61939	Non-Rotator	138 lbs.	1.800"	326 lbs. @ .600"	(L) (M)	1.140"		#9707	#9657	#2108
CHEVROLET LS1 V8											
-	O.E. Head	Non-Rotator	138 lbs.	1.800"	326 lbs. @ .600"	(L) (M)	1.140"		#9707	See Lock Chart	#2215 / #2216 / #2217, #2218 / #2219 Cams
-	Edelbrock Heads	Non-Rotator	138 lbs.	1.800"	326 lbs. @ .600"	(L) (M)	1.140"		#9707 or #9708	#9657	#2215 / #2216 / #2217, #2218 / #2219 Cams
CHEVROLET 348/409 W-SERIES V8											
#5792	Edelbrock #60819	Non-Rotator	130 lbs.	1.900"	355 lbs. @ .600"	1.550"	1.120"	1.160"	#9715	#9616	N/A
CHEVROLET 396-402-427-454 V8											
#5862	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.880"	220 lbs. @ .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. @ .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. @ .580"	1.440"	0.800"	1.340"	#9731	#9612	All Performer, RPM & Torker Cams
#5795 (C,E)	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.880"	300 lbs. @ .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. @ .500"	1.550"	0.805"	1.150"	#9602	#9616	All Performer Cams
#5745 (G)	RPM/Victor Jr. Hydraulic	Non-Rotator	135 lbs.	1.975"	320 lbs. @ .500"	1.550"	0.805"	1.150"	#9602	#9616	All Performer, RPM & Torker Cams
CALL	Edelbrock Victor Heads	Non-Rotator	250 lbs.	2.000"	800 lbs. @ .850"	1.640"	0.860"	1.070"	Edelbrock Tech 800-416-8628		
CHRYSLER 318-340-360 V8 1957-89											
#5877	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.650"	178 lbs. @ .375"	1.394"	1.010"	1.203"	#9720	See Lock Chart	#2177 Performer Cam
#5977*	Cast-Iron O.E. Head	Rotator	90 lbs.	1.480"	187 lbs. @ .400"	1.380"	1.010"	1.002"	-	See Lock Chart	#2177 Performer Cam
#5777	Cast-Iron O.E. Head	Non-Rotator	96 lbs.	1.650"	238 lbs. @ .430"	1.494"	1.080"	1.100"	#9732	See Lock Chart	#7177 RPM Cam
#5767 (H)	Edelbrock Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .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. @ .580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
CHRYSLER 383-400-413-440 V8 '69-79											
#5892	Cast-Iron O.E. Head	Non-Rotator	125 lbs.	1.860"	200 lbs. @ .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. @ .500"	1.550"	1.120"	1.160"	#9734	See Lock Chart	#7194 RPM Cam
#5792	Edelbrock #5903 #60189 / #60929	Non-Rotator	140 lbs.	1.880"	317 lbs. @ .500"	1.550"	1.120"	1.160"	#9644	#9616	#2192 Performer and #7194 RPM Cams

*Available while supplies last

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

VALVE SPRINGS & RETAINERS **CYLINDER HEADS**



CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVE TRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

Valve Springs	Application	Type	Seat Pressure	Installed Height	Open Pressure	O.D.	I.D.	Coil Bind	Retainers	Locks	Recommended Edelbrock Cam
FORD 289-302 & 351W V8											
#5822	289-302 Cast-Iron O.E.	Non-Rotator	90 lbs.	1.700"	210 lbs. @ .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. @ .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. @ .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. @ .310"	1.354"	1.010"	1.200"	#9724	See Lock Chart	All Performer Cams
#5722	289 / 302 / 351W Cast-Iron O.E.	Non-Rotator	89 lbs.	1.770"	233 lbs. @ .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. @ .390"	1.438"	1.024"	1.260"	#9733 (A)	See Lock Chart	All Flat Tappet Cams
#5824 (F)	E-Street Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer Cams
#5825 (I)	Edelbrock Heads	Non-Rotator	128 lbs.	1.80 0"	338 lbs. @ .580"	1.460"	1.060"	1.130"	#9741	#9611	All Performer, RPM & Torker Cams
#5845	Performer RPM Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
-	Edelbrock #79259	Non-Rotator	145 lbs.	1.800"	345 lbs. @ .600"	(L)	(M)	1.140"	#9707	#9657	Rollin Thunder Cams
#5821	E-205 / Victor Jr. Heads	Non-Rotator	145 lbs.	1.900"	380 lbs. @ .600"	1.540"	0.760"	1.130"	#9715	#9616	-
#5823	Victor Jr. Head	Non-Rotator	210 lbs.	1.900"	490 lbs. @ .600"	1.540"	0.731"	1.170"	#9715	#9616	-
FORD 351M/400 V8 1971-1982											
#5872	Cast-Iron O.E. Head	Non-Rotator	80 lbs.	1.820"	226 lbs. @ .430"	1.400"	1.000"	1.330"	#9724	See Lock Chart	#2172 Performer Cam
#5972	Cast-Iron O.E. Head	Rotator	80 lbs.	1.680"	226 lbs. @ .430"	1.400"	1.000"	1.330"	-	See Lock Chart	#2172 Performer Cam
FORD 351C V8											
#5792	Edelbrock #61629, #61699	Non-Rotator	132 lbs.	1.900"	312 lbs. @ .500"	1.550"	1.120"	1.160"	#9644	#9616	All Flat Tappet Cleveland
FORD 390-428 FE V8 1961-1976											
#5806	Cast-Iron O.E. Head	Non-Rotator	90 lbs.	1.820"	220 lbs. @ .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. @ .580"	1.460"	1.060"	1.130"	#9734	#9612	All Performer & RPM Cams
FORD 429/460 V8 1969-1987											
#5867	Cast-Iron O.E. Head	Non-Rotator	75 lbs.	1.820"	229 lbs. @ .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. @ .580"	1.460"	1.060"	1.130"	#9736	See Lock Chart	All Performer & RPM Cams
#5745	Edelbrock #60669, #60679, #61649	Non-Rotator	135 lbs.	1.975"	320 lbs. @ .500"	1.550"	0.805"	1.160"	#9715	#9616	All Performer & RPM Cams
Call	Edelbrock #61669	N/A	235 lbs.	1.950"	610 lbs. @ 700"	1.575"	0.830"	1.150"		Edelbrock Tech 800-416-8628	
OLDSMOBILE 330-403 V8 1967-1984 & 1965-1976 400-455											
#5812	330-350-403 Cast-Iron O.E.	Non-Rotator	80 lbs.	1.670"	187 lbs. @ .400"	1.425"	1.041"	1.110"	#9724	See Lock Chart	#3712 Performer Cam
#5712	330-350-403 Cast-Iron	Non-Rotator	135 lbs.	1.750"	285 lbs. @ .550"	1.430"	0.760"	1.120"	#9736	See Lock Chart	#7112 RPM Cam
#5767	Performer RPM Head #60519	Non-Rotator	120 lbs.	1.800"	305 lbs. @ .580"	1.460"	1.060"	1.130"	#9606*	#9611	All Performer & RPM Cams
#5845	Performer RPM Head #60515	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .580"	1.460"	1.060"	1.150"	#9736	#9611	All Hydraulic Roller Cams
PONTIAC 389-455 V8 1965-LATER											
#5857	Cast-Iron O.E. Head	Non-Rotator	100 lbs.	1.590"	242 lbs. @ .470"	1.390"	0.768"	0.990"	#9724	See Lock Chart	#2157 Performer Cam
#5757	Cast-Iron O.E. Head	Non-Rotator	112 lbs.	1.700"	285 lbs. @ .500"	1.485"	0.830"	0.950"	(D)	See Lock Chart	All Performer & RPM Cams
#5767	#60599, #60579, #61579 #61259, #61519, #61599 Heads	Non-Rotator	120 lbs.	1.800"	310 lbs. @ .580"	1.460"	1.060"	1.130"	#9736	#9611	All Performer & RPM Cams
#5845	#60575, #60595, #61595 #61255, #61515, #61575 Heads	Non-Rotator	150 lbs.	1.800"	420 lbs. @ .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 (scallop-cut 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, #77429, #77479 & #77489

(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

*Available while supplies last

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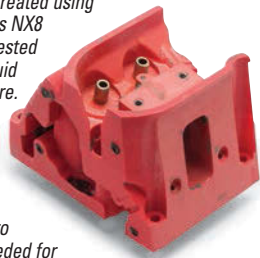
Edelbrock Cylinder Heads are Designed, Cast and Assembled in the USA for Unsurpassed Quality.

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:

EDEL BROCK STAINLESS STEEL VALVES

All Edelbrock Performer, Performer RPM, E-Series, E-CNC and Victor Series cylinder heads are supplied with the highest quality stainless steel valves on the market.

These valves are a one piece forged design and feature 2% more nickel content than average stainless steel valves. The increased nickel content results in a stainless steel valve that is stronger at higher operating temperatures. This allows them to perform better in the elevated temperature applications found in high performance engines, especially exhaust valves. Additionally, it also provides improved corrosion resistance for increased endurance in forced induction and nitrous assisted applications.

The valve stem is treated with a porous chrome finish to provide hardness and oil retention. This process leaves microscopic holes which fill with engine oil for improved lubrication of the valve stem and guide, while reducing wear on the inner guide surface.

The end result of the above features, is a stainless steel valve that is ideal for high performance extreme duty applications.

IMPORTANT – PLEASE READ!

When using other camshafts with Edelbrock heads, please consult the camshaft manufacturer for recommended valve spring rates and specifications. Valve spring rates and camshafts must be compatible to avoid severe engine damage. All Edelbrock complete heads are supplied with valve springs that are compatible with Edelbrock camshafts for optimal operations within the specified rpm range. Camshafts that exceed the specified valve spring rate will void the warranty on these heads.

COMPARING FLOW DATA

When comparing airflow numbers between heads, there are several things to consider. These are general guidelines... not absolutes... but guidelines that should be considered when purchasing cylinder heads.

1. YOU MAY NOT BE GETTING "APPLES-TO-APPLES" COMPARISON.

Flow bench measurements are only useful and accurate when done carefully and on a calibrated bench. Proper alignment of the head with the bore is required to simulate exact geometry of the engine. Accurate lift measurements are also required. Finally, atmospheric conditions are needed to interpret the data. As a result, you may not be getting an "apples-to-apples" comparison when comparing numbers from different benches.

2. BIGGER IS NOT ALWAYS BETTER!

A large port doesn't always mean more power. This is especially true with street heads and in some cases, race heads. Velocity is just as important as flow. A smaller port volume generally equates to higher velocity for better street performance. The speed of the mixture determines how tightly the combustion chamber is packed. The more tightly packed the combustion chamber, the more pressure is developed when the mixture is ignited, pushing the piston with more force for more power. For example: A large port and a big flow number at 0.600" lift means low velocity (especially off-idle to 3500 rpm) and results in less throttle response. For the street, velocity is the key to overall performance.

3. COMPARE PEAK FLOW AND LOW LIFT FLOW.

Cylinder head buyers have a tendency to only consider peak flow numbers. It's important to look at all the flow numbers, from .100" to peak, in order to determine the performance level of a head.

4. TYPE OF VALVE INFLUENCES FLOW.

The type of valves used will influence how well a port flows. A valve with an undercut stem is less of a restriction to flow and will allow a port to flow more, filling the cylinder better and producing more power.

5. CONSIDER THIS FACT FOR STREET APPLICATIONS.

Generally, in a street application, the smaller the valve diameter, the better the velocity and flow will be with the correctly sized port. This holds true for both the intake and the exhaust ports. When you can equal the flow of a larger port and larger valve with a smaller port and smaller valve, you have a much more efficient port, which will generally make more power and use less fuel.

6. WHAT'S THE PRESSURE DIFFERENTIAL?

The pressure differential that a head is flowed at dramatically affects the results. All Edelbrock heads are flowed at 28" of water, which more closely represents what an engine will see. Beware of companies flowing heads at anything less than 28" of water, because that is not a valid comparison with Edelbrock heads.

Cylinder Heads	Installed Ht.	Rates	Coil Bind	Maximum RPM
#60179, #60519, #60579, #60599, #60779, #60859, #60879, #60979, #60989, #61779, #5023, #5025, #5073, #5089	1.800"	1.800" = 120 lbs 1.219" = 320 lbs	1.130"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#60175, #60225, #60255, #60515, #60575, #60595, #60715, #60735, #60775, #60895, #60975, #60985, #60995, #61575, #61595, #61775, #602515, #607115, #607315, #608915	1.800"	1.800" = 150 lbs 1.200" = 420 lbs	1.150"	Rollin Thunder cams: 6500 rpm
#61939, #79259	1.800"	1.800" = 138 lbs. 1.200" = 326 lbs.	1.140"	6500 rpm
#60229, #60259, #60329, #60359, #60379, #60399, #60719, #60739, #60759, #60899, #60909, #60999, #79899, #5028, #5085	1.800"	1.850" = 128 lbs. 1.270" = 338 lbs.	1.130"	Performer RPM cams: 6500 rpm
#60069, #60079, #60929, #61629	1.885"	1.885" = 115 lbs. 1.400" = 280 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#60119, #60139, #60049	1.900"	1.900" = 132 lbs. 1.400" = 312 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#5087, #5027	1.900"	1.900" = 145 lbs. 1.300" = 345 lbs.	1.130"	Rollin Thunder cams: 6500 rpm
#60065, #60075, #60815, #60925, #61625	1.885"	1.885" = 140 lbs. 1.380" = 317 lbs.	1.150"	Rollin Thunder cams: 6500 rpm
#60455, #60555, #77425, #77485, #79455, #79535, #79555, #604515, #605515	1.975"	1.975" = 175 lbs. 1.375" = 465 lbs.	1.150"	Rollin Thunder cams: 6500 rpm
#60459, #60479, #60499, #60559, #60669, #60679	1.975"	1.975" = 125 lbs. 1.475" = 310 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
#77189, #77589, #77619	1.900"	1.900" = 145 lbs. 1.300" = 380 lbs.	1.130"	8000 rpm
#77199, #77599, #77629	1.900"	1.900" = 210 lbs. 1.300" = 490 lbs.	1.170"	8000 rpm
#61669	1.950"	1.950" = 235 lbs. 1.250" = 610 lbs.	1.170"	7500 rpm
#61409, #77409, #77459	2.000"	2.000" = 250 lbs. 1.150" = 800 lbs.	1.070"	8000 rpm

FLOW DATA @ 28" H₂O CYLINDER HEADS



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AMC									
#60119, #60139	65 / 52	130 / 96	192 / 127	235 / 163	258 / 182	260 / 190	-	-	-
BUICK									
#60049	68 / 58	127 / 108	190 / 150	241 / 173	274 / 183	273 / 190	-	-	-
CHEVROLET									
#5073, #5089	63 / 51	125 / 99	182 / 131	225 / 153	248 / 163	249 / 168	-	-	-
#5085, #5087	68 / 50	136 / 96	191 / 132	265 / 160	272 / 172	275 / 175	-	-	-
#60719, #60739, #60759	63 / 51	124 / 94	181 / 128	227 / 146	253 / 157	253 / 163	-	-	-
#60899, #60909, #60999	63 / 51	126 / 97	180 / 129	227 / 148	250 / 158	249 / 165	-	-	-
#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	-	-	-
#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	-	-
#77489, #77485, #77479, #77475	72 / 64	140 / 122	213 / 167	273 / 199	318 / 223	342 / 240	346 / 251	-	-
#77409, #77429, #77425	80 / 62	159 / 123	234 / 164	295 / 197	343 / 223	369 / 241	380 / 255	-	-
#61409	-	149 / 122	227 / 164	301 / 196	351 / 225	385 / 248	405 / 268	409 / 284	414 / 297
#617569	63 / 60	150 / 137	223 / 190	288 / 226	353 / 254	415 / 277	468 / 302	496 / 324	491 / 328
CHRYSLER									
#61779, #61775	62 / 52	119 / 105	175 / 142	225 / 169	251 / 185	260 / 190	-	-	-
#61175, #61179	81 / 66	157 / 139	233 / 195	306 / 225	357 / 239	386 / 242	401 / 243	409 / 243	413 / 242
#60779, #60775, #60179, #60175	69 / 64	129 / 108	188 / 142	232 / 171	249 / 183	251 / 190	-	-	-
#5090, #5093	79 / 70	143 / 126	207 / 160	256 / 188	278 / 206	291 / 217	-	-	-
#60929, #60925, #60189, #60185	79 / 70	143 / 126	207 / 160	256 / 188	278 / 206	291 / 217	292 / 223	-	-
#77929, #77949	85 / 63	150 / 118	211 / 160	261 / 189	298 / 207	322 / 219	325 / 226	-	-
FORD									
#5023, #5025	65 / 42	121 / 92	174 / 130	216 / 150	242 / 162	249 / 168	-	-	-
#5027, #5028	65 / 57	128 / 96	179 / 128	223 / 155	253 / 168	267 / 175	277 / 180	-	-
#60329	61 / 55	126 / 101	179 / 133	220 / 152	238 / 163	243 / 169	-	-	-
#60359	64 / 56	124 / 103	177 / 137	221 / 158	247 / 167	248 / 172	-	-	-
#60229	72 / 57	132 / 104	183 / 142	216 / 159	245 / 170	249 / 174	-	-	-
#60259	70 / 57	128 / 104	183 / 142	219 / 163	251 / 170	255 / 174	-	-	-
#602579	62 / 50	122 / 93	175 / 125	213 / 140	228 / 146	232 / 150	-	-	-
#60379	62 / 56	126 / 101	179 / 133	220 / 152	238 / 163	243 / 169	-	-	-
#60399	64 / 56	124 / 103	177 / 137	221 / 158	247 / 167	248 / 172	-	-	-
#79259	78 / 63	146 / 119	213 / 173	257 / 197	281 / 205	292 / 209	-	-	-
#77179	64 / 54	127 / 108	186 / 140	234 / 167	268 / 189	291 / 195	285 / 199	-	-
#61629, #61625, #61699	58 / 54	120 / 105	180 / 138	227 / 151	260 / 161	265 / 165	-	-	-
#60069	88 / 64	153 / 113	195 / 148	233 / 171	265 / 183	270 / 200	-	-	-
#60669, #60679, #61649, #61669	76 / 67	140 / 118	207 / 153	260 / 180	300 / 200	319 / 207	326 / 207	-	-
JEEP									
#50169	66 / 63	123 / 103	179 / 127	221 / 144	241 / 151	237 / 155	-	-	-
OLDSMOBILE									
#60519	67 / 54	131 / 102	195 / 137	245 / 163	278 / 179	268 / 188	-	-	-
#60515	67 / 54	131 / 102	195 / 137	247 / 163	256 / 179	259 / 188	-	-	-
PONTIAC									
#60579	72 / 56	138 / 106	198 / 141	239 / 163	264 / 175	275 / 185	-	-	-
#60599	71 / 69	143 / 120	208 / 151	253 / 173	272 / 191	286 / 199	-	-	-
#61569	65 / 52	140 / 105	201 / 131	236 / 145	250 / 151	257 / 156	258 / 157	-	-
#61599	65 / 52	136 / 103	199 / 130	237 / 146	256 / 151	263 / 157	263 / 159	-	-

NOTE: Cylinder heads for hydraulic roller cam applications have the same flow characteristics as heads for hydraulic flat tappet cams
All flow numbers are done on our Superflow 1020 flow bench, recorded data @ 28" H₂O.

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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 126-127).

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	Part No.	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Seps.	Idle Vacuum @ 1000 RPM	Optional Valve Springs	Cam Features
AMC							
2.8L 60° V6 ●	#3790	204°/214°	.420"/.442"	112°	107°	16"	For non computer-controlled vehicles with stock heads.
290-401 V8 ●	#2132	204°/214°	.448"/.472"	110°	105°	15" #5832/#5932	Produces 275 ft.-lbs. when matched with #2131 intake and stock heads.
BUICK							
231-252 V6 Even Fire ●	#5487	204°/214°	.448"/.472"	112°	107°	15"	For non computer-controlled vehicles.
CHEVROLET							
2.8L 60° V6 ●	#3790	204°/214°	.420"/.442"	112°	107°	16"	For non computer-controlled vehicles.
200-229 90° V6 ●	#2112	204°/214°	.420"/.443"	112°	107°	16" #5813/#5913	For non computer-controlled vehicles and non-roller applications.
265-400 V8 (1957-86) ●	#2102	204°/214°	.420"/.442"	112°	107°	14" #5802/#5902	50-state legal E.O. #D-215-19 for 1957-86 small-block Chevrolet. Produces 320 HP and 382 ft.-lbs. when matched with #2701 intake and #60909 heads.
305-350 V8 T.B.I. & LG-4 ●	#3702	194°/214°	.398"/.442"	112°	107°	16" #5802/#5902	50-state legal E.O. #D-215-19 for 1976-95 small-block Chevrolet. Produces 245 ft.-lbs. when matched with #3701 intake and stock heads. Non-roller applications.
400 V8 ●	#2103	214°/214°	.442"/.442"	112°	107°	15" #5802/#5902	50-state legal E.O. #D-215-19 for 1957-86 small-block Chevrolet. Produces 395 ft.-lbs. when matched with #2101 intake and stock heads.
283-400 V8 (1957-86) ●	#2117	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 #3600.
396-427-454 V8 ●●	#2162	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.
CHRYSLER							
318-340-360 V8 ●	#2177	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.
383-400-440 V8 ●	#2192	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.
FORD							
289-302 V8 ●	#2122	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.
351W V8 ●	#2182	204°/214°	.448"/.472"	112°	107°	15" #5822/#5922	Produces 325 ft.-lbs. when matched with #2181 intake & stock heads.
351M-400 V8 ●	#2172	204°/214°	.484"/.510"	112°	107°	14" #5872/#5972	Produces 390 ft.-lbs. when matched with #2171 intake & stock heads.
352-428 V8 ●	#2106	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. Isky spacer #350AW required for all FE Fords 1962 and earlier.
429/460 V8 ●	#2167	194°/204°	.460"/.480"	110°	105°	15" #5867	Produces 455 ft.-lbs. when matched with #2166 intake and stock heads.
OLDSMOBILE							
350-403 V8 ●	#3712	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.
400-425-455 V8 ●	#2152	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.
PONTIAC							
350-455 V8 ●●	#2157	204°/214°	.420"/.442"	110°	105°	15" #5857	Produces 387 HP & 439 ft.-lbs. when matched with #2156 intake & #60599 heads.

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PERFORMER RPM, TORKER-PLUS & HYDRAULIC FLAT TAPPET LIFTER KITS **CAMSHAFTS**



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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	Part No.	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Valve Lobe Center	Idle Intake Vacuum @ 1000 RPM	Optional Valve Springs	Cam Features
AMC							
343-401 V8 ●	#7132	234°/244°	.520"/.544"	112° 107°	11"	—	433 HP & 489 ft.-lbs. with #7531 intake & #60119 heads. For non computer controlled vehicles.
CHEVROLET							
283-400 V8 (1957-1986) ●	#7102	234°/244°	.488"/.510"	112° 107°	11"	#5703	410 HP & 408 ft.-lbs. with #7501 intake & #60899 heads. Use only stock ratio rocker arms.
396-427-454 V8 ●●	#7162	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.
CHRYSLER							
318-340-360 V8 ●	#7177	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.
383-400-440 V8 ●	#7194	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.
FORD							
289-302 V8 ●	#7122	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, guideplates and adjustable rocker arms required.
351W V8 ●	#7182	224°/234°	.496"/.520"	110° 106°	11"	#5722	400 HP & 412 ft.-lbs. with #7181 intake & #60259 heads. Use only stock ratio rocker arms.
351C V8 ●	#7168	234°/244°	.562"/.588"	112° 107°	—	—	465 HP & 445 ft.-lbs. with #7564 intake & #61629 heads. Adjustable rocker arms required.
390-428 V8 ●	#7106	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. Isky spacer #350AW required for all FE Fords 1962 and earlier required.
429/460 V8 ●	#7167	234°/244°	.556"/.581"	108° 103°	12"	#5767	506 HP & 536 ft.-lbs. with #7166 intake & #60669 heads. Adjustable pushrods or rocker arms required.
OLDSMOBILE							
350-403 V8 ●	#7112	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.
PONTIAC							
350-455 V8 ●●	#7157	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.

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	Part No.	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Valve Lobe Center	Optional Valve Springs	Cam Features
CHEVROLET						
283-400 V8 (1957-1986) ●	#5002	232°/234°	.488"/.488"	108° 106°	#5703	Use only stock ratio rocker arms.
396-427-454 V8 ●●	#5062	224°/232°	.527"/.553"	114° 109°	#5762	Not for 1965-66 big-block Chevys requiring a grooved rear cam journal.
FORD						
289-302 V8 ●●	#5022	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.
PONTIAC						
350-455 V8 ●●	#5057	224°/234°	.465"/.488"	114° 109°	#5757	Adjustable pushrods or rocker arms required.

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 B/B Chevy (265-350, 400 & B/B 396-454 V8)#9738
- Performer RPM Hydraulic Flat Tappet Lifter Kit for B/B Ford FE (352-428 8 cylinder, set of 16)#9705

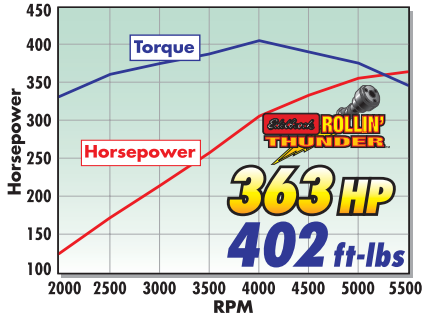
IMPORTANT APPLICATION INFORMATION

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.

PRODUCT EMISSIONS GUIDE

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PLEASE REFER TO PAGE 4 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.



EDELBRÖCK 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	Part No.	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Center	Optional Valve Springs	Cam Features
CHEVROLET						
4.3L 90° V6 ●	#3714	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)
265-350 V8 (1957-86) ●	#2208	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)
265-350 V8 (1987-Later) ●	#2209	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.
283-400 V8 (1957-1986) ●	#2201	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)
283-400 V8 (1987-Later) Non-LT1 / Non-Gen III ●	#2204	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)
283-400 V8 (1987-Later) ●	#2205	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)
283-400 V8 (1957-86) Performance rating based on 383 c.i.d. S/B Chevy ●	#2231	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)
283-400 V8 (1987 & Later) Performance rating based on 383 c.i.d. S/B Chevy ●	#2207	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)
Small-Block (1957-86) ●	#2210	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)

CONTINUED ON THE NEXT PAGE...

Application	Part No.	Duration @ .050 Int/Exh	Lift @ Valve Int/Exh	Intake Lobe Center Seps. Line	Intake Vacuum	Optional Valve Springs	Cam Features
CHEVROLET							
LS1/LS6 (1997-04 Gen III) ●	#2215	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)
LS1/LS6 (1997-04 Gen III) ●	#2216	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)
LS1/LS6 (1997-04 Gen III) ●	#2218	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)
LS1/LS6 (1997-04 Gen III) ●●	#2219	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)
LT1 (1992-97) ●	#2108	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.
348/409 "W-series" (1961-65) ●	#2268	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)
396-502 V8 ●● (1967-95 Mark IV & Gen V) 454-502 V8 ● (1996-Later Gen VI)	#2261 #2262	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 Chevs requiring a grooved rear cam journal. (D,E)
500+ ●● (1967-95 Mark IV & Gen V)	#2263	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 Chevs requiring a grooved rear cam journal. (D)
500+ (1996-Later Gen VI) ●	#2264	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)
CHRYSLER							
383-400-440 V8 ●	#2206	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)
FORD							
289-302 V8 ●●	#2221	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)
351W V8 ●	#2281	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 438 HP / 413 ft.-lbs. of torque (D,F).
5.0L V8 ●	#3722	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) 50-State Legal E.O. #D-215-14.



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 117-118).
- (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.

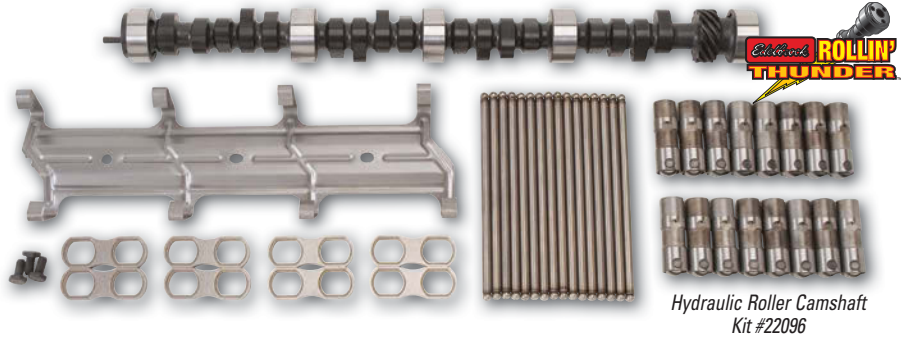
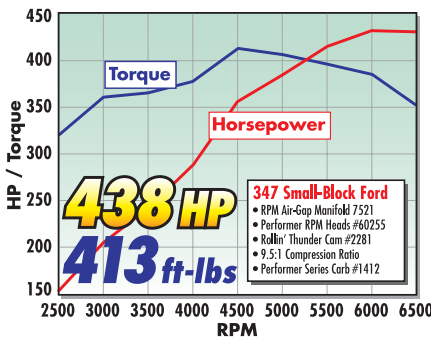
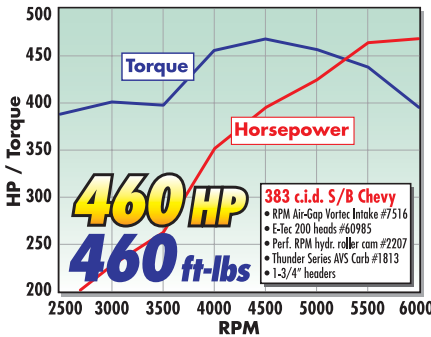
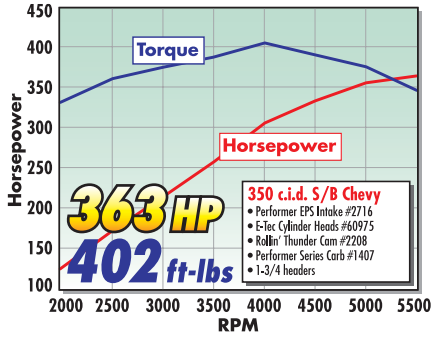
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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

Edelbrock

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 123-124 for detailed camshaft specifications.

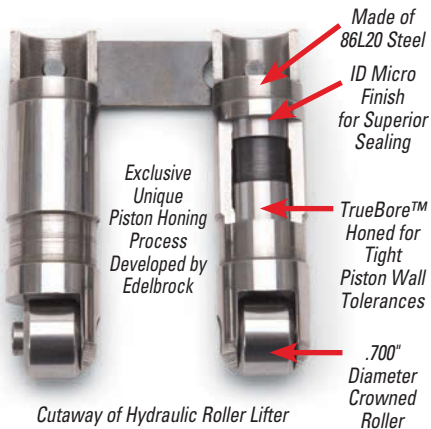
- Complete kit gives you everything you need to upgrade your camshaft
- Rollin' Thunder hydraulic roller cams feature more aggressive profiles than conventional cams without excessive valve overlap
- Virtually eliminate break-in problems – no special break-in required over flat tappet cams
- Higher lift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

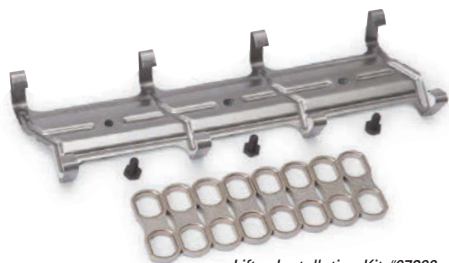


S/B Chevy (1986 & earlier) and 348/409 "W-series" Chevs.....	#97423
B/B Chevy (1990 & earlier Mark IV).....	#97433
S/B Chrysler (318-340-360).....	#97413
B/B Chrysler (383-400-440).....	#97483
S/B Ford (289/302 1962-87, 351W 1969-93).....	#97453
B/B Ford FE (390-428).....	#97393

Important Note: Hydraulic Roller Lifter kits #97423 and #97433 will require shorter than stock pushrods. See page 115 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 BLOCKS

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. Also extends engine life and increases mileage and horsepower. 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 billet SAE-1144 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

Ford 429/460 V8 (1968-87) ●●●.....#7894

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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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 over the sprockets, eliminating chain stretch. Cam sprockets are made from 35,000 psi tensile strength cast iron. Crank sprockets are made from billet SAE-1144 steel and induction heat treated. All other sets have three keyway setting points to ensure accurate timing selection for early or late-model vehicles. Performer-Link timing sets are not for use above 6500 rpm.

Application	Year	Footnotes	Part No.	Application	Year	Footnotes	Part No.
AMC				Gen VI 454, 502 ●●	1996-Later	-	#7816
V8 290, 304, 343, 360, 390, 401 ●	1967-91	-	#7818	CHRYSLER			
BUICK, OLDS, PONTIAC V6 & 215 V8				V6 238 (3.9L) ●●	1987-90	-	#7803
V8 215 ●●	1961-63	-	#7828	V8 270, 273, 315, 318, 325, 326, 331, 340, 354, 360, 392 ●●	1956-90	A	#7803
V6 198, 225, 231 w/o integral distributor drive ●●	1962-77	-	#7828	V8 361, 383, 400, 426, 440 (1 bolt) ●●	1955-80	-	#7804
V6 183, 196, 231, Turbo, 252 w/ integral distributor drive ●●	1977-88	-	#7829	V8 361, 383, 400, 426, 440 (3 bolt) ●●	1955-80	-	#7805
BUICK				FORD			
V8 400-430-455 ●	late 1967-76	-	#7840	V8 221, 260, 289, 302, 351W (from 3-21-84) ●●	1984-95	-	#7811
CHEVROLET				V8 221, 260, 289, 302, 351W (from 3-21-84) ●	1984-95	C	#7814
V6 (90°) 200, 229 (3.8L), 262 (4.3L) ●●	1978-86	A	#7800	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,C	#7802	V8 332, 352, 360, 390, 406, 410, 427, 428 ●●	1963-76	-	#7808
V6 (90°) 262 (4.3L) ●●	1987-95	B	#7801	V8 351C, 351M/400 ●●	1969-82	-	#7821
V8 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 ●●	1955-95	A	#7800	V8 429/460 ●●	1968-87	-	#7830
V8 305, 350 ●●	1987-95	B	#7801	OLDSMOBILE			
V8 262-400 ●	1955-95	A,C	#7802	V8 260, 307, 330, 350R, 400, 403, 425, 455 ●●	1965-90	-	#7813
V8 348/409 "W-Series" ●●	1958-65	-	#7807	PONTIAC			
V8 366, 396, 402, 427, 454 ●	1965-95	C	#7809	V8 287, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455 ●●	1955-82	-	#7812
V8 366, 396, 402, 427, 454 ●●	1965-95	-	#7810				

Installation Notes: #7811: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection. #7814: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection. #7820: For 221, 255, 260, 289 standard, Boss 302, High Output 351W, and standard High Output engines originally equipped with one-piece fuel pump eccentric.

RPM-LINK TIMING CHAIN 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. You merely loosen the cam bolts and dial-in the cam timing with the turn of a hex wrench.

Chevy 262-400 V8 (1955-95) ●●●	#7331 (A)
Chevy 5.0L, 5.7L V8 (1987-95) ●●	#7332 (B)
Chevy LS1, LS2 & LS6 (1997-06) ●●●	#7343
Chevy LS7 (2005-Later) ●●	#7344
Chevy 396-454 V8 (1965-95) ●●●	#7334 (A)
Ford 221-351W V8 (1962-84) ●●●	#7335



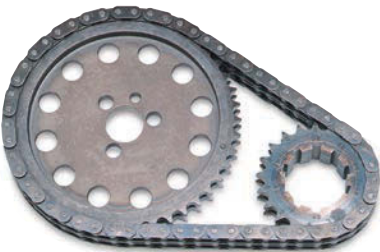
Timing Chain Set #7331

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 stress proof 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.



Victor-Link Timing Chain Set #7880

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

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.**

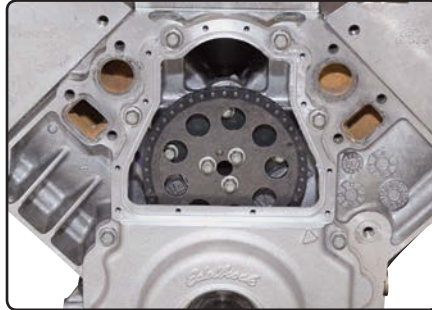
- With Rear Mounted Cam Sensor (LS1 and early model trucks).....#4254
- With Front Mounted Cam Sensor w/hole (LS2 and later model trucks).....#4255



Two-Piece Timing Cover for LS1 & Early Model Trucks #4254



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

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



Two-Piece Timing Cover #4242 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 #4240 for Small-Block Chevy



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 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

Important Note: #4250 will not fit with high volume oil pumps.

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 #4250 for Small-Block Ford

Timing Cover #4265 for Pontiac



PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

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 131-132.

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 & high-performance pistons with 9.5:1 compression are recommended.



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 178.



Check our Crate Engine Section (pages 173-183) and Power Package Kits Section (pages 131-135) for the whole package in one box!

PERFORMER & E-STREET POWER PACKAGES - IDLE TO 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 OE Head (E)	Valve Springs For Edelbrock Heads	Valve Spring Kits
AMC									
290-401 V8 1970-91	#2131, #3731	500-650 cfm	#60139	#2132	#7818	-	#5832, #5932	#5792	(F)
BUICK									
400-455 V8 1967-76	#2146	650-800 cfm	#60049	-	#7840	-	#5792	#5792	(H)
CHEVROLET									
262-400 V8 1957-86	#2101, #2601, #2701	600-650 cfm (D)	#60759	#2102, #2103	#7331, #7800, #7802	#7890	#5802, #5902	#5825	#5894
262-400 V8 1957-86 non-EGR (E-Street)	#2701	600-650 cfm (D)	#5073, #5089	#2102, #2103	#7331, #7800, #7802	#7890	#5802, #5902	#5767	#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	#5802, #5902	#5767	#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	#5802, #5902	#5825	#5894
305 V8 EGR LG4/L69 1978-86	#3701	-	#60759	#3702	#7331, #7800, #7802	#7890	#5802, #5902	#5825	#5894
262-400 V8 EGR 1987-95	#3706	-	#60859	#2102, #2103 (D)	#7331, #7800, #7802	#7890	#5802, #5902	#5767	#5894
305, 350 V8 T.B.I. 1987-95	#3704	-	#60859	#3702 (A)	#7331, #7800, #7802	-	#5802, #5902	#5767	#5894
396-427-454 V8 1965-90	#2161, #3761	600-800 cfm (D)	#60479	#2162 (A)	#7334, #7809, #7810	#7891	#5862	#5745	#5895
396-502 V8 1965-90 non-EGR (E-Street)	#2161	600-800 cfm (D)	#50459	#2162 (A)	#7334, #7809, #7810	#7891	#5862	#5745	#5895
454 V8 T.B.I. 1987-95 (Mk IV) (Gen V)	#3764	-	#60499	-	#7334, #7809, #7810	-	#5862	#5745	#5895
CHRYSLER									
318-360 V8 1964-91	#2176, #3776	600-650 cfm (D)	-	#2177 (A)	#7803	-	#5877, #5977	-	(F)
361-383-400 V8 1959-79	#2186	600-800 cfm	-	#2192 (A)	#7804	-	#5892, #5992	-	(F)
413-440 V8 1959-79 (E-Street)	#2191	750-800 cfm	#5093	#2192 (A)	#7804	-	#5892, #5992	#5792	(F)
413-440 V8 1959-79	#2191	750-800 cfm	-	#2192 (A)	#7804	-	#5892, #5992	-	(F)

CONTINUED ON THE NEXT PAGE...

POWER PACKAGE GUIDE



PERFORMER & E-STREET POWER PACKAGES – IDLE TO 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 OE Head (E)	Valve Springs for Edelbrock Heads	Valve Spring Kits
FORD									
289-302 V8 Early Models 1965-95	#2121	500-650 cfm (D)	#60329, #60359	#2122 (A)	#7335, #7811, #7814, #7820	#7892	#5822, #5922	#5825	#5896
289-302 V8 non-EGR (E-Street)	#2121	500-650 cfm (D)	#5023, #5025	#2122 (A)	#7335, #7811, #7814, #7820	#7892	#5822, #5922	#5767	#5896
289-302 V8 EGR except EFI 1973-85	#3721, #3723	–	#60329, #60359	#2122 (A)	#7335, #7811, #7814, #7820	#7892	#5822, #5922	#5825	#5896
5.0L V8 EFI 1986-95 Mustang GT/LX	#3821	70mm (B)	#60379, #60399	#3722	#7811, #7814	#7892	#5822	#5825	(F)
5.0L V8 EFI 1987-95 trucks	#3841	–	#60379, #60399	–	#7811, #7814	#7892	#5822	#5825	(F)
5.8L V8 EFI 1988-95 trucks	#3881	–	#60379, #60399	–	#7811, #7814	#7892	#5822	#5825	(F)
351W V8 1969-95	#2181	600-650 cfm (D)	#60329, #60359	#2182	#7335, #7811, #7814, #7820	#7892	#5882, #5982	#5825	(F)
351W V8 non-EGR (E-Street)	#2181	600-650 cfm (D)	#5023, #5025	#2182 (A)	#7335, #7811, #7814, #7820	#7892	#5822, #5922	#5767	#5896
351W V8 EGR except EFI 1973-95	#3781, #3783	–	#60329, #60359	#2182 (A)	#7811, #7814	#7892	#5882, #5982	#5825	(F)
351M-400 V8 1971-82	#2171, #3771	600-650 cfm	–	#2172	#7821	–	#5872, #5972	–	(F)
352-360-390-427-428 V8 1958-76	#2105	600-800 cfm	–	#2106 (A)	#7808	–	#5806, #5906	–	(F)
429/460 V8 1968-87 except EFI	#2166, #3766	650-800 cfm	–	#2167 (A)	#7830	#7894	#5867	–	(F)
OLDSMOBILE									
330-350-403 V8, 1964-85	#2711, #3711	500-650 cfm (D)	–	#3712 (A)	#7813	–	#5812	–	(F)
400-425-455 V8, 1967-76	#2151	750-800 cfm (D)	–	#2152	#7813	–	–	–	(F)
PONTIAC									
350-455 V8 1965-79	#2156	600-800 cfm	#60579, #61579, #61599	#2157 (A)	#7812	#7895	#5857	#5767	(F)

PERFORMER RPM POWER PACKAGES – 1500 TO 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 OE Head (E)	Valve Springs for Edelbrock Heads	Valve Spring Kits
AMC									
343-401 V8 1968-91	#7530, #7531	650-800 cfm	#60119	#7132	#7818	–	–	#5792	–
CHEVROLET									
283-400 V8 (A) 1957-86	#7101, #7501	650-800 cfm	#60719, #60739, #60899	#7102, #2201 (G)	#7800, #7331	#7890	#5703	#5825	#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	3809/3810	#61909	#2108, #97384, #97383	–	–	#5767 (H)	#5767	–
350 LT4	#7109	3809/3810	#61939	#2108, #97384, #97383	–	–	#5768 (H)	#5768	–
LM/LS Series 4.8, 5.3, 5.7, 6.0L 1998-02	#7118	650-800 cfm	#79947	#2215 (G), #2216 (G)	–	–	–	#5768	–
396-454 V8 (oval-port) 1965-90	#7161, #7561	650-800 cfm	#60459, #79459	#7162, #2261 (G)	#7810, #7334	#7891	#5762	#5745	#5795
396-454 V8 (rect-port) 1965-90	#7163, #7562	650-800 cfm	#60559, #79559	#7162, #2261 (G)	#7810, #7334	#7891	#5762	#5745	#5795
ZZ-502 V8 Gen V & Gen VI	#2902	800 cfm	#79559	#2261 (G)	#7816	–	#5745	#5745	–
CHRYSLER									
340-360 V8 1964-91	#7176, #7576	650-800 cfm	#60779	#7177	#7803	–	#5777	#5767	(F)
383-400 V8 1959-79	#7186	750-800 cfm	#60929	#7194	#7804	–	#5792	#5792	(F)
413-426-440 V8 1959-79	#7193	750-800 cfm	#60929	#7194	#7804	–	#5792	#5792	(F)
FORD									
289-302 V8 1965-95	#7121, #7521	600-800 cfm	#79259, #60229, #60259	#7122, #2221 (G)	#7811, #7820, #7335	#7892	#5722	#5768, #5825	#5796
302 E-Boss	#7129	600-800 cfm	#61699	–	#7820	#7892	#5792 (H)	#5792	–
5.0L 1986-95	#7123	70mm (B)	#60399	–	#7811	#7892	#5722	#5825	(F)
351W V8 1969-95	#7181, #7581	650-800 cfm	#79259, #60229, #60259	#7182, #2281 (G)	#7811, #7820, #7335	#7892	#5722	#5768, #5825	(F)
351 Clever (Cleveland heads on 351W block)	#7183	650-800 cfm	#61699	#2281 (G), #97453	#7820	#7892	#5792 (H)	#5792	–
351C	#7564	650-800 cfm	#61629	#7168	#7821	–	#5792 (H)	#5792	–
390-428 FE 1958-76	#7105	650-800 cfm	#60069	#7106	#7808	–	#5767	#5792	(F)
429/460 V8 1968-87	#7166, #7566	750-800 cfm	#60669, #60679	#7167	#7830	–	#5767	#5745	(F)
OLDSMOBILE									
350-403 V8 1964-85	#7111	600-800 cfm	#60519	#7112	#7813	–	#5712	#5767	(F)
PONTIAC									
350-455 V8 1965-79	#7156	600-800 cfm	#60579, #60599 (D)	#7157	#7812	#7895	#5757	#5767	(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

- (E) Retainers and keepers available for these springs (for stock heads only)
- (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

PRODUCT EMISSIONS GUIDE

- 50-STATE LEGAL
 - RACING ONLY
 - PRE-POLLUTION CONTROLLED VEHICLES
 - STOCK REPLACEMENT
 - ENGINE SWAP
- PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVE TRAIN
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KITS
SUPERCHARGERS
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CRATE ENGINES
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**EDELBROCK-TOTAL
POWER
PACKAGE®**

**ALL-IN-ONE-BOX PERFORMANCE
FOR CHEVY, CHRYSLER, FORD, OLDSMOBILE & PONTIAC**

The Edelbrock Total Power Package® 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-proven matched parts all-in-one-box, under one part number with "no guesswork" involved. These kits give you just about everything you need to top off your Chevy, Chrysler, Ford, Oldsmobile or Pontiac engine. Our Total Power Package Top End Kits are available in four levels for performance ranging from our entry-level E-Street packages to our street/strip Victor packages.

Our E-Street Top End Kits deliver entry-level affordable street performance and great drivability from idle to 5,500 rpm. They include a Performer EPS intake manifold, E-Street cylinder heads, Performer hydraulic flat tappet camshaft, timing chain, complete bolt kit and an Edelbrock gasket set. **Performer Top End Kits are intended to improve the performance and drivability in the low- to mid-rpm range.** These kits include Performer intake manifolds, Performer cylinder heads and Performer-Plus 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, 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.** They feature Victor intake manifolds, E-CNC cylinder heads and Rollin' Thunder Hydraulic Roller camshafts with aggressive profiles for maximum power while retaining great drivability. For our carbureted Top End Kits, choose the best Edelbrock carburetor for your application (page 11). All of the performance results below are real results from engine dynamometer tests on factory short blocks.



Total Power Package Top End Kit #2089

Description	HP	TQ	Emissions Code	Part Number	Intake Manifold	Cylinder Heads	Cam and Lifters (A)	Timing Chain	Head Bolt Kit	Intake Bolt Kit	Gasket Set
CHEVROLET E-STREET POWER PACKAGE KITS											
Small Block Chevy • 1957-86 Results obtained on a 350 c.i.d. S/B w/9.0:1 compression.	315	381	●	#2022	#2701	#5089	#2102	#7800	#8550	#8504	#7361, #6997
EFI Top End Kit for S/B Chevy • 1957-86 Results obtained on a 350 c.i.d. S/B w/9.0:1 compression.	338	389	●	#2038	#2701	#5089	#2117	#7800	#8550	#8504	#7361, #6997
396-454 B/B Chevy • 1965-95 Results obtained on a 454 c.i.d. B/B w/9.6:1 compression.	354	470	●●	#2024	#7161	#50459	#2162	#7810	#8551	#8564	#7363, #6998
CHEVROLET RPM POWER PACKAGE KITS											
S/B Chevy • 1957-86 Results obtained on a 350 c.i.d. S/B w/9.0:1 compression and retro-fit hydraulic roller cam.	363	405	●	#2088 (A)	#2716	#60975	#2208	#7800	#8550	#8516	#7367, #6997
S/B Chevy • 1987 & later Results obtained on a 350 c.i.d. S/B w/9.0:1 compression and late model hydraulic roller cam.	363	405	●	#2089 (A)	#2716	#60975	#2209	#7801	#8550	#8516	#7367, #6997
327-350 S/B Chevy • 1957-86 Results obtained on a 350 c.i.d. Z24 S/B w/9.5:1 compression and flat tappet cam.	410	408	●	#2098	#7501	#60899	#7102	#7800	#8550	#8504	#7361, #6997
327-350 S/B Chevy • 1957-86 Results obtained on a 350 c.i.d. S/B w/9.5:1 compression and retro-fit hydraulic roller cam.	435	435	●	#2099 (A)	#7516	#60975	#2201	#7800	#8550	#8516	#7367, #6997
350 S/B Chevy • 1987 & later Results obtained on a 350 c.i.d. Z24 S/B w/9.5:1 compression and late model hydraulic roller cam.	435	435	●	#2097 (A)	#7516	#60975	#2204	#7801	#8550	#8516	#7367, #6997
Chevy LT4 • 1992-97 Results obtained on a 355 c.i.d. S/B w/10.5:1 compression and hydraulic roller cam.	430	410	●	#2019 (A)	#7109	#61939	#2108	-	#8550	-	#7379
383-427 S/B Chevy • 1957-86 Results obtained on a 383 c.i.d. and retro-fit hydraulic roller cam.	460	460	●	#2093 (A)	#7516	#60985	#2231	#7800	#8550	#8516	#7367, #6997
383 S/B Chevy • 1987 & later Results obtained on a 383 c.i.d. Z2383 S/B w/9.5:1 compression and late model hydraulic roller cam.	460	460	●	#2096 (A)	#7516	#60985	#2207	#7801	#8550	#8516	#7367, #6997
348/409 "W"-Series V8 • 1961-65	451	494	●	#2039 (A)	#7159	#60815	#2268	#7807	#8581	#85009	#7378
396-454 B/B Chevy • 1965-95 Results obtained on a 454 c.i.d. B/B w/9.6:1 compression and flat tappet cam.	540	539	●●	#2095	#7561	#60459	#7162	#7810	#8551	#8564	#7363, #6998
396-454 B/B Chevy • 1965-95 Mark IV Results obtained on a 502 c.i.d. w/retro-fit hydraulic roller cam.	611	573	●	#2079 (A)	#7561	#60455	#2261	#7810	#8551	#8564	#7363, #6998
502 B/B Chevy • 1996 & later Gen V & VI Results obtained on a 502 Gen V B/B w/9.6:1 compression and late model hydraulic roller cam.	611	573	●●	#2094 (A)	#2902	#77485	#2262	#7816	#8554	#8564	#7356

(A) Kits with hydraulic roller cams do not include lifters, see page 125 for Edelbrock roller lifters.

POWER PACKAGE TOP END KITS



Description	HP	TQ	Emissions Code	Part Number	Intake Manifold	Cylinder Heads	Cam and Lifters (A)	Timing Chain	Head Bolt Kit	Intake Bolt Kit	Gasket Set	
CHEVROLET RPM POWER PACKAGE KITS (cont.)												
LS1 engines • 1997-04 w/Timing Control Module Timing Control Module offers a choice of several built-in timing curves.			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2080 (A)	#7118	#79949	#2218	-	#8596	#8515	GM #19256623
LS2 engines • 1997-04 w/o timing control module Requires Timing Control Module for LS2 58x ignitions.			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2082 (A)	#71187	#79949	#2218	-	#8595	#8515	GM #19256623
CHEVROLET VICTOR POWER PACKAGE KITS												
496-555 B/B Chevy • 1965-95 Mark IV and V Results obtained on a 555 c.i.d. w/retro-fit hydraulic roller cam.	676	649		●	#2078 (A)	#2902	#79555	#2263	#7810	#8551	#8564	#7389
496-555 B/B Chevy • 1995 & Later Mark VI w/Rectangle Port Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2073 (A)	#2902	#77425	#2264	#7816	#8551	#8564	#7389
496-555 B/B Chevy • 1995 & Later Mark VI w/Rectangle Port Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2072 (A)	#2907	#77425	#2263	#7810	#8554	#8564	#7389
496-555 B/B Chevy • 1965-95 Mark IV and V w/Rectangle Port Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2074 (A)	#2907	#77425	#2263	#7810	#8554	#8564	#7389
LS1 engines • 1997-04 w/Timing Control Module Timing control module offers a choice of several built-in timing curves.			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2081 (A)	#2908	#79949	#2219	-	#8596	#8515	GM #19256623
LS2 engines • 1997-04 w/o Timing Control Module Requires timing control module for LS2 58x ignitions.			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2083 (A)	#29087	#79949	#2219	-	#8595	#8515	GM #19256623
CHRYSLER RPM POWER PACKAGE KITS												
340-418 S/B Chrysler • 1967-91	417	397		●	#2049	#7576	#60779	#7177	#7803	#8555	#8579	#7370
383 B/B Chrysler • 1968-79 w/Flat tappet cam. Results obtained on a 383 c.i.d. short-block.	421	417		●	#2086	#7186	#60929	#7194	#7804	#8591	#8594	#7366
440 B/B Chrysler • 1968-79 w/Flat tappet cam Results obtained on a 440 c.i.d. S/B w/9.27:1 compression.	482	528		●	#2087	#7193	#60929	#7194	#7804	#8591	#8594	#7366
FORD E-STREET POWER PACKAGE KITS												
289-302 S/B Ford • 1981 & earlier Results obtained on a 302 Ford S/B w/9.1:1 compression.	321	337		●	#2027	#2121	#5023	#2122	#7820	#8552	#8524	#7364, #6991
FORD RPM POWER PACKAGE KITS												
289-302 S/B Ford • 1981 & earlier w/Flat tappet cam Results obtained on a 302 Ford S/B w/9.5:1 compression.	367	340		●	#2091	#7521	#60229	#7122	#7820	#8552	#8524	#7364, #6991
331-363 S/B Ford • 1981 & earlier			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2043 (A)	#7521	#60255	#2281	#7820	#8552	#8524	#7364, #6991
351W S/B Ford • 1969-95 w/Flat tappet cam. Results obtained on a 351W Ford S/B w/9.5:1 compression.	400	412		●	#2092	#7581	#60259	#7182	#7820	#8553	#8584	#7364, #6991
351W S/B Ford • 1969-95 w/Hydraulic roller cam Results obtained on a 351W Ford S/B w/9.5:1 compression.	451	433		●	#2090 (A)	#7581	#79259	#2281	#7820	#8553	#8584	#7364, #6991
302 block - 8.2" deck with Cleveland heads w/Hydraulic roller cam (will not fit 351M/400)			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2059 (A)	#7129	#61695	#2221	#7820	#8562	#8529	#7377
351W block - 9.5" deck with Cleveland heads w/hydraulic roller cam (will not fit 351M/400) Results obtained on a 351W c.i.d. S/B w/9.37:1 compression.	438	414		●	#2060 (A)	#7183	#61695	#2281	#7820	#8560	#8529	#7377
390-454 B/B Ford FE • 1961-76	418	434		●	#2044	#7105	#60069	#7106	#7808	#8557	#8507	#7368
460-522 B/B Ford • 1968-87	506	536		●	#2045	#7566	#60669	#7167	#7830	#8566	#8569	#7368
OLDSMOBILE RPM POWER PACKAGE KITS												
400-500 B/B Oldsmobile			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2058	#7551	#60519	#7112	#7813	#8558	#8514	#7373
PONTIAC RPM POWER PACKAGE KITS												
389-467 Pontiac with 72cc Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2053	#7156	#61519	#7157	#7812	#8594	#8549	#7382
389-467 Pontiac with 87cc Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2057	#7156	#61529	#7157	#7812	#8594	#8549	#7382
389-467 Pontiac with 87cc D-Port Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2054	#7156	#61579	#7157	#7812	#8561	#8559	#7382
389-467 Pontiac with 72cc D-Port Cylinder Heads			CHECK OUR WEBSITE FOR DYNO RESULTS	●	#2055	#7156	#61599	#7157	#7812	#8561	#8559	#7382

* Important Installation Notes: This system will require a high pressure EFI compatible fuel delivery system. Two fuel delivery kits are available and sold separately, visit our website to select the right kit for your installation. O2 sensor included and will need to be installed before operation.

(A) Kits with hydraulic roller cams do not include lifters, see page 125 for Edelbrock roller lifters.

PRODUCT EMISSIONS GUIDE

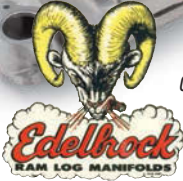
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

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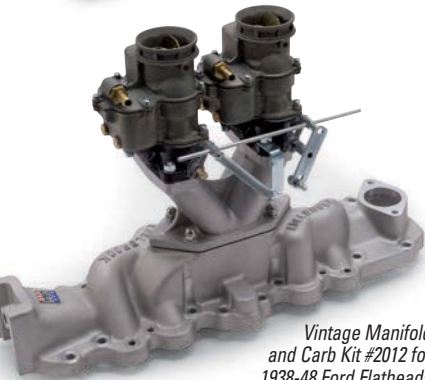
CARBURETORS
MANIFOLDS
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Vintage Manifold and Carb Kit #2018 with Optional Fuel Log Kit #1287



Vintage Manifold and Carb Kit #2015 for 1955-86 S/B Chevy



Vintage Manifold and Carb Kit #2012 for 1938-48 Ford Flatheads



Vintage Manifold and Carb Kit #2013 for 1938-48 Ford Flatheads

VINTAGE MANIFOLD AND CARB KITS
AVAILABLE FOR S/B CHEVY, S/B FORD
AND FLATHEAD FORD

Due to popular demand... we are now offering street rodders the ultimate solution for adding dual, triple or six deuce Edelbrock power! **Edelbrock Vintage Manifold and Carb kits offer you the core components you need** to install an Edelbrock multiple carburetor and intake manifold setup on your small-block Chevy, Small-block or Flathead Ford – All in one box. They include a new Edelbrock intake manifold with two, three or six of our new Edelbrock 94 carburetors. To make the installation simple, these kits include straight throttle linkage and triple-deuce kits include our exclusive progressive throttle linkage #1033 originally designed by Vic Edelbrock Sr. back in the late 1950's for small-block Chevy. All kits also include high-quality Edelbrock gaskets, carb studs and all of the necessary hardware for a hassle free installation.

Complete your multi-carb setup installation with the Edelbrock Mini Fuel Distribution Block Kit #1281 or Fuel Log Kit #1283, #1284, #1288, or #1287. **Edelbrock Fuel Kits provide everything you would need** to supply fuel to your intake manifold and carb setup. They feature high quality polished aluminum mini fuel block or extruded aluminum, classic black neoprene hose, fittings and installation hardware.

Together with our Manifold and Carb Kits, you get bolt-on Edelbrock performance and classic looks.

SMALL-BLOCK CHEVY

Triple Carb Kit for 1955-86 Small-Block Chevy (C-357-B intake manifold) ●#2015

Triple Carb Kit for Small-Block Chevy with E-Tec or

Vortec-Style heads (C-357-B intake manifold) ●●#2016

Six Carb Kit for 283-350 Chevy (X1 Ram Log intake manifold) ●#2018

FORD FLATHEAD

Dual Carb Kit for 1938-48 Ford Flathead (Super Dual intake manifold) ●#2011

Dual Carb Kit for 1938-48 Ford Flathead (Slingshot intake manifold) ●#2012

Triple Carb Kit for 1938-48 Ford Flathead (Triple Deuce intake manifold) ●#2013

Triple Carb Kit for 1949-53 Ford Flathead (Triple Deuce intake manifold) ●#2014

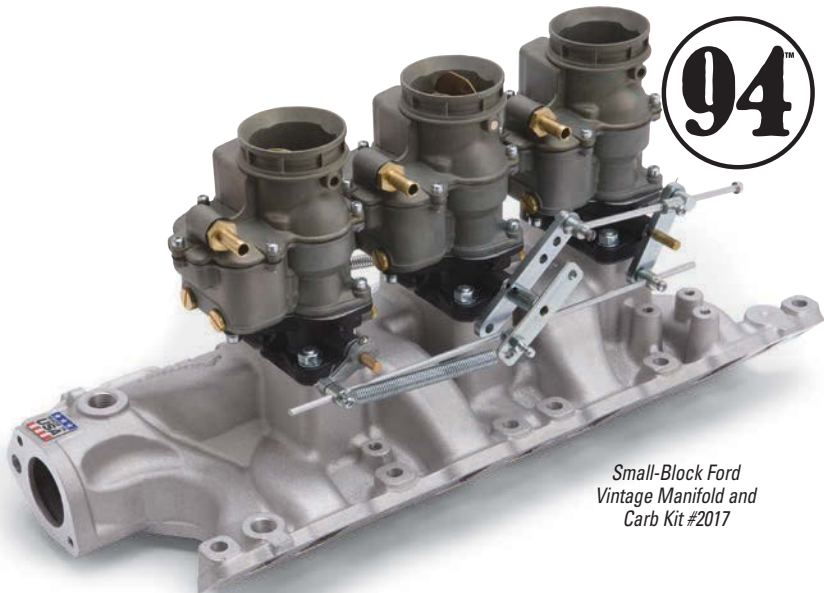
SMALL-BLOCK FORD

Triple Carb Kit for 289-302 V8 (Triple Deuce intake manifold) ●●#2017

Note: See listings in the manifold section for manifold specs, see pages 81-82.

VINTAGE MANIFOLD AND CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Offset Bracket	Carb Qty.	Throttle Linkage	Carb Gasket	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit	Carb Regulator
#2011	#1100	#1145	2	#1032 (Straight)	Included	#7234	-	#8006	#1789
#2012	#1103	-	2	#1032 (Straight)	Included	#7234	-	#8006	#1789
#2013	#1108	#1145	3	#1034 (Straight)	Included	#7234	-	#8006	#1789
#2014	#1109	#1146	3	#1034 (Straight)	Included	#7234	-	#8006	#1789
#2015	#5418	-	3	#1033 (Progressive)	Included	#7201	#8504	#8006	#1789
#2016	#5414	-	3	#1033 (Progressive)	Included	#7235	#8516	#8006	#1789
#2017	#5412	-	3	#1033 (Progressive)	Included	#7220	#8524	#8006	#1789
#2018	#2150	-	6	#1031 (Straight)	Included	#7201	#8504	#8006	#1789

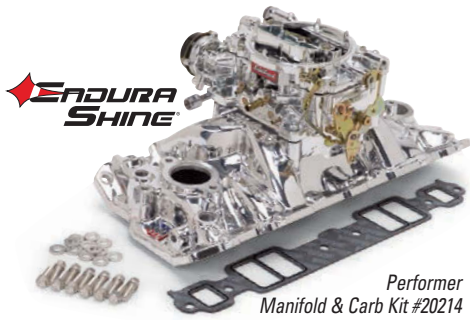


Small-Block Ford Vintage Manifold and Carb Kit #2017

Edelbrock core products are manufactured in the USA for unsurpassed quality.



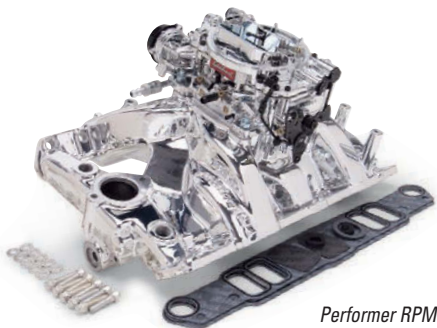
SINGLE-QUAD MANIFOLD & CARB KITS



Performers
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

All these kits include the Thunder Series AVS 800 cfm carb

Performer manifold & carb kit (oval port) ●●	#2061	#20614
Performer RPM manifold & carb kit (oval port) ●●	#2062	#20624
RPM Air-Gap manifold & carb kit (oval port) ●●	#2063	#20634
RPM Air-Gap manifold & carb kit (rect. port) ●●	#2064	#20644

CHRYSLER SINGLE-QUAD KIT

Both kits include the Thunder Series AVS 800 cfm carb

RPM Air-Gap manifold & carb kit for 340/360 Chrysler ●	#2075	#20754
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FORD SINGLE-QUAD KITS

FOR SMALL-BLOCK FORD

Performer manifold & Performer Series 600 cfm carb ●●	#2031	#20314
Performer RPM manifold & 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
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PONTIAC SINGLE-QUAD KIT

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

SINGLE-QUAD MANIFOLD & CARB KITS INCLUDE

Kit Part No.	Intake Manifold	Carb	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#2021	#2701	#1406	#8126	#7201	#8504	#8008
#2020	#2601	#1406	#8126	#7201	#8504	#8008
#2023	#7101	#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

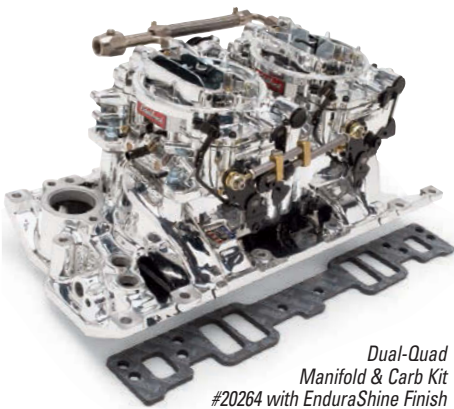
Kit Part No.	Intake Manifold	Carb	Fuel Line	Intake Gaskets	Intake Bolt Kit	Carb Stud Kit
#20214	#27014	#14064	#8126	#7201	#8504	#8008
#20224	#26014	#14064	#8126	#7201	#8504	#8008
#20234	#71014	#18134	#8126	#7201	#8504	#8008
#20244	#75014	#18134	#8126	#7201	#8504	#8008
#20274	#21164	#18064	#8126	#7235	#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

PRODUCT EMISSIONS GUIDE

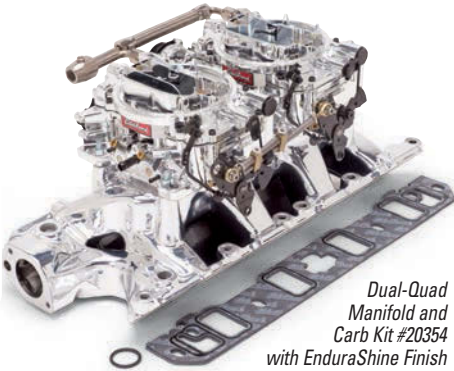
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
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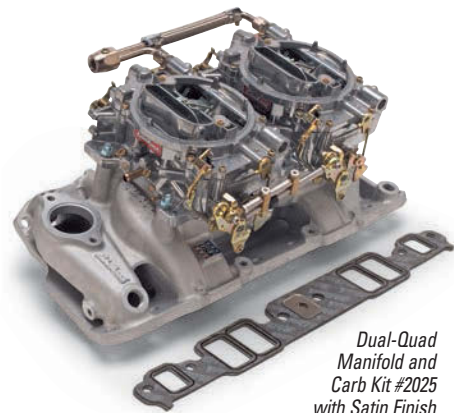
CARBURETORS
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Dual-Quad Manifold & Carb Kit #20264 with EnduraShine Finish



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



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



Dual-Quad Manifold & Carb Kit #20674 with EnduraShine Finish



Dual-Quad Manifold & Carb Kit #20684 with EnduraShine Finish

RPM DUAL-QUAD MANIFOLD AND CARB KITS AVAILABLE IN SATIN OR ENDURASHINE® FINISH

A huge hit among street rodders, these Dual-Quad Kits offer the ultimate set-up for anyone who wants the look and the performance of dual-quad carbs. They include an Edelbrock RPM or RPM Air-Gap Dual-Quad intake manifold and two 500 cfm 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.

CHEVY DUAL-QUAD KITS

	Satin	EnduraShine
For 1957-86 Small-Block Chevy ●	#2025	#20254
For Small-Block Chevy with 1996 & later Vortec L31 or E-Tec heads ●	#2026	#20264
For Small-Block Chevy LS1 (A) ●	#2068	#20684
For 348/409 "W-Series" Chevy, Small Port (B) ●	#2067	#20674
For 348/409 "W-Series" Chevy, Large Port (for use with Edelbrock heads) (B) ●	#2069	#20694
For Big-Block Chevy with oval ports ●●	#2065	#20654
For Big-Block Chevy with rectangular ports ●●	#2066	#20664

CHRYSLER DUAL-QUAD KIT

For Chrysler 5.7L HEMI (requires Ignition Control Module #91239) ●	#2076	#20764
Timing Control Module (sold separately) ●		#91239

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.
(A) Includes ignition control module, wiring harness and MAP sensor
(B) Includes Oil Filler Tube with matching breather cap #4803

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
#2026	#7526	#1803	#1804	#7094	#8091	#7235	#8516	#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
#2067	#5408	#1803	#1804	#7094	#8091	#7242	#8509	#8008
#2068	#7518	#1803	#1804	#7094	#8091	-	-	#8008
#2069	#5409	#1803	#1804	#7094	#8091	#7240	#8509	#8008
#2076	#7528	#1803	#1804	#7094	#8091	-	#8528	#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
#20264	#75264	#18034	#18044	#7094	#8091	#7235	#8516	#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
#20674	#54084	#18034	#18044	#7094	#8091	#7242	#8509	#8008
#20684	#75184	#18034	#18044	#7094	#8091	-	-	#8008
#20694	#54094	#18034	#18044	#7094	#8091	#7240	#8509	#8008
#20764	#75284	#18034	#18044	#7094	#8091	-	#8528	#8008
#20854	#75854	#18034	#18044	#7094	#8091	#7220	#8584	#8008



Photo courtesy Power Automedia



AVAILABLE FOR POPULAR CHRYSLER, FORD, GM AND JEEP APPLICATIONS

Edelbrock E-Force Supercharger systems deliver excellent horsepower and torque in a complete kit that fits under the factory hood. The core of each system is the Eaton Gen VI 2300 or 1320 TVS® Supercharger rotating assembly. Eaton's assembly features a four lobe design with 160° of twist for maximum flow, minimum temperature rise and quiet operation for excellent drivability.

Edelbrock's superchargers feature a unique design with minimal components for a compact design that fits under stock hoods. An integrated bypass valve helps eliminate parasitic loss under light throttle for improved mileage potential. E-Force superchargers feature the most unique and efficient inlet configuration on the market. This 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. Choose from Stage 1 - Street System, Stage 2 - Track System or Stage 3 - Professional Tuner System for the safest and best performance from your E-Force supercharger. Stage 1 Systems are emissions legal and are ideal for the daily driver. Stage 2 Systems include the components from the Stage 1 system with the addition of a cold air intake, 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 Corvette systems, which are emissions legal) and are available as a complete kit or as an upgrade. Stage 3 Systems provide 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. For competition racing applications.

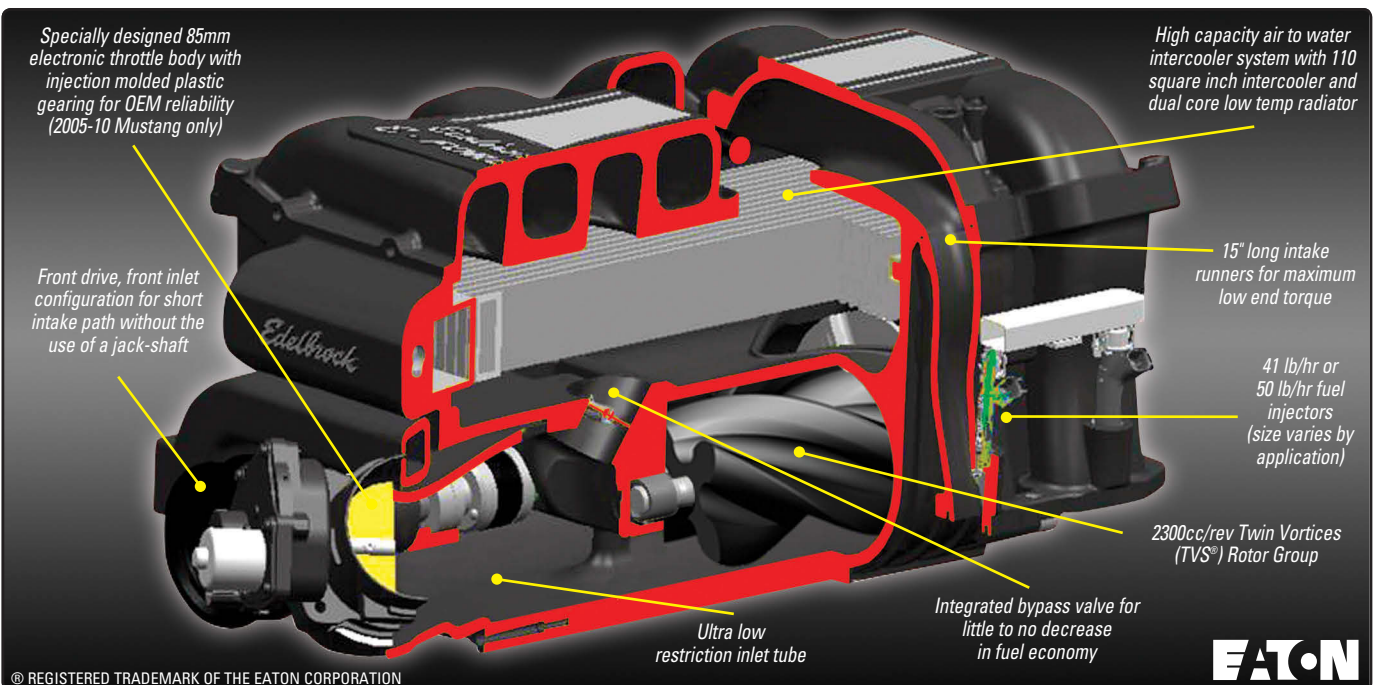
Finally... the Edelbrock E-Force Supercharger system is not just a performance upgrade, it also has great looks! The supercharger assembly and aluminum coil covers are powder coated for durability and provide a unique appearance that will give any engine compartment a custom look.

E-FORCE FEATURES & BENEFITS

- Bolt-on installation – Everything fits right out of the box, no welding, cutting or grinding
- Features Eaton® TVS Rotor assembly; the same high-quality rotors used by many OE manufacturers
- Self contained oil system with 100,000 mile service interval (no drilling or plumbing required)
- Electronic PCM programming module, with application specific tuning (included with stage 1 & 2 systems)
- High Flow Mass Air Flow Sensor (MAFS) on some applications
- Integrated bypass valve for little to no decrease in fuel economy
- 50-state emissions street legal – see listings for details
- New standard powertrain warranty will be available in 2015. Visit www.edelbrock.com or call (877) 266-3838 for more information.
- Unique design allows maximum low end torque and instant throttle response



E-FORCE SUPERCHARGERS ARE MANUFACTURED IN THE USA FOR UNSURPASSED QUALITY AND PERFORMANCE



Specially designed 85mm electronic throttle body with injection molded plastic gearing for OEM reliability (2005-10 Mustang only)

Front drive, front inlet configuration for short intake path without the use of a jack-shaft

High capacity air to water intercooler system with 110 square inch intercooler and dual core low temp radiator

15" long intake runners for maximum low end torque

41 lb/hr or 50 lb/hr fuel injectors (size varies by application)

2300cc/rev Twin Vortices (TVS®) Rotor Group

Ultra low restriction inlet tube

Integrated bypass valve for little to no decrease in fuel economy

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PRODUCT EMISSIONS GUIDE

- 50-STATE LEGAL
 - RACING ONLY
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 - STOCK REPLACEMENT
 - ENGINE SWAP
- PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock

SUPERCHARGERS CHRYSLER HEMI®



Does your HEMI® equipped 300, Challenger, Charger, Magnum or Ram need more power? Then get an Edelbrock E-Force Supercharger system – the **most efficient supercharger on the market for the popular Chrysler 5.7L, 6.1L and 6.4L HEMI engines**. 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 7" long intake runners that allow for maximum low end torque and great drivability.

COMPARISON CHART

FEATURES	STAGE 1						STAGE 3				
	#1530	#1532	#1536	#1534	#1535	#1538	#1531	#1533	#1537	#15343	#15353
Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
New BHJ Crank Damper (SFI certified)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cast Aluminum Idler Bracket	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Heavy Duty Automatic Belt Tensioner	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Large 92 Sq-in Intercooler	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Full Face, Low Temp. Heat Exchanger for Intercooler System	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Goodyear® Gatorback™ Serpentine Belt	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Secondary 6-rib Supercharger Belt Drive with 7.50" Crank Pulley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Electric Intercooler Water Pump	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Intercooler Recovery Tank	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Custom Molded Intercooler Hoses	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Extruded Aluminum Fuel Rails with -6 AN lines	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Injectors (46 lb/hr)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Supercharger Pulley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Steel Idler Pulleys With Heavy Duty High Speed Bearings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High Flow Air Intake Tube & Filter	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Edelbrock Aluminum Engine Covers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Handheld Calibration Module, Preloaded With All Tunes	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Plug & Play, Electrical Harness & Installation Hardware	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High Flow Replacement Panel Filter	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High Flow Fuel Pump	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

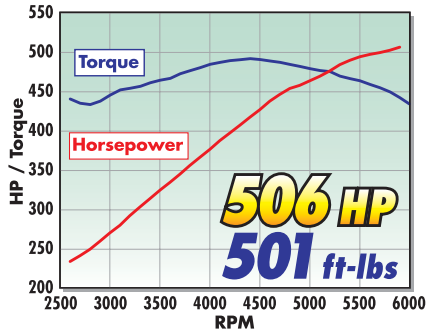


E-Force superchargers are manufactured in the USA for unsurpassed quality and performance

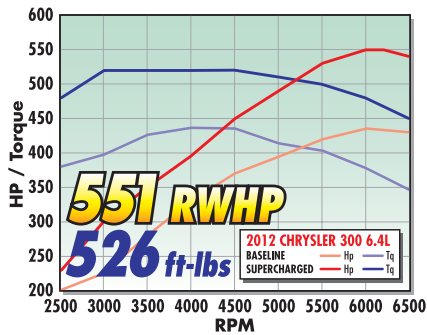


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CHRYSLER HEMI® SUPERCHARGERS



E-Force Supercharger System #1532 for 2009-10 5.7L



E-Force Supercharger System #1535 for 2011-14 6.4L

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

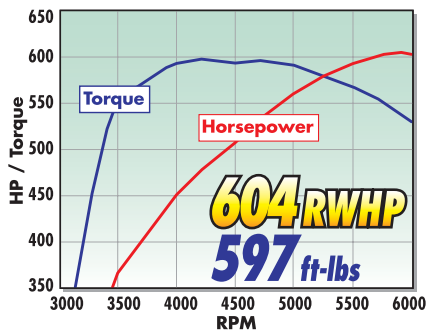


STAGE 1 | STREET SYSTEMS | UP TO 551 RWHP & 526 RWTQ

	With Tuner	Without Tuner
2006-08 Chrysler 5.7L HEMI LX ●	#1530	#15300
2009-10 Chrysler 5.7L HEMI LX and LC ●	#1532	#15320
2005-10 Chrysler 6.1L HEMI LX and LC ●	#1536	#15360
2011-14 Chrysler 5.7L HEMI LX and LC ●	#1534	#15340
2011-14 Chrysler 6.4L HEMI LX and LC ●	#1535	#15350

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



E-Force Supercharger System #1537 on the FatChance 2.0 custom tuned by Arrington Performance



E-FORCE SUPERCHARGERS ARE MANUFACTURED IN THE USA FOR UNSURPASSED QUALITY AND PERFORMANCE



STAGE 3 | PRO-TUNER SYSTEMS | 700+ HP & 600+ TQ

	Without Tuner
2006-08 Chrysler 5.7L HEMI LX ●	#1531
2009-10 Chrysler 5.7L HEMI LX and LC ●	#1533
2005-10 Chrysler 6.1L HEMI LX and LC ●	#1537
2011-14 Chrysler 5.7L HEMI LX and LC ●	#15343
2011-14 Chrysler 6.4L HEMI LX and LC ●	#15353

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SUPERCHARGERS DODGE TRUCK

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



Give your Dodge Ram truck more towing power with our new E-Force Supercharger system. E-Force Supercharger systems are the **most efficient designs on the market and will deliver an impressive 421 rear wheel horsepower and 441 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 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.

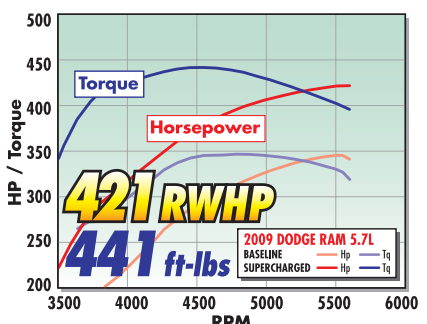
STAGE 1 | STREET SYSTEMS | 421+ RWHP & 441+ RWTQ

2009-14 Dodge Ram Truck (5.7L HEMI) ●#1538#15380

CALL FOR AVAILABILITY ON 2014 MODELS.

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



Our test results are on 5 psi of boost with a 2012 Ram truck produced a gain of 100 hp and 100 ft-lbs. of torque.



FORD TRUCK AND SUV SUPERCHARGERS



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

Now you can bolt-on an Edelbrock E-Force Supercharger system and boost the power in your Ford F-150, Expedition or Lincoln Navigator. These E-Force Supercharger systems are specially designed for each application and will allow you to **boost your performance up to an impressive 478 flywheel horsepower and 504 ft-lbs. of torque**. These systems feature 14" long intake runners for maximum low end torque making them ideal for towing and off-road performance applications.



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



STAGE 1 | STREET SYSTEMS | 478+ HP & 504+ TQ

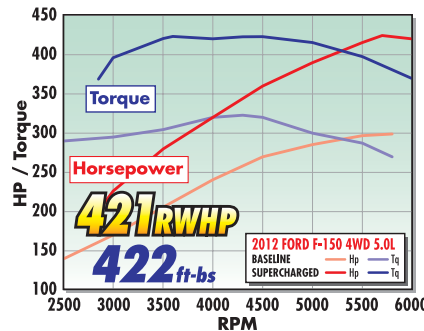
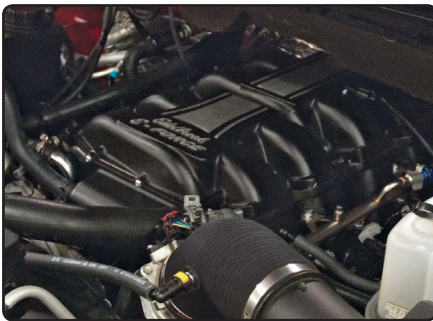


Stage 1 Street System #1581

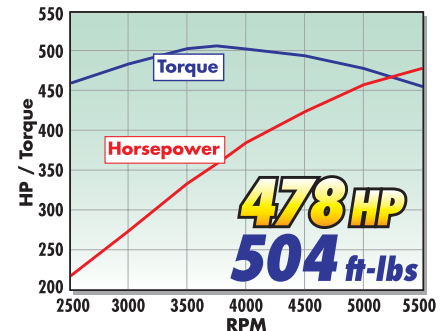
	With Tuner	Without Tuner
2004-08 Ford F-150 (5.4L 3V) ●	#1581	#15810
2009-10 Ford F-150, 2007-2013 Ford Expedition and Lincoln Navigator (5.4L 3V) ●	#1583	#15830
2011-14 Ford F-150 (5.0L 4V) ●	#1584	#15840

Important Installation Note: 2007-13 SUV's and 2004-10 F-150's with 4-wheel drive will require Edelbrock 4-Wheel Drive Hardware Kit #15834 (sold separately). Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



Stage 1 Street System #1584 for 2011-14 F-150



Stage 1 Street System #1583 for 2009-10 F-150 and 2007-13 Expedition and Lincoln Navigator



E-Force 4-Wheel Drive Hardware Kit #15834

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 2004-10 4WD F-150 trucks and 2007-13 SUV's.

Complete 4-Wheel Drive Accessory Kit for 2004-10 F-150 & 2007-13 SUV's#15834

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



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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 long 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.



COMPARISON CHART

FEATURES	STAGE 1			STAGE 2		STAGE 3		
	#1580	#1582	#1588	#15856	#15896	#1585	#1587	#1589
Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)	✓	✓	✓	✓	✓	✓	✓	✓
85mm Electronic Throttle Body	✓	✓		✓		✓	✓	✓
Cast Aluminum Front Drive Bracket	✓	✓	✓	✓	✓	✓	✓	✓
Steel Belt Tensioner Brace	✓	✓		✓		✓	✓	✓
Heavy Duty Automatic Belt Tensioner			✓		✓			✓
Cast Aluminum Water Crossover	✓	✓		✓		✓	✓	✓
Large 110 Sq-in Intercooler	✓	✓	✓	✓	✓	✓	✓	✓
Dual Core Low Temp. Heat Exchanger for Intercooler System	✓			✓		✓		
Full Face, Low Temp. Heat Exchanger for Intercooler System		✓	✓		✓		✓	✓
Goodyear® Gatorback™ Serpentine Belt	✓	✓	✓	✓	✓			
Electric Intercooler Water Pump	✓	✓	✓	✓	✓	✓	✓	✓
Intercooler Recovery Tank	✓	✓	✓	✓	✓	✓	✓	✓
Custom Molded Intercooler Hoses	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Injectors (41 lb/hr)	✓	✓						
Fuel Injectors (50 lb/hr)			✓		✓			
Fuel Injectors (60 lb/hr)				✓				
Supercharger Pulley 3.875"	✓	✓						
Supercharger Pulley 3.75"			✓					
Supercharger Pulley 3.25"				✓	✓			
HTO Spark Plugs for 2005-early 2008 Models	✓			✓				
Steel Idler Pulleys With Heavy Duty High Speed Bearings	✓	✓	✓	✓	✓	✓	✓	✓
High Flow Panel Air Filter for Stock Airbox	✓	✓	✓					
Extended Range, Drop-in Style, MAFS	✓			✓				
Injection Molded, High Flow, Air Box Cover		✓						
Edelbrock Aluminum Engine Covers	✓	✓		✓				
Extruded Aluminum Fuel Rails			✓		✓			✓
Handheld Calibration Module	✓	✓	✓	✓	✓			
Plug & Play, Electrical Harness & Installation Hardware	✓	✓	✓	✓	✓	✓	✓	✓
Cold Air Intake System				✓	✓			

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 (for 2005-06 Ford Mustang GT)#15804



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



Hardware Kit #15805

MUSTANG SUPERCHARGERS



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Stage 1 Street System #1580

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



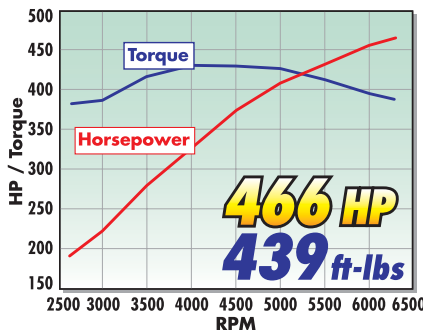
Stage 1 Street System #1582

STAGE 1 | STREET SYSTEMS | 466-559 HP & 439-503 TQ

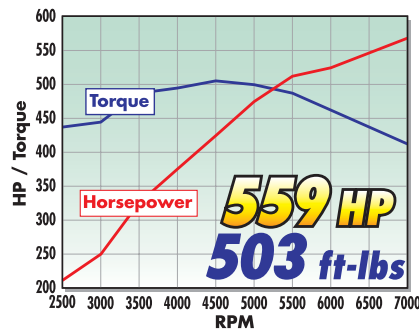
	With Tuner	Without Tuner
2005-09 Ford Mustang (4.6L 3V)	#1580	#15800
2010 Ford Mustang (4.6L 3V)	#1582	#15890
2011-14 Ford Mustang (5.0L 4V)	#1588	#15880

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 tune, which can be downloaded www.edelbrock.com. Kit #15880 will fit BOSS Mustangs and will require custom tuning.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



Stage 1 Street System #1580 & #1582 for 2005-10 Mustang



Stage 1 Street System #1588 for 2011-14 Mustang

STAGE 2 | TRACK SYSTEMS | 529-636 HP & 494-538 TQ

	With Tuner	Without Tuner
Complete Track System for 2005-09 Ford Mustang (4.6L 3V)	#15856	N/A
Upgrade Track System for 2005-09 Ford Mustang (4.6L 3V)	N/A	#15802
Complete Track System for 2011-14 Ford Mustang (5.0L 4V)	#15896	N/A
Upgrade Track System for 2011-14 Ford Mustang (5.0L 4V)	N/A	#15882

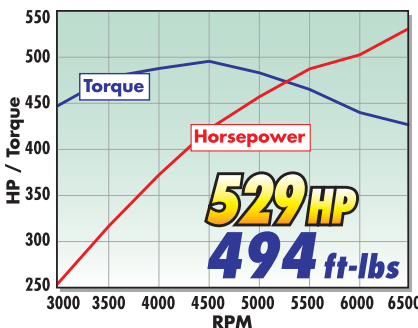
Important Installation Notes: 2005-06 installations require the use of Cooling Upgrade Kit #15804 (sold separately). 2009 installations will require Hardware Kit #15805 (sold separately).



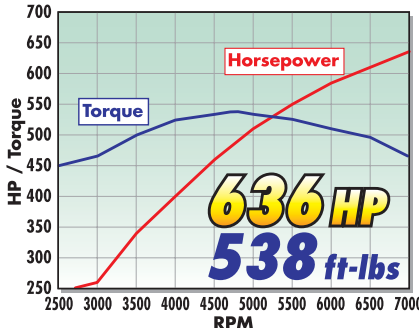
Stage 2 Complete Track System #15896



Stage 2 Upgrade Track System #15882



Stage 2 Track System for 2005-10 Mustangs



Stage 2 Track System for 2011-14 Mustangs

STAGE 3 | PRO-TUNER SYSTEMS | 700+ HP & 600+ TQ

	Without Tuner
2005-09 Ford Mustang (4.6L 3V)	#1585
2010 Ford Mustang (4.6L 3V)	#1587
2011-14 Ford Mustang (5.0L 4V)	#1589

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).



Stage 3 Professional Tuner System #1585

PRODUCT EMISSIONS GUIDE

● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



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.



COMPARISON CHART

FEATURES	STAGE 1		STAGE 3
	#1597	#1598	#1596 and #1599
LS3/L99 Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)	✓	✓	✓
Cast Aluminum Tensioner/Idler Brackets	✓	✓	✓
Cast Aluminum Engine Valley Tray	✓	✓	✓
Heavy Duty Automatic Belt Tensioner	✓	✓	✓
Dual, High Capacity, Bar & Plate, Intercoolers	✓	✓	✓
Full Face, Low Temp. Heat Exchanger for Intercooler System	✓	✓	✓
Extruded Aluminum Fuel Rails with -6 AN lines	✓	✓	✓
Custom Molded Intercooler Hoses with Quick Connect Fittings	✓	✓	✓
Goodyear® Gatorback™ Serpentine Belt	✓	✓	✓
Electric Intercooler Water Pump	✓	✓	✓
Intercooler Recovery Tank	✓	✓	✓
Fuel Injectors (52 lb/hr)	✓	✓	✓
Steel Idler Pulleys With Heavy Duty High Speed Bearings	✓	✓	✓
High Flow Panel Air Filter for Stock Airbox	✓	✓	✓
Injection Molded, High Flow, Air Box Cover	✓	✓	✓
Edelbrock Aluminum Engine Covers	✓	✓	✓
Handheld Calibration Module, Preloaded With All Tunes	✓	✓	✓
Plug & Play, Electrical Harness & Installation Hardware	✓	✓	✓
3.5" Supercharger Pulley		✓	
3.875" Supercharger Pulley	✓		

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



AUTOMATIC CONVERSION KIT

Ideal for shops and jobbers that don't want to stock both automatic and manual Camaro supercharger systems, this kit includes the valley plate and larger supercharger pulley needed to convert manual system #1598 to automatic kit #1597. **NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley.**

Automatic Conversion Kit (For use with E-Force system #1598)#15908

VALLEY PLATE

This kit contains the valley plate needed to install an LS3 supercharger kit on an engine equipped with Active Fuel Management lifters.

LS3 Supercharger valley plate#15911

CONVERTIBLE BRACE

This Convertible Brace is required when installing an E-Force supercharger system into a 2011-14 Camaro SS. Kit includes brace and all hardware necessary for installation.

Convertible Brace (For use with E-Force systems #1596, #1597, #1598, #1599, #15996, #15997)#15956



CARBURETORS
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CAMSHAFT & VALVETRAIN
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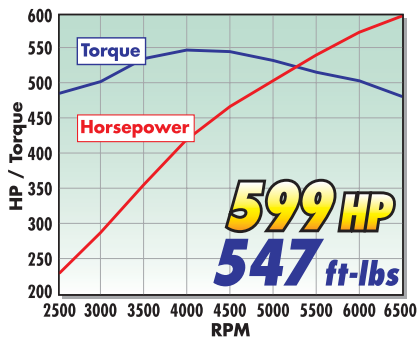
CAMARO SS SUPERCHARGERS



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Stage 1 Street System #1597



E-Force Supercharger Systems #1598

STAGE 1 | STREET SYSTEMS | UP TO 599 HP & 547 TQ

	With Tuner	Without Tuner
2010-13 Camaro SS (Automatic Transmission)	#1597	#15970
2010-13 Camaro SS (Manual Transmission)	#1598	#15980
2014 Camaro SS with Low Profile Top (Automatic Transmission)	#1562	#15620
2014 Camaro SS with Low Profile Top (Manual Transmission)	#1563	#15630

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

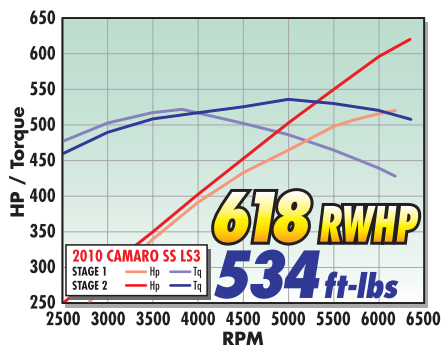
Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



Stage 1 Street System #1562



E-Force Supercharger Systems #1563 with low profile top to accommodate the vent on the factory hood.



E-Force Stage 2 Camaro Supercharger Dyno Results

TUNER PERFORMANCE RECIPE

The Edelbrock R & D team continues to test the LS-based supercharger system #1598 in our 2010 Camaro. We added some Edelbrock components and ran our chassis dyno test at 6 psi of boost on 91 octane with the 3-1/2" supercharger pulley. Testing results for the 2010-2014 Camaro produced 618 hp and 534 ft-lbs to the rear wheels! Net increase of 103 hp over our Stage 1 system. **For competition racing use only.**

SPECIFICATIONS

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



Stage 3 Pro-Tuner System #1599

STAGE 3 | PRO-TUNER SYSTEMS | 700+ HP & 600+ TQ

	Without Tuner
2010-13 Camaro SS (Automatic Transmission)	#15960
2010-13 Camaro SS (Manual Transmission)	#15990
2014 Camaro SS with Low Profile Top (Automatic Transmission)	#1596
2014 Camaro SS with Low Profile Top (Manual Transmission)	#1599

Important Installation Notes: Convertible installations will require the use of Edelbrock Convertible Brace #15956 (sold separately).



CAMARO TOP AND COIL COVER DESIGN

We're excited to debut a new look for our Camaro E-Force Supercharger systems. This new aggressive design will be available on all E-Force Camaro systems shipping in 2014. It features a vented coil cover design along with a two-tone black and red powder coated finish with inset "Supercharged" badges. This new 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 models, due to interference with the hood vent.**

E-Force Camaro Manifold Top and Coil Covers #41144

PRODUCT EMISSIONS GUIDE

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E-Force Supercharger systems are designed to **boost your Corvette to new performance levels.** Our new **E-Force systems for the 2014-15 Corvette Stingray produce 624 flywheel horsepower and 600 ft.-lbs. of torque (with stock fuel pump).** Each system utilizes the same intake manifold housing design with unique runners tailored towards each platform. **Plus, this kit fits under the stock hood with no modifications** without sacrificing runner length or intercooler area.

505 HP not enough? Then take your 2006-13 Z06 to an incredible **657 horsepower and 582 ft.-lbs. of torque** with an E-Force Supercharger system. This system is specially designed for the Z06 with a **seamless integration with the dry sump system, plus it fits under the stock hood with no modifications!** The manifold for this system was exclusively designed for the LS7 platform, unlike others on the market that utilize modified LS2/LS3 manifolds.



2014-15 Corvette Stingray kits features an all-new E-Force design with gray and red powder coating!



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



COMPARISON CHART

FEATURES	STAGE 1					STAGE 2					STAGE 3				
	#1590	#1572	#1593	#1574	#1571	#1570	#1591	#1594	#1575	#15701	#15711	#1573	#1576	#1592	#1595
Supercharger Manifold Assembly (Featuring Eaton TVS Rotors)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cast Aluminum Tensioner/Idler Brackets	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cast Aluminum Engine Valley Tray	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cast Aluminum Engine Valley Tray, Dry Sump	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Heavy Duty Automatic Belt Tensioner	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Dual, High Capacity, Bar & Plate, Intercoolers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Low Temp. Heat Exchanger for Intercooler System	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Extruded Aluminum Fuel Rails with -6 AN lines	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Goodyear® Gatorback™ Serpentine Belt	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Secondary 10-rib Supercharger Belt Drive with 7.50" Crank Pulley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Electric Intercooler Water Pump	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Intercooler Recovery Tank	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Custom Molded Intercooler Hoses	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Injectors (52 lb/hr)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Injectors (60 lb/hr)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.875" Supercharger Pulley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.50" Supercharger Pulley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.25" Supercharger Pulley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Steel Idler Pulleys With Heavy Duty High Speed Bearings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High Flow Air Intake Tube & Filter	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High Flow Mass Air Flow Sensor (MAFS)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
ZR1 Style, Liquid to Liquid Oil Cooler	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Edelbrock Aluminum Engine Covers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Edelbrock Aluminum Engine Covers with Dipstick Delete	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Handheld Calibration Module, Preloaded With All Tunes	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Plug & Play, Electrical Harness & Installation Hardware	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
High Volume, In Tank, Fuel Pump	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



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.**

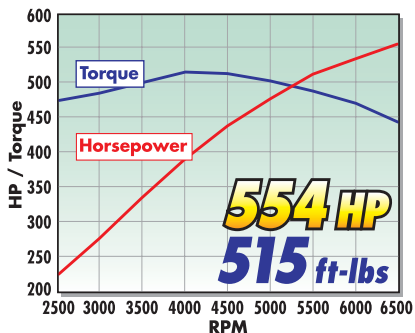
Dry Sump Accessory Kit#15905



Stage 1 System #1570

50 state legal

E.O. Number D-215-89



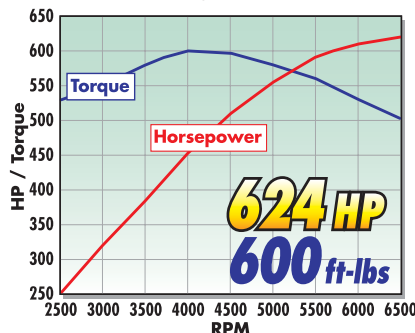
E-Force Supercharger Systems #1590, #1593 & #1574

STAGE 1 | STREET SYSTEMS | 554-657 HP & 515-582 TQ

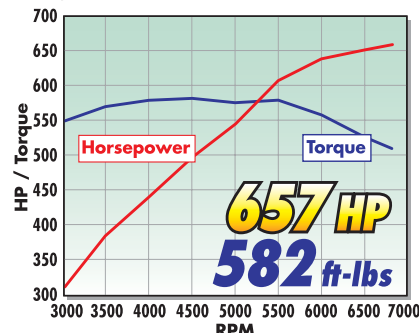
	With Tuner	Without Tuner
2005-07 Corvette (LS2)	#1593	#15930
2008-13 Corvette (LS3)	#1590	#15900
2010-13 Corvette Grand Sport with Dry Sump (LS3)	#1574	#15740
2006-13 Z06 Corvette (LS7)	#1572	#15720
2014-15 Corvette Stingray (LT1) ● E.O Number D-215-86	#1571	#15710
2014-15 Corvette Stingray with Dry Sump (LT1) ● E.O Number D-215-86	#1570	#15700

Important Installation Notes: System #1590, #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 for use with 2010-13 Corvette Grand Sport models equipped with a dry sump oil system. Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



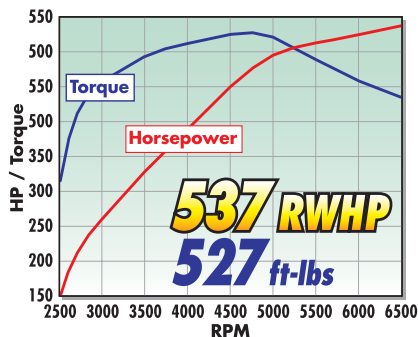
E-Force Supercharger Systems #1570



E-Force Supercharger Systems #1572 for 2006-2013 Z06



Stage 2 System #1594



E-Force Supercharger Systems #15701 & #15711

STAGE 2 | STREET SYSTEMS | 599+ HP & 547+ TQ

	With Tuner	Without Tuner
2005-07 Corvette (LS2)	#1594	#15940
2008-13 Corvette (LS3)	#1591	#15910
2010-13 Corvette Grand Sport with Dry Sump (LS3)	#1575	#15750
2014-15 Corvette Stingray with Dry Sump (LT1)	#15701	N/A
2014-15 Corvette Stingray with Wet Sump (LT1)	#15711	N/A

Important Installation Notes: System #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 #1575 is for use with 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 sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.

E-FORCE 2005-13 CORVETTE STAGE 2 UPGRADE KIT

This kit contains everything needed to upgrade Corvette supercharger systems #1574, #1590 and #1593 from 554 HP to 599 HP. Includes fuel pump module and 3.5" pulley. (No tuning necessary) **NOTE: When using this kit the optional warranty will not be available, due to the necessity of having to remove the tamper-proof seal to change the pulley.**



E-Force Corvette Supercharger 599 HP Upgrade Kit (LS2/LS3)#15902



Stage 3 System #1592

STAGE 3 | PRO-TUNER SYSTEMS | 700+ HP & 600+ TQ

	Without Tuner
2005-07 Corvette (LS2)	#1595
2008-13 Corvette (LS3)	#1592
2010-13 Corvette Grand Sport with Dry Sump (LS3)	#1576
2006-13 Corvette Z06 (LS7)	#1573
2014-15 Corvette Stingray (LT1)	#15712
2014-15 Corvette Stingray with Dry Sump (LT1)	#15702

Important Installation Note: #1576 is for use on 2010-13 Grand Sport models equipped with a dry sump oil system

PRODUCT EMISSIONS GUIDE

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



Stage 1 Street System #1568

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.

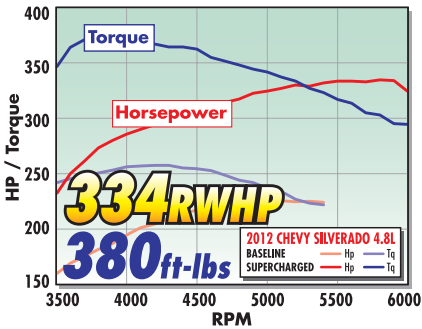
STAGE 1 | STREET SYSTEMS | UP TO 528 RWHP & 496 RWTQ

	With Tuner	Without Tuner
2003-06 GM 1500 and 2007 Silverado/Sierra Classic Trucks with a Gen III LS Engine (4.8L, 5.3L & 6.0L) ●	#1577	#15770
2007-13 GM 1500 Trucks with a Gen IV LS Engine (4.8L & 5.3L) ●	#1578	#15780
2007-13 GM 1500 Trucks (6.2L) ●	#1579	#15790
2007-13 GM SUV's with a Gen IV LS Engine (5.3L) ●	#1564	#15640
2007-13 GM SUV's with a Gen IV LS Engine (6.2L) ●	#1567	#15670
2007-10 GM HD Silverado & Sierra Trucks (6.0L) ●	#1560	#15600
2011-13 GM HD Silverado & Sierra Trucks (6.0L) ●	#1561	#15610
2014-15* GM 1500 Trucks and 2015* SUV's with a EcoTec (5.3L) ●	#1568	#15680
2014-15* GM 1500 Trucks and 2015* SUV's with a EcoTec (6.2L) ●	#1569	#15690

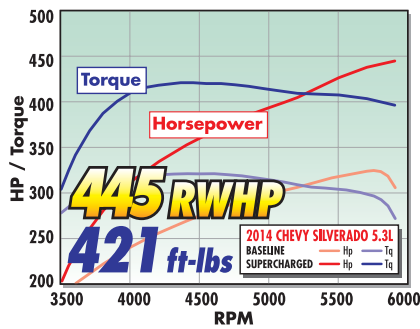
*** CALL FOR AVAILABILITY ON 2015 TRUCK AND SUV MODELS.**

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. Use system #1577 for early 2007 Silverado 1500 Classic truck models. #15790 will also fit 2007-08 1500 series trucks with a 6.0L engine (requires custom tune). Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded www.edelbrock.com.

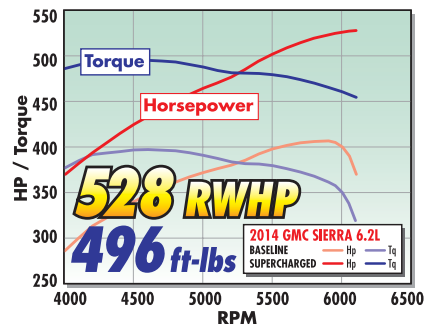
Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 mile Limited Powertrain warranty. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



In dyno tests, E-Force system #1578 increased performance to 334 hp and 380 ft-lbs. of torque, an increase of 106 hp and 121 ft-lbs. to the rear wheels!



In dyno tests, E-Force system #1568 increased performance to 445 hp and 421 ft-lbs. of torque, an increase of 121 hp and 100 ft-lbs. to the rear wheels!



In dyno tests, E-Force system #1569 increased performance to 528 hp and 496 ft-lbs. of torque, an increase of 122 hp and 99 ft-lbs. to the rear wheels!

SUPPLEMENTAL FUEL PUMP KITS

REQUIRED FOR 2003-09 NON-FLEX FUEL GM TRUCKS & SUV'S - SOLD SEPARATELY

These Supplemental Fuel Pump Kits are required for GM trucks utilizing #1577, #1578 and #1579 E-Force supercharger systems on 2009 and earlier trucks. Failure to use the supplemental fuel pump kit may result in engine damage and void your Edelbrock E-Force Supercharger's warranty. These supplemental fuel pump kits are not required for Flex Fuel models. Flex Fuel models come standard with adequate fuel systems that properly operate with the Edelbrock E-Force Supercharger system. These supplemental fuel pump kits include a replacement fuel pump, control module and fuel level sender (system #15791 also includes injectors).

FUEL PUMPS KITS FOR GM TRUCKS

Fuel Pump Kit (for 2003-07 6.2L long wheelbase with return fuel system).....	#15773
Fuel Pump Kit (for 2003-07 6.2L long wheelbase with returnless fuel system).....	#15775
Fuel Pump Kit (for 2007-09 4.8L/5.3L crew/extended cab except long beds).....	#15781
Fuel Pump Kit (for 2007-09 4.8L/5.3L standard cab and all long beds).....	#15782
Fuel Pump Kit (for 2007-09 6.0L/6.2L crew/extended cab).....	#15791

FUEL PUMPS KITS FOR GM SUV'S

Fuel Pump Kit (for 2007-09 5.3L short wheelbase).....	#15642
Fuel Pump Kit (for 2007-09 5.3L long wheelbase).....	#15643
Fuel Pump Kit (for 2007-09 6.2L short wheelbase).....	#15671
Fuel Pump Kit (for 2007-09 6.2L long wheelbase).....	#15672



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





2012-14 JEEP WRANGLER

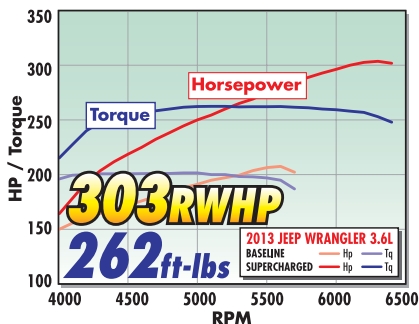
Now you can get the popular E-Force Supercharger for your Pentastar equipped JK! This all-new system for the Jeep Wrangler is our first E-Force Supercharger system designed for a V6.

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 dual pass intercooler for reduced air temperature.

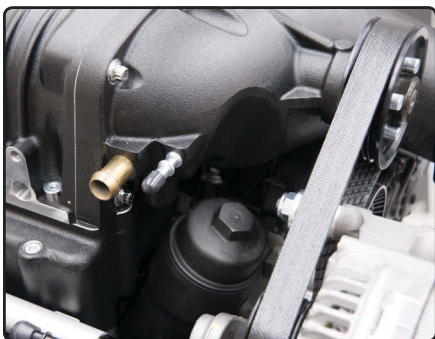
The Edelbrock E-Force Supercharger system is not just a performance upgrade, it also features great looks! The supercharger assembly is black powder coated for durability with machined highlights for a unique appearance that will give your engine compartment a distinct look.

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
- 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
- 50-state emissions pending
- Designed, cast and manufactured in the USA by Edelbrock



In dyno tests, E-Force system #1527 increased performance to 303 hp and 262 ft-lbs. of torque, an increase of 96 hp and 61 ft-lbs. to the rear wheels!



Our supercharger assembly features a unique design that allows access to OEM oil filter for no hassle filter changes and a simplified installation.

STAGE 1 | STREET SYSTEMS

2012-14 Jeep Wrangler (3.6L) ●#1527#15270

CALL FOR AVAILABILITY ON 2015 MODELS.

Important Installation Note: Supercharger systems sold without tuners are only emissions legal when used with the correct Edelbrock tune, which can be downloaded at www.edelbrock.com.

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. Visit www.edelbrock.com/eforcewarranty or call 1-877-266-3838 for more information.



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



PRODUCT EMISSIONS GUIDE

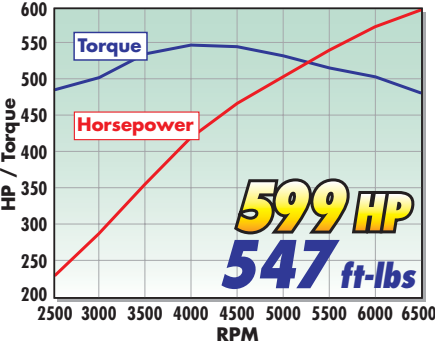
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock

SUPERCHARGERS UNIVERSAL LS AND E-ROD



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

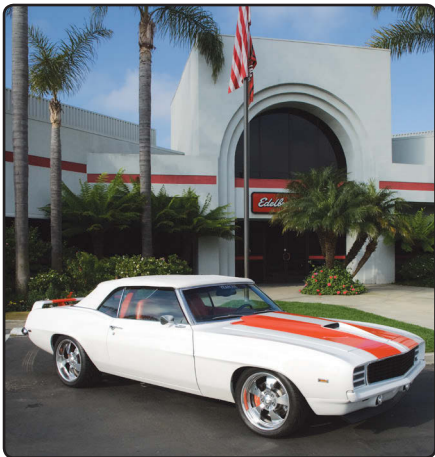


Universal System #1540 Shown

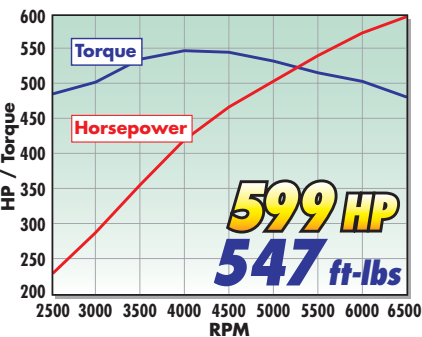
UNIVERSAL SYSTEMS FOR GM LS GEN III & IV ENGINE SWAPS

Edelbrock has designed these universal supercharger systems for street rods and muscle cars with GM LS Gen III and IV engines. The supercharger housing features 12" long runners for maximum low end torque and great drivability. System #1540 produced **599+ flywheel horsepower and 547+ ft-lbs. of torque.** 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 152 for listings). System #1540 includes handheld tuner for use with GM Parts LS Series Engine Control System #19258270. Call for custom configurations.

Block Type	Cylinder Head Type	Belt Offset Type	With Tuner	Without Tuner
Universal Systems for GM Gen III Engine Swap				
Gen III ●	LS Cathedral Port	Camaro/GTO (Gen IV 1998-02)	—	#15450
Gen III ●	LS Cathedral Port	Corvette	—	#15460
Gen III ●	LS Cathedral Port	Truck	—	#15461
Universal Systems for GM Gen IV Engine Swaps				
Gen IV ●	LS2 Cathedral Port	Camaro/GTO (Gen IV 1998-02)	—	#15470
Gen IV ●	LS2 Cathedral Port	Corvette	—	#15440
Gen IV ●	LS2 Cathedral Port	Truck (88mm Throttle Body)	—	#15480
Gen IV ●	LS3/L92 Rectangular Port	Camaro/GTO (Gen IV 1998-02)	—	#15420
Gen IV ●	LS3/L92 Rectangular Port	Camaro/GTO (Gen V 2010-12)	—	#15410
Gen IV ●	LS3/L92 Rectangular Port	Corvette	#1540	#15400
Gen IV ●	LS3/L92 Rectangular Port	Truck (88mm Throttle Body)	—	#15430
Gen IV ●	LS7 Rectangular Port	Corvette	—	#15490



Edelbrock installed a Universal E-Force Supercharger System #1540 in Year One's 1969 Camaro.



50 state legal

E.O. Number D-215-89

UNIVERSAL E-FORCE SYSTEMS FOR USE WITH 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. **System #15426 will produce 599+ flywheel horsepower and 547+ ft-lbs. of torque.** Edelbrock 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 and complements the clean look of any engine compartment. These systems require the use of a universal heat exchanger (sold separately, see page 152 for listings). Each system includes a handheld module for uploading the emissions-legal tune to the GM Parts Engine Control System.

Engine Type	Belt Offset Type	With Tuner
GM E-Rod LC9 (5.3L) ●	Truck (88mm Throttle Body)	#15416
GM E-Rod LS3 (6.2L) ●	Corvette	#15426

Important Installation Notes: These systems will require a fuel system with a consistent fuel flow of 60 psi to prevent engine damage.

S/B CHEVY ENFORCER SUPERCHARGERS



E-Force System #15141

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

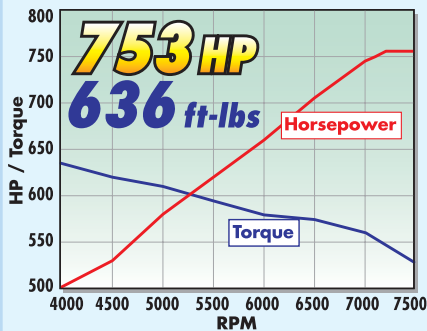
These systems are setup for electronic fuel injected applications and feature a throttle body flange that will accept dual throttle bodies with 4150-style bolt pattern. These E-Force Supercharger systems also include a high capacity air to water intercooler with a bar and plate design and will require a low temp radiator (sold separately, see page 152) to cool the incoming intake charge. Complete kit includes throttle bodies, Pro-Flo 2 ECU, wiring harness, fuel rails, injectors, gaskets and hardware.



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



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	Finish		
		Satin	Polished	Black
E-Force RPM Complete Supercharger System ●	Conventional	#1521	#15211	#15213
E-Force RPM Base Supercharger System ● without throttle bodies, electronics, harness & injectors	Conventional	#1520	#15201	#15203
E-Force RPM Complete Supercharger System ●	E-Tec, Vortec	#1523	#15231	#15233
E-Force RPM Base Supercharger System ● without throttle bodies, electronics, harness & injectors	E-Tec, Vortec	#1522	#15221	#15223

Important Installation Notes: 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	Finish		
		Satin	Polished	Black
E-Force RPM Supercharger System ● without carburetors	Conventional	#1513	#15131	#15133
E-Force RPM Supercharger System ● with dual 600 cfm Performer carbs	Conventional	#1514	#15141	#15143
E-Force RPM Supercharger System ● without carburetors	E-Tec, Vortec	#1515	#15151	#15153
E-Force RPM Supercharger System ● 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"

E-FORCE EFI KITS

This kit includes the core components needed for completing an Enforcer electronic fuel injected installation on a small-block Chevy engine. It includes two throttle bodies, Pro-Flo 2 ECU, wiring harness, fuel rails, injectors, gaskets and hardware. Available in satin aluminum, polished or black powder coated finish.

	Satin	Polished	Black
E-Force EFI Kit (Throttle body height: 2.66") ●	#35800	#35801	#35803

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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVE TRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
GRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX



E-FORCE ENFORCER SYSTEMS FOR LS ENGINES

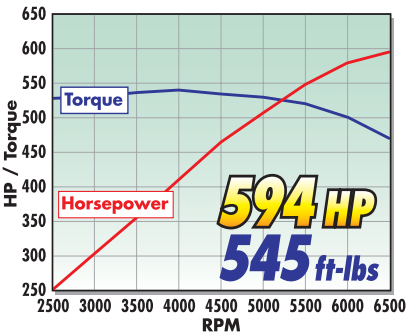
These NEW E-Force Enforcer Supercharger systems are designed for Chevy LS engines with cathedral and rectangular port cylinder heads. It's a traditional positive displacement supercharger that is ideal for street rods and muscle cars with an LS transplant.

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. 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. Will not work directly with aftermarket serpentine systems. Available in a natural satin aluminum, high quality polished and black powder coated finish.

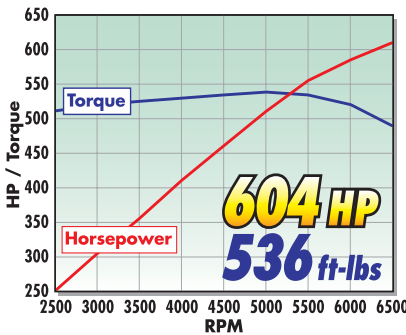
These systems are sold in several configurations to match your build, whether its carbureted or fuel injected.

- **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 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 152.**
- **Systems come with Corvette belt offset setup and Corvette crankshaft drive pulley adapter. F-body and truck/Gen V Camaro adapters are available (sold separately) – see the listings below.**

If you desire to complete your system with Edelbrock induction components, then check out our Performer Series carburetors below.



E-Force system #1511 on a stock LS3 engine



E-Force system #1525 on a stock LS3 engine

Induction Application Type	Cylinder Head Type	Satin	Polished	Black
Carbureted ●	Cathedral Port	#1512	#15121	#15123
Carbureted ●	Rectangular Port	#1511	#15111	#15113
Electronic Fuel Injected ●	Cathedral Port	#1526	#15261	#15263
Electronic Fuel Injected ●	Rectangular Port	#1525	#15251	#15253

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



E-Force Enforcer #15251 powered the 1972 Edelbrock station wagon for the 2014 Hot Rod Power Tour

CRANKSHAFT DRIVE PULLEY ADAPTER

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

- Crankshaft Drive Pulley Adapter with F-Body Camaro Offset.....#15816
- Crankshaft Drive Pulley Adapter with Corvette Belt Offset (included with Enforcer LS kits)#15817
- Crankshaft Drive Pulley Adapter with Truck/Gen V Camaro Belt Offset.....#15818

E-FORCE PERFORMER SERIES CARBURETORS

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

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

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.

Polished Black

- Tensioner Cover For Enforcer Supercharger Systems #15551 #15553

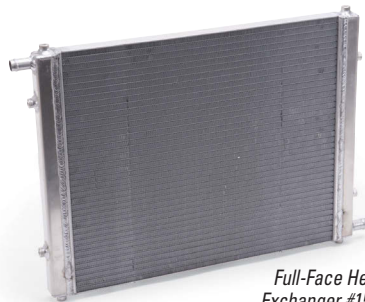




10-RIB PULLEYS

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.

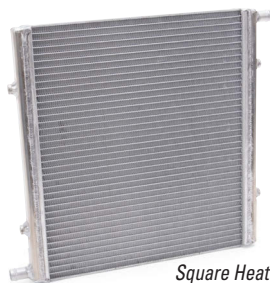
	Polished	Black
2.75" ●●	#15855	#15854
3.00" ●●	#15853	#15852
3.25" (included in C7 Stage 2 kit) ●●	#15851	#15850
3.50" (included in Enforcer LS and C7 Stage 1 kits) ●●	#15829	#15849
3.75" ●●	#15844	#15848
3.875" ●●	#15827	#15847
4.00" ●●	#15843	#15846
4.125" (included in Enforcer small-block Chevy kits) ●●	#15842	#15845



Full-Face Heat Exchanger #15405



Compact Heat Exchanger #15406



Square Heat Exchanger #15407



Large Heat Exchanger #15408



Small Heat Exchanger #15409

UNIVERSAL HEAT EXCHANGER KITS

Edelbrock offers a choice of five universal heat exchangers to work with the E-Force Universal Supercharger systems. These heat exchangers offer reliability and durable construction for high performance street applications.

#15405 is a full-face design that provides 31,000 btu/hr. of heat transfer. This exchanger is a single pass, single row, offset fin design with a 3/4" barbed inlet and outlet. It also features eight M6x1.0 threaded bungs, two at every corner, for easy installation.

#15406 is a compact single pass, two row design that provides 22,000 btu/hr. of heat transfer. It also features six M6x1.0 threaded bungs, two on the top and four on the bottom for ease of installation and a 3/4" barbed inlet and outlet.

#15407 is a single pass, single row design that features six, M6x1.0 threaded bungs, two on the right, two on the left and two on the bottom for ease of installation. Also includes a 3/4" barbed inlet and outlet on top and bottom for custom plumbing. This exchanger provides 22,000 btu/hr. of heat transfer.

#15408 is a dual pass, single row design that features four, M6x1.0 threaded bungs, two on the right and two on the left for ease of installation. Also includes a 3/4" barbed inlet and outlet on one side for custom plumbing. This exchanger provides 55,000 btu/hr. of heat transfer.

#15409 is a dual pass, single row design that includes four M6x1.0 threaded bungs, two on the right and two on the left for ease of installation. They also include a 3/4" barbed inlet and outlet on one side for custom plumbing. This exchanger provides 26,700 Btu/hr. of heat transfer.

Universal Full-Face Heat Exchanger (Dimensions 22" W x 16.5" H x 1.5" D) ●●	#15405
Universal Compact Heat Exchanger (Dimensions 26.5" W x 5" H x 2.62" D) ●●	#15406
Universal Square Heat Exchanger (Dimensions 16" W x 16" H x 1.5" D) ●●	#15407
Universal Large Heat Exchanger (Dimensions 34" W x 14" H x 2.25" D) ●●	#15408
Universal Small Heat Exchanger (Dimensions 17" W x 11" H x 2" D) ●●	#15409

15% OVERDRIVE CRANK PULLEY

FOR E-FORCE EQUIPPED 2014-15 CORVETTE'S

This overdrive crank pulley is for use with a 2014-15 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

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 used 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

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CARBURETORS
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GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
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ACCESSORIES
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41 lb/hr Fuel Injectors #15807



60 lb/hr Compact Fuel Injectors #15903



E-Force Fuel Rail Kit #3623



E-Force Competition Air Intake System #15988



Conical Air Filter #15403



Pro-Charge Cleaning Kit #43600



Harmonic Damper #15819

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. All fuel injectors are sold in sets of 8.

LB/HR	Body Style (Length)	Connector Style	Kit Supplied In	Kit For Use With	Spray	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 (required for use with minitimer injectors on vehicles originally equipped with USCAR injectors, Set of 8).....#15904

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 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.**

- Competition Air Intake Kit for 2010-14 Camaro SS (uses factory MAF sensor) ●#15988
- Competition Air Intake Kit for 2005-09 Mustang GT (without MAF sensor) ●#15803
- Competition Air Intake Kit for 2005-09 Mustang GT ●#15808
- Competition Air Intake Kit for 2010 Mustang GT ●#15828
- Competition Air Intake Kit for 2011-14 Mustang GT ●#15898

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

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

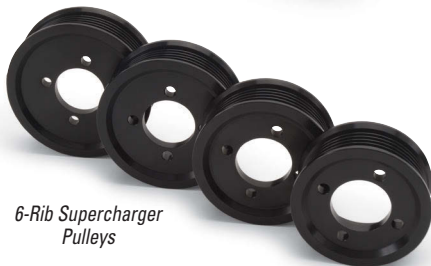
MAFS Sensor Kit #15401



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



6-Rib Supercharger Pulleys

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 Race systems. These pulleys feature a black anodized finish.

- | | |
|----------------|--------------|
| | <i>Black</i> |
| 2.75" ● | #15823 |
| 3.00" ● | #15822 |
| 3.25" ● | #15821 |
| 3.50" ● | #15820 |
| 3.75" ● | #15825 |
| 3.875" ● | #15824 |
| 4.125" ● | #15826 |

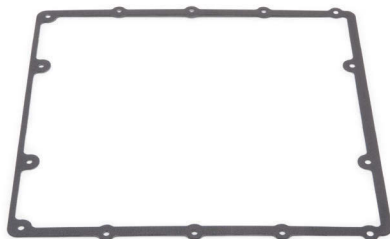


Belt Tensioner Brace #15806

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



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, #15960, #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

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 #1597#15028
- Tensioner Upgrade for #1598#15029
- Tensioner Upgrade for #1596, #1599 & #15997#15032
- Tensioner Upgrade for #1574, #1590 & #1593#15034
- Tensioner Upgrade for #1572, #1575, #1591 & #1594#15035
- Tensioner Upgrade for #1573, #1576, #1592 & #1595#15039



Tensioner Upgrade Kit #15035

ALUMINUM COIL/SIDE COVERS

Dress up your competition kit with these coil covers that are included with the E-Force complete supercharger systems #1530, #1532, #1536, #1570, #1571, #1572, #1574, #1575, #1580, #1582, #1590, #1591, #1593, #1594, #1597 and #1598.

- Aluminum Coil Covers for 2005-10 4.6L Ford Mustang GT#41133
- Aluminum Coil Covers for 2005-13 C6 Corvette#41123
- Aluminum Coil Covers for 2010-13 Grand Sport Corvette with Dry Sump (LS3) & Z06 (LS7)#41103
- Aluminum Coil Covers for 2010-14 Camaro SS#41143
- Aluminum Coil Covers for 2005-10 Chrysler HEMI#41113
- Aluminum Coil Covers for 2011-14 Chrysler HEMI#41114
- Aluminum Side Covers for 2014-15 Corvette#41124



Aluminum Side Covers #41124

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An Edelbrock Pro-Flo XT EFI System being tested on our SuperFlow Dyno

EDELBRÖCK EFI SYSTEMS AVAILABLE FOR ENGINES ORIGINALLY EQUIPPED WITH A CARBURETOR

Edelbrock's complete line of EFI systems gives you several options to choose from when deciding to upgrade your engine to modern electronic fuel injection. Our EFI systems provide excellent throttle response throughout the RPM range along with smooth engine operation. They also offer the potential for improved fuel economy by making the engine more efficient. Edelbrock E-Street, Pro-Flo 2 and Pro-Flo XT EFI systems are the most complete systems available on the market, giving you everything you need to add powerful and efficient fuel injection to your vehicle. All of these systems are dyno-tested to deliver proven-performance results. Finally, Edelbrock offers a dedicated support staff to assist you and answer any questions. Edelbrock EFI systems offer you the most value for your dollar!

CHOOSE FROM FOUR LEVELS OF PERFORMANCE

E-STREET® EFI SYSTEM

The E-Street system gives you the core components needed to convert a carbureted engine to modern electronic fuel injection. This universal EFI system is easy to install and self tuning – making it ideal for use on any engine equipped with a standard square-bore intake manifold. See page 157 for more information.

- Ready to run right out of the box with a pre-loaded tune in the ECU to get you up and running
- No tuning experience required – System provides self-mapping fuel curve to correct and dial in your tune
- Features progressive throttle linkage for great drivability and increased mileage potential
- Fully assembled and pressure tested throttle body with injectors, fuel rails, linkage and sensors that readily accepts round air cleaners for a traditional look
- Easy to use software pre-installed on optional 7" touch screen tablet

PRO-FLO® 2 EFI SYSTEMS

Pro-Flo 2 systems are the next step up from our entry level E-Street systems. These systems include everything you need to upgrade your engine to direct port programmable fully sequential injection. Giving you the best performance possible. See pages 159-164 for more information.

- Fully sequential programmable EFI
- Features a down-draft 4V throttle body for use with a round air cleaner for a traditional look
- Dual tuning methods include Speed Density Map-N (engine speed vs. manifold absolute pressure) and Alpha-N (engine speed vs. throttle position)
- Option of tuning through the exclusive "handheld Calibration Module" (no laptop required)
- High resolution fuel and spark tuning maps
- Software allows for saving unlimited tunes and is compatible with limitless cam profiles

PRO-FLO® XT EFI SYSTEMS

Pro-Flo XT systems offers fully sequential injection along with an all new intake manifold design for increased power and performance. See pages 159-164 for more information.

- All of the same great features of our Pro-Flo 2 systems... Plus more
- Completely ALL NEW intake manifold design with front mounted 90mm throttle body
- In testing, these intakes average a 20 hp gain over a traditional single plane design
- Two-piece EFI harness connects the engine harness and chassis harness at the firewall for quick connection and easy removal
- Available in satin aluminum or black powder coated finish with contrast machine accents

PRO-FLO® SPORTSMAN ENGINE MANAGEMENT SYSTEM

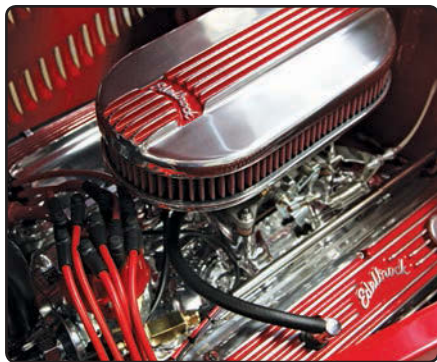
For competition and ultra high performance street applications, Pro-Flo Sportsman gives you the ability to assemble a custom system from our wide selection of competition EFI manifolds, throttle bodies and fuel pumps when combined with the this powerful software and electronics package. See page 165 for more information.

- Fully Sequential injector firing (8-Cyl.) with peak-and-hold drivers
- Closed loop fuel control – Allowing for wide band monitoring
- High resolution 20 x 40 spark and fuel maps
- Features 1 MB of on-board data logging and electronic boost control (PWM)
- 4-stages of dry or wet nitrous control
- "Real Time" tuning – allows for laptop tuning on the fly with dual, switchable on-the-fly calibrations



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COMPARISON CHART **EFI SYSTEMS**



EDELBROCK PERFORMANCE... DYNO TESTED AND STREET PROVEN

Vic Edelbrock's '32 Ford Coupe, built by Roy Brizio, made the long haul on the 2013 Power Tour with Edelbrock E-Street EFI system #3600 under the hood. The small-block Ford 347 c.i. crate engine makes 438 horsepower and 413 ft.-lbs. torque on pump gas with a 16 mpg average.



Edelbrock core products are manufactured in the USA for unsurpassed quality.



EDELBROCK EFI SYSTEMS COMPARISON CHART

System Features	E-Street	Pro-Flo 2	Pro-Flo XT	Pro-Flo Sportsman
Ready to run right-out-of-the-box	✓			✓
Wide band included	✓			
Fully assembled and tested throttle body with injectors, fuel rails, linkage and sensors	✓			
Pre-installed software on supplied touch screen tablet	✓			
Dynamic fuel control, self-mapping fuel curve	✓			
Complete package includes: intake, fuel rails, throttle body, ECU, harness, fuel pump, fuel hose, fuel filter, all sensors and hardware		✓	✓	
Intake manifold design with late model LS style 90mm Throttle Body			✓	
Full-sequential Injection (individual injector firing)		✓	✓	✓
ECU is flash-programmable (no chip) and includes base calibrations	✓	✓	✓	✓
Unlimited calibration storage (PC based software only)		✓	✓	✓
Tune with handheld calibration module (can save and restore up to 3 base maps)		✓	✓	
Real time tuning with handheld calibration module		✓	✓	
Windows based software for user-friendly laptop tuning	✓	✓	✓	✓
Map-N (speed density) tuning strategy; references Engine speed (RPM) against MAP (Manifold Absolute Pressure) to determine fuel and spark requirements	✓	✓	✓	✓
Alpha-N (speed throttle) tuning strategy; references Engine speed (RPM) against Throttle position to determine fuel and spark requirements		✓	✓	✓
4x6 fuel table / 3x6 spark table (Using Cal Module)		✓	✓	
11x16 Load and RPM tables when using PC software	✓	✓	✓	
20x40 Load and RPM tables when using PC software				✓
Closed loop fuel control	✓	✓	✓	✓
Adjustable Rev-limiter	✓	✓	✓	✓
O2 Sensor: Includes narrow band O2 sensor		✓	✓	
O2 Sensor: Includes wide band O2 sensor	✓			✓
Idle Control: PWM & Stepper		✓	✓	
Require the use of PC for first time base calibration selection		✓	✓	✓
Digital "I-Link" tech support – allows Edelbrock technicians to view system and troubleshoot when connected to the internet		✓	✓	✓
USB to serial adapter included		✓	✓	✓

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SUPPORTS UP TO 600 HORSEPOWER



E-Street EFI Base System #3600 Shown



WIRELESS CONNECTIVITY

The Edelbrock E-Street EFI system includes an optional easy-to-use 7" touch screen tablet PC to setup and monitor engine functions

BASE SYSTEM INCLUDES:

- Engine Control Unit
- 7" Touch Screen Tablet PC
- Complete Wiring Harness
- Fully Assembled Throttle Body
- Pre-installed Application and Engine Monitoring Software
- Wide Band Oxygen Sensor
- Gasket & Hardware
- Installation Instructions

EDELROCK E-STREET EFI SYSTEM AFFORDABLE UNIVERSAL THROTTLE BODY ELECTRONIC FUEL INJECTION

Ready to step up from a carburetor to the control and adjustability of a modern Electronic Fuel Injection system, but not ready for the time and hassle needed for a complete multi-point engine management system installation? **Get the fuel economy and performance potential of electronic fuel injection with the Edelbrock E-Street EFI system.**

Edelbrock E-Street EFI is an all new universal throttle body style fuel injection system. It's ideal for any V8 engine originally equipped with a carburetor and intake manifold with a square-bore 4150 style flange. **It features an optional pre-installed, easy to use, interface on the supplied touch screen tablet PC.**

This application allows the user to fine tune, make adjustments and monitor system performance without the need of a laptop PC. **Please visit www.edelbrock.com/etuner to view a complete list of compatible tablets and to download the E-Tuner application.**

With Tablet Without Tablet

E-Street Universal EFI System (base system only without fuel supply system)	●	.....#3600.....	.....#36009
E-Street Universal EFI System (base system with Return-Style Fuel Kit #3604)	●	.....#3602.....	.....#36029
E-Street Universal EFI System (base system with Universal EFI Sump Fuel Kit #3605)	●	.....#3606.....	.....#36069

Installation Notes: This system will require a high pressure EFI compatible fuel delivery system. Some ignition systems may require additional components to be compatible with E-Street EFI system. Call for more info. Three fuel delivery kits are available and sold separately, see the top of the next page for selecting the right kit for your installation.

FEATURES INCLUDE:

- Ready to run right out of the box with a pre-loaded tune in the ECU
- Integrated Wide Band O2 Sensor...
 - Offers highly accurate monitoring in the 10 - 20 AFR range
- Dynamic Fuel Control...
 - No tuning experience required
 - Self-learning system will optimize the tune for your application
- Fully assembled and pressure tested throttle body with injectors, fuel rails, linkage and sensors that readily accepts standard air cleaners for a traditional look
- Includes a fully assembled OEM quality wiring harness with pre-terminated connectors for an easy installation
- Multiple two system options available
- Compatible with popular ignition systems and distributors
- Works great with large, high overlap camshafts with low vacuum
- Includes an easy to use 7" touch screen tablet PC which features...
 - Wireless Connectivity between the ECU and the tablet
 - Capable of controlling two fans
 - Application features a digital gauge cluster for engine monitoring while driving
 - Includes Android operating system for added functionality with downloadable applications and future upgrades
- System will automatically adjust for future engine upgrades
- Industry leading dedicated support staff to assist and answer any questions
- Designed to perform under all weather and altitude conditions



Universal EFI Sump Fuel Kit #3605 Installed

Edelbrock core products are manufactured in the USA for unsurpassed quality.



WHICH E-STREET EFI SYSTEM AND 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.

Part No.	Who should use this system?	Features & Benefits	Limitations
#3602 Includes: E-Street Base System #3600 and Return-Style Fuel Kit #3604	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.	Supports up to 600 HP Fuel pressure can be adjusted for optimum performance Higher horsepower capacity than returnless system Includes a return line to eliminate the potential for fuel vapor lock	Will not work for 600+ HP engines Unbaffled tanks may exhibit fuel starvation, due to sloshing at low fuel levels Requires a return fitting to be installed in the fuel tank
#3606 Includes: E-Street Base System #3600 and Universal EFI Sump Fuel Kit #3605	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.	Supports up to 600 HP Easy to install No need to run new fuel lines under vehicle No issue with fuel starvation, due to sloshing No fuel tank modifications required Maintains pressure at low fuel levels	Will not work for 600+ HP engines Requires an existing mechanical or electric, low pressure pump in vehicle Requires sufficient space to mount the sump in engine compartment Fuel Sump dimensions: 13" H x 7.75" W x 5" D



Return-Style Fuel Kit #3604



Universal EFI Sump Fuel Kit #3607



Supplemental Harness Kit #36054

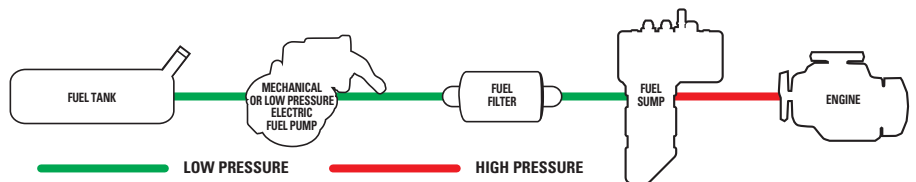
RETURN-STYLE FUEL KIT

This kit includes everything needed to upgrade a carbureted fuel system to a high pressure EFI system, excluding the fuel tank. This kit is a return-style and will complete the fuel system loop by returning unused fuel to the tank. Kit includes a 60 psi fuel pump, adjustable regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets and hardware. A baffled fuel tank is recommend to prevent fuel starvation. **This system is rated for engines up to 600 HP, when used with an E-Street EFI system.**

Return-Style Fuel Kit for E-Street or Equivalent EFI system#3604

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 originally equipped with low pressure carbureted fuel system. It's a complete self-contained system that can be easily installed under the hood of any vehicle. The unique design of this system allows it to deliver a constant fuel pressure of 49 psi or 58 psi. No fuel return line, fuel pressure regulator or fuel tank modifications are necessary when installing these kits. They are intended to be used with the existing factory fuel tank and low pressure pump. The kit includes the fuel sump tank assembly, wiring harness, universal mounting brackets, hose, fittings and all of the necessary hardware for installation.



Universal EFI Sump Fuel Kit (58 psi)#3605

Universal EFI Sump Fuel Kit (49 psi)#3607

Replacement Universal EFI Sump Fuel Tank Only (58 psi)#36052

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 EFI system #3600. This harnesses is not included in the Fuel Sump kits mentioned above. This harness kit is included in the complete E-Street 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

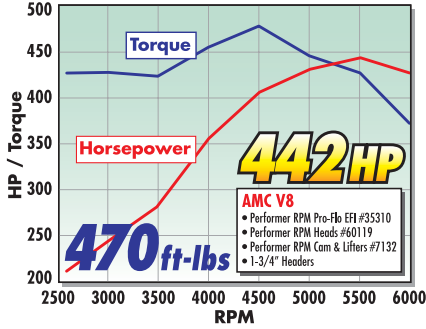
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Edelbrock

EFI SYSTEMS PRO-FLO 2 FOR AMC/JEEP & S/B CHEVY



Dyno test on AMC with Pro-Flo 2 EFI #35310, RPM heads #60119 and RPM cam #7132 produced 442 HP and 470 ft-lbs. of torque



Pro-Flo 2 EFI System #35300 for AMX, Javelin, Jeep & More

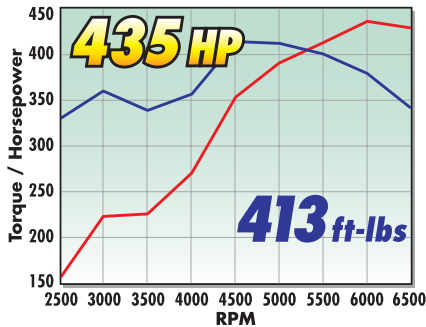
PRO-FLO 2 FOR AMC & JEEP 304-401 V8

Edelbrock Pro-Flo 2 EFI system for AMC and Jeep is ideal for high performance street machines as well as Jeep owners who will love the all-weather, all-altitude performance of multi-point fuel injection. Our EFI is not affected by extreme inclines or angles. You get excellent throttle response throughout the rpm range and great fuel economy with incredible power. These systems also include a distributor for a complete install. For AMX, Javelin, Jeep and More!

Satin Polished

- 1967-69 AMC 343, 390 c.i.d. engines up to 450 HP (29 lb/hr injectors) ●#35300.....N/A
- 1970-91 AMC/Jeep 304, 360, 390, 401 c.i.d. engines up to 450 HP (29 lb/hr injectors)#35310.....#353101

Installation Notes: Recommended intake gasket: Edelbrock #7213. Manifold height: A-4.45", B-5.77", air valve height: 2.25". See page 164 for manifold reference dimensions.



Dyno test of 350 c.i.d. small-block Chevy with Pro-Flo 2 EFI #35000, RPM heads #60739 and RPM camshaft #7102



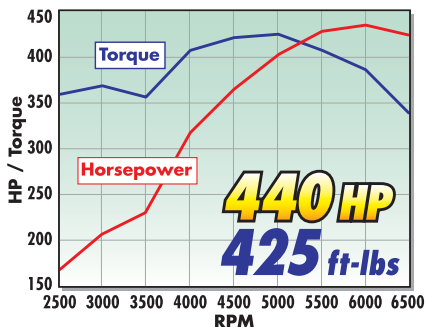
Pro-Flo 2 EFI System #35000

PRO-FLO 2 FOR S/B CHEVROLET 262-400 V8 WITH 4V THROTTLE BODY

These Pro-Flo 2 systems are designed for 1986 and earlier small-block Chevy engines with standard heads or small-block Chevy's with Vortec-style heads, like the Edelbrock E-Tec aluminum heads. They feature a 4V throttle body for even greater performance potential. These systems deliver optimal horsepower and torque in the 1500 to 7000 rpm range.

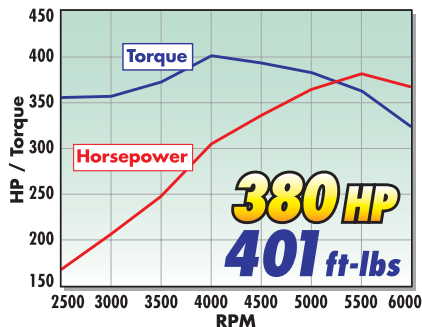
- 1986 & earlier small-block Chevrolet up to 450 HP (29 lb/hr injectors) ●#35000
- Small-block Chevrolet with Vortec or E-Tec heads up to 450 HP (29 lb/hr injectors) ●#35070

Installation Notes: #35000 recommended intake gasket: Edelbrock #7201. Manifold height: A-5.30", B-5.30". #35070 recommended intake gasket: Edelbrock #7235. Manifold height: A-5.20", B-6.25" (see page 164 for manifold reference dimensions), air valve height: 2.25".

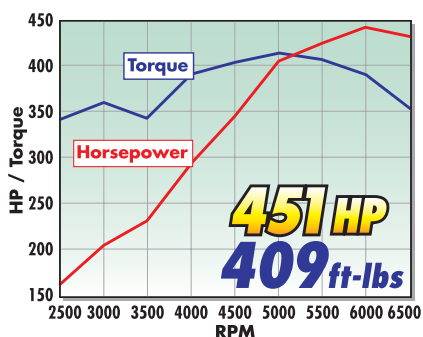


Dyno test of 350 c.i.d. small-block Chevy with Pro-Flo 2 EFI #35070, E-Tec heads #60975 and Rollin' Thunder camshaft #2204

PRO-FLO XT FOR S/B CHEVY AND PRO-FLO 2 FOR B/B CHEVY EFI SYSTEMS

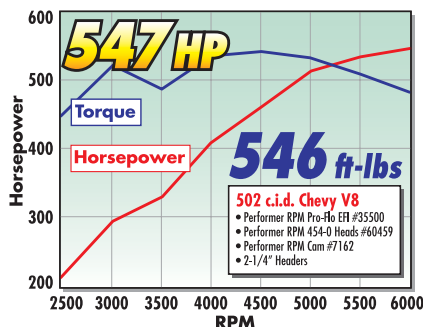


Pro-Flo XT EFI System #3528 for S/B Chevy – tested with our Hydraulic Roller Camshaft #2208 and Performer RPM E-Tec heads #60975



Dyno test of 350 c.i.d. S/B Chevy with Pro-Flo XT EFI System #3528, Rollin' Thunder camshaft #2205 & Performer RPM E-Tec heads #60975

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Dyno test on 502 c.i.d. Chevy with Pro-Flo 2 EFI #35500, Performer RPM heads #60459 and RPM camshaft #7162



PRO-FLO XT FOR S/B CHEVROLET 262-400 V8

These Pro-Flo XT EFI systems are ideal for converting carbureted engines to EFI. They offer more efficiency and driveability in street high performance engines. This system is ideal for small-block Chevys in any type of vehicle from a 4x4 to a street rod or muscle car. Modern electronics complement the Edelbrock Pro-Flo XT EFI manifold designed specifically for this EFI system. Kits #3528/#35283 are designed for 1986 and earlier S/B Chevy engines with Vortec-style heads like the Edelbrock E-Tec aluminum heads. For non-emission engines.

1986 & EARLIER SMALL-BLOCK CHEVROLET

Up to 450 HP (29 lb/hr injectors) ●	.....#3527	.....#35271	.....#35273
Up to 650 HP (44 lb/hr injectors) ●	.....#3537	.....N/A	.....#35373

SMALL-BLOCK CHEVROLET WITH VORTEC OR E-TEC HEADS

Up to 450 HP (29 lb/hr injectors) ●#3528#35281#35283
-------------------------------------	------------	-------------	-------------

Installation Notes: #3527: Recommended intake gasket: Edelbrock #7201. Manifold height: A-9.0", B-8.2", C-16.9", D-2.1", E-0". #3528: Recommended intake gasket: Edelbrock #7235. Manifold height: A-9.2", B-8.4", C-16.9", D-2.1", E-0" (see page 164 for manifold reference dimensions).



PRO-FLO 2 FOR OVAL PORT B/B CHEVROLET

These systems are designed specifically to convert your carbureted 1965-86 oval-port big-block Chevy to EFI. Our fuel-efficient EFI systems deliver superior performance and the potential for improved mileage. When matched with either the stock or Edelbrock Performer cam, this package delivers torque across a broad power band. System #35510 includes 29 lbs/hr injectors and is rated for operation up to 450 hp and system #35500 includes 44 lb/hr injectors and supports up to 650 hp from 1500 to 7000 rpm. Both are ideal for street high-performance 454-502 inch GM crate engines. Compatible with Edelbrock or factory large oval-port heads.

BIG-BLOCK CHEVROLET WITH STANDARD 9.8" DECK HEIGHT

Up to 450 HP (29 lb/hr injectors) ●●	.....#35510	.....#355101
Up to 650 HP (44 lb/hr injectors) ●●	.....#35500	.....#355001

Installation Notes: Recommended intake gasket: Edelbrock #7203. Manifold height: A-5.50", B-6.75", air valve height: 2.25" (see page 164 for manifold reference dimensions).

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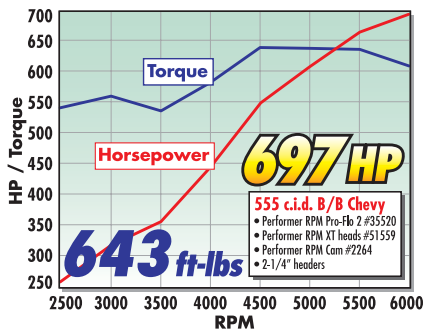
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EFI SYSTEMS PRO-FLO 2 & PRO-FLO XT FOR B/B CHEVY



Dyno Test of 555 c.i.d., 10.0:1 compression B/B Chevy with Pro-Flo 2 EFI #35520, E-CNC heads #79559 and Rollin' Thunder camshaft #2264



Edelbrock/Musi 555 EFI Crate Engine #46550, installed on Vic's 1967 Chevelle which has participated in many Hot Rod Power Tours



Pro-Flo 2 EFI System #35520 for B/B Chevy with Rectangular Ports, Standard 9.8" Deck and 4150 Flange

PRO-FLO 2 FOR RECTANGULAR PORT B/B CHEVROLET

These systems convert your 1965 & Later Mark VI and GEN V/VI rectangle-port big-block Chevy from carburetion to sequential multi-point fuel injection, and deliver up to 850+ hp in the 1500 to 7000 rpm range. They are ideal for street high-performance big-block applications with rectangle port heads, including GM crate engines. **Fuel pump and fuel lines are not included with these systems.** Edelbrock offers a variety of in-line fuel pumps to choose from, based on your engine's fuel demand. Fuel supply line and appropriate fittings are also available separately through Russell. Compatible with Edelbrock or factory large rectangle port heads. For non-emission engines. This is the same system used on Edelbrock's 697 HP 555 c.i.d. EFI crate engine.

BIG-BLOCK CHEVROLET WITH STANDARD 9.8" DECK HEIGHT

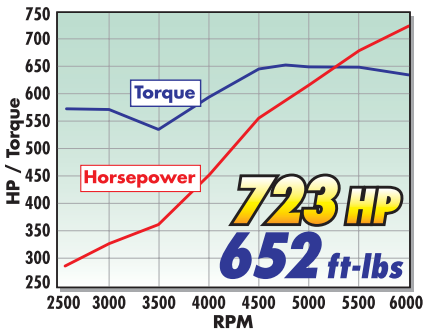
- 4150 Flange up to 850 HP (60 lb/hr injectors) ●●●.....#35520
- 4500 Flange up to 850 HP (60 lb/hr injectors) ●●●.....#35530

BIG-BLOCK CHEVROLET WITH TALL 10.2" DECK HEIGHT

- 4500 Flange up to 850 HP (60 lb/hr injectors) ●●●.....#35540

Installation Notes: Fuel pump not included. Recommended intake gasket: Edelbrock #7202. Manifold height: A-5.90", B-5.90". Air valve height: #35520 2.52", #35530 and #35540 3.25" (see page 164 for manifold reference dimensions).

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Dyno test of 555 c.i.d., 10.0:1 compression B/B Chevy with Pro-XT EFI #3559, E-CNC heads #79559 and Rollin' Thunder camshaft #2264 produced 723 HP @ 6,000 rpm and 652 ft-lbs. of torque @ 4,800 rpm. That's an increase of +26 HP and +9 ft-lbs. of torque over the Pro-Flo 2 system!



Pro-Flo XT System #35583 for B/B Chevy with Rectangular Ports

PRO-FLO XT FOR RECTANGULAR PORT B/B CHEVROLET

These systems convert your 1965 & Later Mark VI and GEN V/VI rectangle-port big-block Chevy to the powerful Edelbrock Pro-Flo XT EFI. Ideal for street high-performance big-block applications with rectangle port heads, including GM crate engines. Compatible with Edelbrock or factory large rectangle port heads. **Systems #3559 and #35593 do not include a fuel pump, filter and lines but are supplied with high capacity Fuel Pressure Regulator #1729.** For non-emission engines.

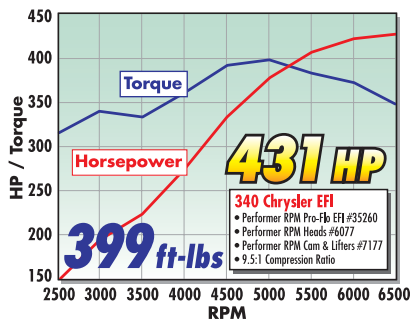
BIG-BLOCK CHEVROLET WITH STANDARD 9.8" DECK HEIGHT

- | | Satin | Black |
|--|-------|--------|
| Up to 550 HP (35 lb/hr injectors) ●●●..... | #3558 | #35583 |
| Up to 650 HP (44 lb/hr injectors) ●●●..... | #3569 | #35693 |
| Up to 850 HP (60 lb/hr injectors) ●●●..... | #3559 | #35593 |

Installation Notes: Recommended intake gasket: Edelbrock #7202. Manifold height: A-9.8", B-10.0", C-17.8", D-0.0", E-10" (see page 164 for manifold reference dimensions).

PRO-FLO 2 & PRO-FLO XT FOR CHRYSLER EFI SYSTEMS

Edelbrock



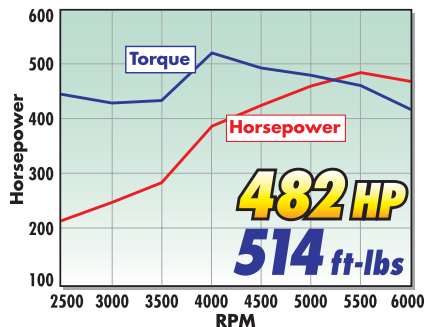
Dyno test of Pro-Flo 2 EFI #35260 on a 340 c.i.d. Chrysler with Performer RPM heads #60779 & Performer RPM camshaft #7177 and 9.5:1 compression

PRO-FLO 2 FOR S/B CHRYSLER 318-360 V8

This system includes everything you need to convert a carbureted 1964-91 small-block Chrysler 340/360 or 318 with 340/360 heads to electronic fuel injection. The result is excellent throttle response throughout the rpm range, great fuel economy with incredible horsepower, smooth engine operation and improved cold starting. This system includes a Mallory distributor for a complete install. Injectors can be upgraded for higher HP applications.

Small-Block Chrysler 318-360 up to 450 HP (29 lb/hr injectors) ●#35260

Installation Notes: Recommended intake gasket: Edelbrock #7276. Manifold height: A-5.78", B-6.78", air valve height: 2.52". (see page 164 for manifold reference dimensions).



Dyno test of Pro-Flo 2 EFI #35080 on a 440 c.i.d. Chrysler with Performer RPM heads #60929, Performer RPM camshaft #7194 and 9.5:1 compression

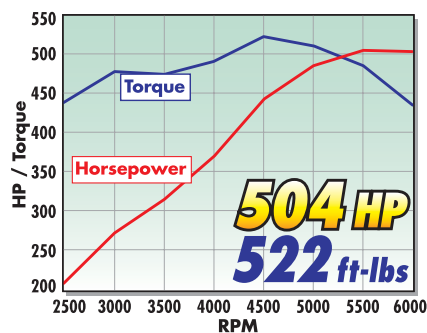
PRO-FLO 2 FOR B/B CHRYSLER 413-440 V8

These systems include the same powerful features as Pro-Flo 2 EFI system #35260, but designed specifically for 413-426 Wedge-440 big-block Chryslers. Our fuel-efficient multi-point electronic fuel injection systems deliver superior performance and the potential for improved mileage. These systems include a Mallory distributor for a complete install. Available with two injector sizes to handle different power requirements.

BIG-BLOCK CHRYSLER 413-440 Up to 450 HP (29 lbs/hr injectors) ●#35090

Up to 550 HP (35 lbs/hr injectors) ●#35080

Installation Notes: Recommended intake gasket: Edelbrock #7225 (use with OE valley pan). Manifold height: A-4.80", B-5.80", air valve height: 2.25" (see page 164 for manifold reference dimensions).



Dyno test of 440 c.i.d. B/B Chrysler with Pro-Flo XT#35443, Performer RPM camshaft #7194 and Performer RPM heads #60929

PRO-FLO XT FOR B/B CHRYSLER 413-440 V8

These systems are designed specifically for 413-426 Wedge and 1961-79 440 big-block Chryslers. Our fuel-efficient multi-point electronic fuel injection systems deliver superior performance and the potential for improved mileage. They include a Mallory distributor for a complete install. For non-emission engines.

BIG-BLOCK CHRYSLER 413-440 Up to 550 HP (35 lbs/hr injectors) ● ●#3544

Up to 650 HP (44 lbs/hr injectors) ● ●#3545

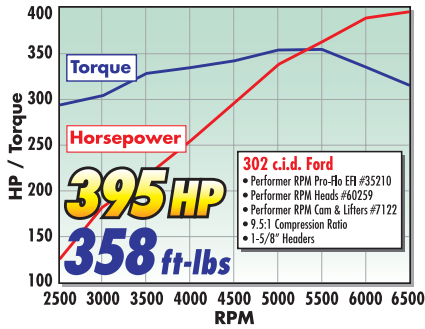
Installation Notes: Recommended intake gasket: Edelbrock #7225 (use with OE valley pan). Manifold height: A-9.7", B-9.6", C-15.9", D-4.0", E-15" (see page 164 for manifold reference dimensions).



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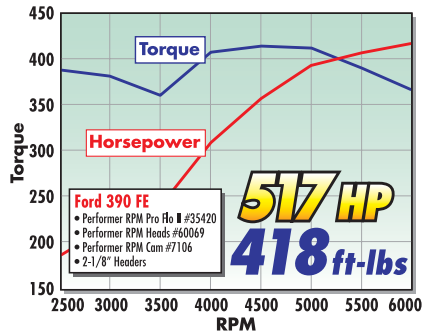
Dyno Test of Pro-Flo 2 EFI #35210 on a 302 c.i.d. Ford with Performer RPM heads #60259 and camshaft #7122



Pro-Flo 2 EFI System #35410 for 351W S/B Ford



Performer RPM Pro-Flo EFI System #35210 installed on Edelbrock's 1965 Mustang



Dyno test of a 390 c.i.d. Ford FE with Pro-Flo 2 EFI #35420, Performer RPM heads #60069 and Performer RPM camshaft #7106



Pro-Flo 2 EFI System #35210 for 289-302 S/B Ford

PRO-FLO 2
FOR S/B 289-302 & 351W FORD

These EFI Systems are designed for 1964-95 small-block Ford 289-302 or 351W. They offer excellent throttle response throughout the rpm range, great fuel economy with incredible horsepower, smooth engine operation and improved cold starting. The included injectors are rated at 29 lbs/hr for operation up to 450 hp. Compatible with Edelbrock or factory heads. Includes a distributor for a complete installation. For non-emission engines. Injectors can be upgraded for higher HP applications.

- | | | |
|---|---------------|-----------------|
| | Satin | Polished |
| 289-302 S/B Fords up to 450 HP (29 lb/hr injectors) | ●●.....#35210 |#352101 |
| 351W S/B Fords up to 450 HP (29 lb/hr injectors) | ●.....#35410 |#354101 |

Installation Notes: Recommended intake gasket: Edelbrock #7220. Kit #35210 is supplied with a distributor for roller camshaft applications. Flat tappet camshaft applications will require the use of an iron distributor gear, MSD #85852. Manifold height: #35210 A-5.76", B-5.76"; #35410 A-5.75", B-5.75", air valve height: 2.25" (see page 164 for manifold reference dimensions).



Pro-Flo 2 EFI System #35420 for B/B Ford 390-428

PRO-FLO 2
FOR B/B 390-428 FE FORD

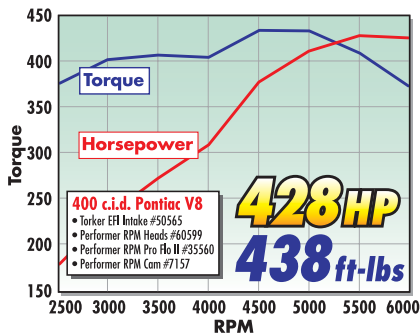
These EFI Systems are designed to convert 1961-76 big-block Ford 390-428 engines to fully sequential, electronic fuel injection. Get improved throttle response throughout the rpm range, great fuel economy with incredible horsepower, smooth engine operation and improved cold starting. These kits include a Mallory distributor for a complete installation. For non-emission engines.

- | | |
|---|--------------|
| 390-428 B/B Ford FE up to 450 HP (29 lb/hr injectors) | ●.....#35420 |
| 390-428 B/B Ford FE up to 650 HP (44 lb/hr injectors) | ●.....#35430 |

Installation Notes: Recommended intake gasket: Edelbrock #7224. Manifold height: A-6.49", B-6.49", air valve height: 2.52" (see page 164 for manifold reference dimensions).

PRO-FLO 2 FOR PONTIAC, PRO-FLO 2 CONVERSION KIT **EFI SYSTEMS**

Edelbrock



Dyno test of the Pro-Flo 2 EFI #35560 on a 400 c.i.d. Pontiac with Performer RPM heads #60599 and Performer RPM camshaft #7157 produced 428 hp @ 5500 RPM and 438 ft-lbs. torque @ 4500 RPM



Pro-Flo 2 EFI System #35210 for Pontiac 326-455 V8

PRO-FLO 2 FOR PONTIAC 326-455 V8

These systems are designed specifically for 1965-79 Pontiac 326-455 engines. Our fuel-efficient fully sequential electronic fuel injection systems deliver superior performance and the potential for improved mileage. Each system includes a Mallory distributor for a complete install. Will not fit Ram Air V and 265/301 V8's or under Trans Am Shaker Hood.

- Pontiac 326-455 c.i.d. V8 up to 450 HP (29 lb/hr injectors) ●●●.....#35560
- Pontiac 326-455 c.i.d. V8 up to 650 HP (44 lb/hr injectors) ●●●.....#35550

Installation Notes: Recommended intake gasket: Edelbrock #7280. Manifold height: A-6.03", B-7.15", air valve height: 2.52" (see the bottom of this page for reference chart).



Pro-Flo 2 Conversion Kit #35100 for S/B & B/B Chevy

PRO-FLO 2 CONVERSION KITS FOR S/B & B/B CHEVY AND FORD

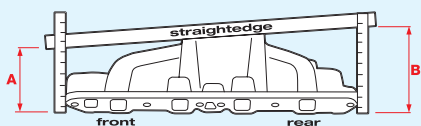
Now you can upgrade your original Edelbrock Pro-Flo electronics to our more powerful Pro-Flo 2 EFI system. These kits include all of the necessary components to upgrade an Edelbrock first-generation Pro-Flo fuel injection system to the second-generation Pro-Flo 2. Each kit contains: flash-programmable control unit (ECU), USB to serial port adapter, oxygen sensor (narrow band), complete wiring harness, AC power adapter, exclusive Handheld Calibration Module, calibration module cord adapter, MAP sensor, software CD, firewall wiring harness grommet, complete installation instructions and all the necessary hardware for a hassle free installation.

- Pro-Flo 2 Conversion Kit for Small-Block & Big-Block Chevy ●●.....#35100
- Pro-Flo 2 Conversion Kit for Small-Block Ford 351W ●.....#35120*

IMPORTANT MEASUREMENTS HOOD CLEARANCE SPECIFICATIONS FOR EDELBROCK PRO-FLO 2 & PRO-FLO XT MANIFOLDS

To ensure adequate hood clearance, check the height and length of your Pro-Flo 2 or 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 throttle body flange to the rear of the manifold.

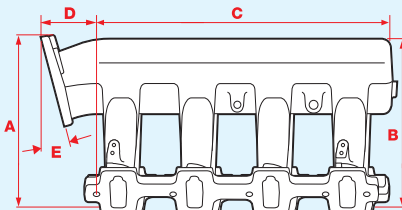
Pro-Flo 2 EFI Systems



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"

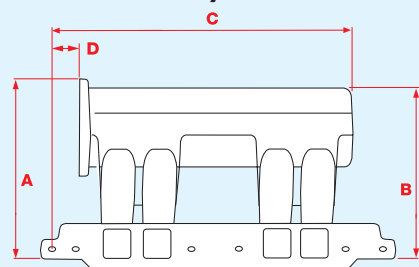
Pro-Flo XT EFI Systems



Part #	A*	B*	C	D	E
3544, 35443, 3545, 35453	9.7	9.6	15.9	4.0	15°
3520, 35203, 3524, 35243	9.9	9.6	17.7	1.4	10°

* To end seal surface

Pro-Flo XT EFI Systems



Part #	A	B	C	D	E
3527, 35273, 3537, 35373, 3528, 35283, 3538, 35383	9.0	8.2	16.9	2.1	0°
3557, 35573, 3567, 35673, 3558, 35583, 3569, 35693, 3559, 35593	9.6	8.8	17.5	0.8	0°
	9.8	10	17.8	0	10°

*Available while supplies last

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PRO-FLOTM
Sportsman
ENGINE MANAGEMENT

DESIGNED FOR
PROFESSIONAL RACERS
IN ALL FORMS OF RACING



Jet Circle Boat champion Tom Bandy uses Pro-Flo Sportsman EFI, along with Edelbrock cylinder heads, intake manifold and water pump to stay ahead of the competition



Pro-Flo Sportsman is the same technology used by Rickie Smith, the first ever "Back to Back" NHRA Pro Mod champion

GOT AN EFI TECH QUESTION?

no problem, contact our dedicated EFI tech staff online at <http://forums.edelbrock.com> or call 1-800-416-8628 Monday - Friday 7am - 5pm



Pro-Flo Sportsman Complete System #3666 Shown

EDELBRÖCK PRO-FLO SPORTSMAN
INTRODUCING FLEXIBLE ENGINE MANAGEMENT

Edelbrock Pro-Flo Sportsman is the next step in Edelbrock Electronic Fuel Injection offering dynamic Engine Management for late-model high-performance engine swaps, sportsman racing, Pro-Mod and drag boat applications ready to take fuel injection performance to a new level.

Pro-Flo Sportsman is ideal for high horsepower applications. Features include the compact ECU with harness, fully-sequential injection, real-time tuning, dual-calibrations that can be switched on-the-fly, electronic boost control, four-stage nitrous control, on-board data logging and choice of speed density (Map-N) or speed throttle (Alpha-N) tuning methods. This tuning flexibility enables Pro-Flo Sportsman users the ability to properly tune any engine combination.

The Pro-Flo Sportsman ECU is manufactured in conjunction with EFI Technology Inc., a world leader in advanced engine management systems. This powerful, yet compact ECU is designed for maximum RF immunity and reliability. Support is second to none and features Digital "I-Link" – real-time support that allows Edelbrock technicians to see what's going on with your system when connected to the internet. Kit includes Engine control unit (ECU), Software, OEM grade wire harness, NTK wideband sensor and USB to Serial adapter.

Pro-Flo Sportsman Engine Management Complete System ●	#3666
Pro-Flo Sportsman Engine Control Unit Only ●	#3554
Pro-Flo Sportsman Harness Only	#3555
Pro-Flo Sportsman Communication Cable	#3560

FEATURES INCLUDE:

- 8 low impedance injector drivers (peak and hold)
- Fully-sequential fuel injection
- Internal NTK wide band controller with high quality sensor included
- Closed-loop lambda control
- On board data logging
 - 1 megabyte of logger memory
 - 1-100 samples per second (Hz)
 - Selectable per channel
- 4-stages of dry or wet nitrous control
- Electronic boost control (PWM)
- "Real Time" tuning – allows for laptop tuning on the fly
- Two tuning methods to choose from:
 - Speed Density (Map-N) – references engine RPM and MAP (manifold absolute pressure)
 - Speed Throttle (Alpha-N) – references engine RPM and throttle position
- High resolution spark & fuel maps (20 x 40 cells)
- Dual, switchable on-the-fly maps
- Windows® based software for user-friendly laptop tuning
- OEM grade harness for an easy installation
- Digital "I-Link" tech support – allows Edelbrock technicians to see your system when connected to the internet
- Hall effect and Variable Reluctance magnetic cam/crank inputs
- Designed for immunity from RF interference
- Engine Control Unit
 - Lightweight: 1.1 pounds
 - Compact Size: 5.25" x 4.75" x 1.75"
- USB to serial adapter included

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
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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.



#29785



#28455



#70855



#28155



#29545



#29245

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Description	Part No.	Page No.
SMALL-BLOCK CHEVY		
Victor E 23° EFI ●	#29785	41
Super Victor EFI for E-Tec/Vortec Heads ●	#29135	43
CHEVY LS1		
Victor Jr. LS1/LS2 Competition EFI Intake Manifold Only ●●	#29085	45
Super Victor LS1/LS2 EFI Manifold ●	#28095	45
Super Victor LS3 Manifold EFI for 4500 Style Throttle Bodies ●	#28215	46
Super Victor LS3 Manifold EFI for 4150 Style Throttle Bodies ●	#28265	46
Victor Jr. LS Series Gen IV EFI Manifold for L92 Heads ●●	#28455	46
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Victor Jr. 454-R EFI ●	#29025	50
Victor Jr. 454-O EFI ●	#29045	50
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Super Victor BBC EFI ●	#29275	52
Super Victor BBC EFI Tall-Deck ●	#29165	52
Big Victor Spread-Port for Edelbrock Big Victor, Profiler Raptor & Big Chief 9.8" ●	#28015	53
Big Victor Spread-Port for Edelbrock Big Victor, Profiler Raptor & Big Chief 10.2" ●	#28025	53
Big Victor Spread-Port for Brodix Big Duke heads 9.8" ●	#28055	53
Big Victor Spread-Port for Brodix Big Duke heads 10.2" ●	#28065	53
Big Victor HV EFI for Edelbrock, Brodix & Dart Heads 9.8" ●	#28035	54
Big Victor HV EFI for Edelbrock, Brodix & Dart Heads 10.2" ●	#28045	54
SMALL-BLOCK CHRYSLER		
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Torker II EFI Pontiac Polished (non-EGR) ●●	#505651	78
Super Victor EFI Pontiac (based on #2956) ●	#29565	78
Super Victor EFI Pontiac (based on #2957) ●	#29575	78

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2 Channel Wide Band Air/Fuel Ratio Interface #3532



Wide Band O2 Sensor #91171



O2 Sensor Weld-On Bung #91172



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 126 for more information.

WIDE BAND AIR/FUEL RATIO KIT FOR PRO-FLO 2, PRO-FLO XT, PRO-FLO XT-R FUEL INJECTION SYSTEMS

This Edelbrock Wide Band Air/Fuel Ratio interface unit will not only work with all current Edelbrock EFI systems, but with any aftermarket EFI 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 ± 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

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

WIDE BAND OXYGEN SENSOR CABLE EXTENSION

This extension cable measures 12 feet in length and is designed for extending the Edelbrock O2 Sensor #91171 to the Edelbrock Wide Band Sensor Harness. It is provided with the connector terminated on one end only, allowing for the cable length to be tailored to custom applications. It can then be terminated with the provided connector.

Wide Band Oxygen Sensor Cable Extension (12 ft.).....#91173

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



Multi-Coil Driver #3572



LS1 engine with Edelbrock Pro-Flo XT intake manifold, 90mm throttle body, multi-coil driver, optional coil covers, water pump, valley plate and two-piece timing cover

MULTI-COIL DRIVER FOR EDELBROCK EFI SYSTEMS

The 3572 is a multiple coil driver box that interfaces with the Pro-Flo 2, Pro-Flo XT, Pro-Flo Sportsman and Pro-Flo XT-R engine management kits when using coil-on-plug ignitions systems. This product is for use with ignitor-type coils only, such as the GM LS series coils, and Edelbrock Pro-Flo 2, Pro-Flo XT, Pro-Flo Sportsman and Pro-Flo XT-R engine management systems.

Multi Coil Driver for Coil On Plug Ignition ●●.....#3572

ENGINE CONTROL UNITS

Pro-Flo 2 & Pro-Flo XT ●	.....	#91157
Pro-Flo XT-R ●	.....	#3556

FUEL INJECTORS

	Single	Set of 4	Set of 8
Fuel Injector 60 lb/hr @ 43 psi; 85 lb/hr @ 87 psi, high impedance ● ●	#3687	N/A.....#3686
Pico Fuel Injector 19 lb/hr @ 45 psi for #3501, #35020, #35050, #35060, #35620 & #35630 ● ●	#3574	N/A.....N/A
Pico Fuel Injector 29 lb/hr @ 45 psi for #35000 produced after November 2005, #35030, #35070, #35090, #35210, #35260, #35270, #35280, #35300, #35310, #35410, #35510, #35640 & #35650 ● ●	#3583	N/A.....#3853
Pico Fuel Injector 35 lb/hr @ 45 psi (set of 8) for #35080 ● ●	#3635	N/A.....#3636
Pico Fuel Injector 44 lb/hr @ 45 psi (set of 8) for #35500 ● ●	#3685	N/A.....#3684
Fuel Rail Stands (for use with Pico fuel injectors) ● ●	N/A	#3619.....N/A

ELECTRONICS

Calibration Module	.....	#35360
Calibration Module	.....	#3519
Calibration Module Cord & Adapter	.....	#35370
Calibration Module Cord & Adapter	.....	#3571
USB to Serial Converter	.....	#91147
30 AMP Harness Power Relay (12 volt, for Pro-Flo 2 systems only)	.....	#36014
Pro-Flo Ignition Amplifier (for Pro-Flo systems)	.....	#3518
Distributor Conversion Kit (for S/B Chevy Pro-Flo 2 systems)	.....	#3576
Distributor Short Body (for S/B Ford 289-302 Pro-Flo XT systems)	.....	#3617

SENSORS

Throttle Position Sensor (clockwise rotation, GM type)	.....	#36018
Throttle Position Sensor (for Pro-Flo and Pro-Flo 2 systems)	.....	#3582
Coolant Temp Sensor	.....	#3589
Coolant Temp Sensor (for Pro-Flo and E-Street systems)	.....	#36012
Air Temp Sensor (for push-in connections)	.....	#3578
Air Temp Sensor (3/8"-18 NPT thread)	.....	#3588
MAP Sensor (for first generation Pro-Flo systems)	.....	#3587
MAP Sensor 1 Bar (for Pro-Flo 2 systems)	.....	#36019
MAP Sensor 2 Bar (for Pro-Flo 2 systems)	.....	#36020
Oxygen Sensor (narrow band, 4-wire)	.....	#36013
Wide Band Oxygen Sensor (for the Pro-Flo Sportsman systems)	.....	#36010
Hall Effects Sensor (for S/B & B/B Chevy Pro-Flo 2 systems)	.....	#3517
EFI PCV valve	.....	#3592
PCV valve fitting	.....	#3593

IDLE MOTORS

GM Stepper IAC Motor	.....	#36015
PWM Idle Air Motor and Gasket (Hitachi)	.....	#36017
Idle Air Motor (for Magneti Marelli Throttle Bodies)	.....	#3599

FUEL DELIVERY

Fuel Pump 57 gph @ 45 psi, 3/8" hose barb inlet/outlet	.....	#3594
Fuel Pump 80 gph @ 45 psi, -10 AN inlet/outlet	.....	#1790
Fuel Pump 120 gph @ 45 psi, -12 AN inlet/outlet	.....	#1794
Fuel Pump for MPFI	.....	#3581
EFI Pump relay	.....	#3586
Fuel Filter	.....	#3596
Regulator Fitting (-6 AN for Pro-Flo 2 and Pro-Flo XT 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 and Pro-Flo XT systems)	.....	#3584
Fuel Pressure Regulator (for Performer MPFI kits)	.....	#3595

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



PRODUCT EMISSIONS GUIDE

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PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



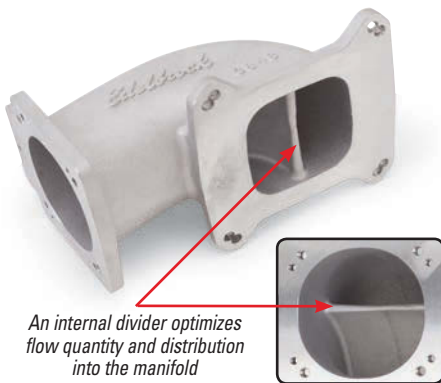
Ultra Low Profile Intake Elbow #3847



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 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.

	Satin	Black
Ultra Low Profile Intake Elbow (up to 90mm Throttle Body) ●	#3847	#38473
Low Profile Intake Elbow (up to 90mm Throttle Body) ●	#3848	#38483

Installation Note: Use of an LS1 Throttle Body will require Edelbrock Throttle Body Adapter Plate #2737.

HIGH FLOW ELBOWS

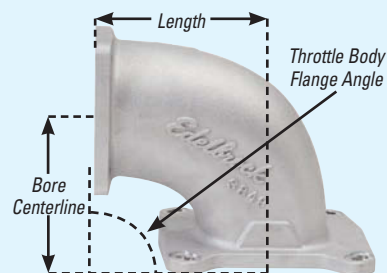
These elbows are designed for use in high hp race applications. An internal divider optimizes flow distribution to all ports of the manifold by reducing turbulence. **High Flow Elbow #3849** is an ultra high flow version which measures 4.50" from flange to throttle body centerline (7.75" overall height). 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.

	Satin	Black
High Flow Intake Elbow (up to 95mm Throttle Body) ●	#3849	#38493
High Flow Intake Elbow for 4500 flange (up to 95mm Throttle Body) ●	#3814	#38143
High Flow Intake Elbow for 4500 flange (up to 120mm Throttle Body) ●	#3815	#38153

INTAKE ELBOW DIMENSIONS

Part No.	Bore		Overall Throttle Body	
	Length	Centerline	Height	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°



THROTTLE BODY ADAPTER

Throttle Body Adapter for LS1 throttle body to EFI elbow.....#2737

THROTTLE BODY GASKET

Throttle Body Flange - for 90mm throttle body#3813

FEATURES INCLUDE:

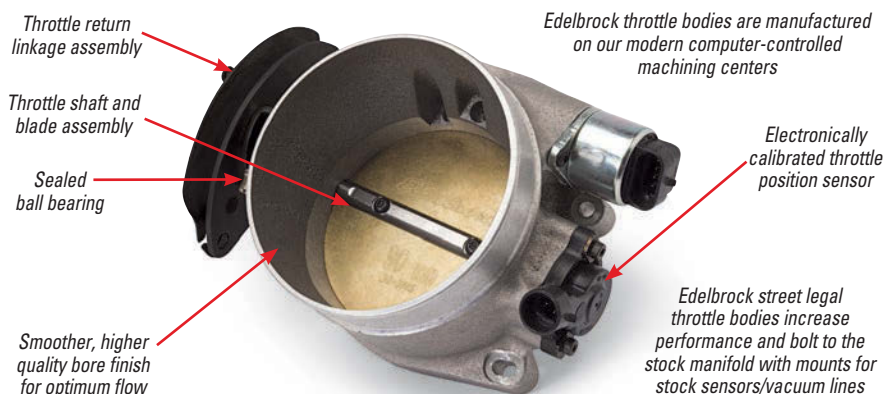
- **Larger than stock throttle bore for increased air volume and more power**
- **Engineered, cast, machined and assembled by Edelbrock in the USA**
- **Sealed throttle shaft ball bearings for safe, smooth operation**
- **Edelbrock is one of few manufacturers that include a brand new Throttle Position Sensor (TPS) that is pre-installed and factory set with the same high-tech equipment used by Original Equipment Manufacturers (included on most applications - check listings)**

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



EDELBROCK THROTTLE BODIES

The key to improving power on any internal combustion engine is maximizing its volumetric efficiency. Edelbrock throttle bodies are designed and manufactured to deliver more air for increased performance. Edelbrock begins with a brand new casting that has been engineered by Edelbrock and cast in our ultra-modern foundry in San Jacinto, CA. Each casting is then precision machined and assembled, by Edelbrock, with the finest OE quality components and under the scope of Edelbrock's strict ISO 9001 quality control standards. 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. Edelbrock 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 fitment. 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



Pro-Flo XT Throttle Body #38693

Pro-Flo XT Throttle Body #3818



PRO-FLO XT THROTTLE BODIES

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 for Chevy, Chrysler and Ford applications in satin, polished or black powder coat finish.

UNIVERSAL

These 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 #7135, #71353, #7136, #71363, #7137, #71373, #7139, #71393, #7144 and #71443.

Universal 90mm Pro-Flo XT Throttle Body (1100 cfm) ●●.....#3869.....#38691.....#38693

SMALL-BLOCK FORD

This throttle body was developed for use with our Throttle Body Intake Elbows or with our small-block Ford 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.

90mm Pro-Flo XT Throttle Body for Small-Block Ford (1100 cfm) ●●.....#3818..... N/A.....#38183

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Throttle Body/EGR Plate #3825/#3828



Throttle Body #3871



70mm Victor Racing Throttle Body #3811



LT1/LT4 Throttle Body #3809



LS1 Throttle Body #3867

FORD

1986-95 5.0L MUSTANGS

Street legal for late-model 5.0L Ford Mustangs. 65mm size is ideal for stock manifolds. 70mm is the optimum choice for the Performer 5.0/Performer RPM 5.0 EFI intake and The Total Power Package (70mm gained 10 hp over stock throttle body). 75mm is intended for more radical engine combinations and requires port matching to fit most manifolds. 1986-93 throttle bodies must be used with matching EGR Plates. Gaskets are included. 50-state street legal E.O. Number D-215-75.

	65mm	70mm	75mm
1986-93 5.0L Mustang Throttle Body and EGR Plates ●	.....#3824/#3827	.....#3825/#3828	.....#3826/#3829
Replacement Gasket Sets	.....#3830	.....#3830	.....#3831
1994-95 5.0L Mustang** ●	.....N/A	.....#3845	.....N/A

4.6/5.4L MUSTANG, F-150, PASSENGER CARS, TRUCKS AND SUV'S

Designed for 1996-03 Mustang GT, 1991-95 cars, 1997-03 F-150, F-250, Navigator, Mountaineer, Blackwood, Expedition and Excursion equipped with modular 4.6/5.4L V8. Add 6-8 hp with great throttle response. 50-state street legal E.O. Number D-215-75.

70mm Throttle Body for 1996-03 4.6L Mustangs ●	.....#3871
75mm Throttle Body for 1996-03 4.6L Mustangs ●	.....#3872

VICTOR 5.0L RACING

Based on our 5.0L Mustang throttle bodies, the Victor 70mm and 75mm race throttle bodies can be easily adapted to a wide variety of applications. We eliminated the idle air motor mount and all unnecessary vacuum tubes, making these throttle bodies especially well suited for boosted applications. The throttle arm cable wheel has multiple take-off points. They are cast and fully machined by Edelbrock and come complete and ready to run with a throttle position sensor installed and pre-set. These throttle bodies can be adapted to a number of applications using our 1/2" thick spacer/adapters. Intake port matching will be required.

70mm Throttle Body (629 cfm) ●	.....#3811
75mm Throttle Body (700 cfm) ●	.....#3812
70mm Spacer/Adapter for Honda and Acura ●	.....#38112
75mm Spacer/Adapter for Honda and Acura ●	.....#38122
70mm Universal Spacer/Adapter (undrilled) ●	.....#38113
75mm Universal Spacer/Adapter (undrilled) ●	.....#38123

THROTTLE BODY ADAPTERS FOR 1994-95 MUSTANGS

These adapters are required to install Edelbrock 5.0L manifolds #3821/#7123 on 1994-95 Mustangs. 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 & #7126 ●	.....#3835
1994-95 Mustang Throttle Body Adapter for Edelbrock 5.0L manifolds #3821 & #7126 with black powder coated finish ●	.....#38353
1994-95 Mustang EGR Supply Spacer for #7123 (use with #3835 or #38353) ●	.....#8025

GENERAL MOTORS

GM LT1/LT4 - 52MM & 58MM

Designed for 1994-97 vehicles with LT1 engines and 1996 LT4 engines. Match with our Performer LT1 head #61909, LT1 manifold #7107 and camshaft #2108 for The Total Power Package premium performance. For a LT4 Power Package match with our LT4 head #61939, LT4 manifold #7109 and camshaft #2108. Gaskets included. See page 43 for LT1/LT4 intake manifolds. 50-state street legal E.O. Number D-215-75.

52mm Twin Throttle Body 1994-97 (720 cfm) ●	.....#3809
58mm Twin Throttle Body 1994-97 (requires port matching on O.E. intakes, 800 cfm) ●	.....#3810

Installation Notes: #3810 requires port matching to plenum on O.E. intake manifold; Edelbrock intake manifold #7109 does not require port matching.

GM LS1 - 80MM

Designed to fit factory plenum with no modifications. They are cast, fully machined, and assembled by Edelbrock using all new components including a pre-set TPS and an idle air bypass solenoid. Extra idle control is provided with the addition of an idle bleed screw. 50-state street legal E.O. Number D-215-75.

80mm Throttle Body for 1998-99 Camaro/Firebird ●	.....#3867
80mm Throttle Body for 2000-02 Camaro/Firebird and 2004 Pontiac GTO ●	.....#3868

THROTTLE BODIES

Edelbrock

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVE TRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

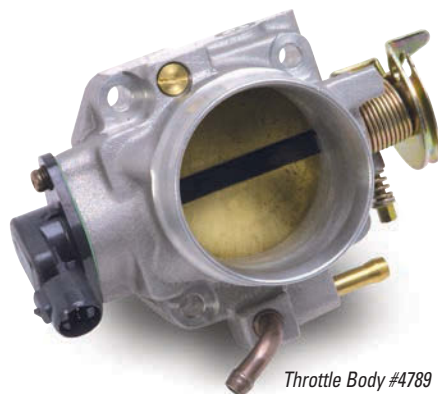


LS Series 90mm Throttle Body #38643

GM LS SERIES – 90MM

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.

- 90mm LS Series Throttle Body (1100 cfm) ●●.....#3864
- 90mm LS Series Throttle Body with Black Powder Coated Finish (1100 cfm) ●●.....#38643
- 90mm LS Series Throttle Body with Black Powder Coated Finish (1100 cfm) no TPS/IAC ●●.....#386403
- 90mm LS Series Throttle Body without IAC or TPS (1100 cfm) ●●.....#38640



Throttle Body #4789



LS Series 90mm Throttle Body #3864



LS Series 90mm Throttle Body #38640

HONDA/ACURA

65MM THROTTLE BODIES FOR HONDA & ACURA'S

Designed by Edelbrock, these direct bolt-on throttle bodies come complete with a new throttle position sensor and bore area that's 18% larger than stock for increased performance. Edelbrock street legal throttle bodies bolt directly to the stock manifold with mounts for stock sensors and vacuum lines. They are the racers choice for accurately controlling airflow into the Edelbrock Victor X manifold but are also engineered to work perfectly on an OE intake. The large bore area is capable of enough airflow to supply full tilt alcohol and turbocharged drag engines making upwards of 800 hp. 50-state street legal E.O. Number D-215-48.

- 65mm 1.8L 1994-01 Acura Integra GSR (B18C) ●.....#4790
- 65mm 1.8L 1996-01 Acura Type R Integra (B18C5) ●.....#4789



1000 cfm Universal Throttle Body #3878

UNIVERSAL 4-BARREL THROTTLE BODIES

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). #3878, #3879, and #3888 include a Delphi/GM idle air control (IAC) motor. #38783 includes a Hitachi (PWM) IAC motor (two wire). Will fit standard style air cleaners (5-1/8" or 4500 series). Available in standard finish or black powder coated.

UNIVERSAL 4-BARREL THROTTLE BODIES WITH DELPHI/GM IAC

- For Standard Square-Bore Carb Mount Flange (1.75" throttle bores, 1000 cfm) ●●.....#3878.....#3978
- For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm) ●●.....#3879.....#3979
- For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm) ●●.....#3888.....#3988

4-BBL. THROTTLE BODIES WITH HITACHI LINEAR IAC

- For Standard Square-Bore Carb Mount Flange (1.75" throttle bores, 1000 cfm) ●●.....#38783.....N/A

UNIVERSAL 4-BARREL THROTTLE BODIES WITHOUT IAC MOTOR

- For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm) Accepts GM/Delphi IAC only ●●.....#3862.....N/A
- For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm) Accepts MotoTron IAC motor only ●●.....#38633.....N/A

Installation Note: It may be necessary to plenum match the carb flange of the intake manifold to eliminate a positive step created by the oversized bores of throttle body #3888 or #3988.



1600 cfm Universal Throttle Body #3988

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All of our crate engines are warranted through us directly. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross country cruise, we've got you covered. **Important Note: To activate warranty service, the warranty card included with the engine must be completed and submitted to Edelbrock within thirty (30) days of purchase.**



FULLY ASSEMBLED CRATE ENGINES & KITS

Edelbrock offers a vast selection of **100% brand new**, fully-assembled performance crate engines for small-block Chevy, LS Chevy, big-block Chevy, 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, carb, valve covers and air cleaner 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 GM short 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 or EFI with Edelbrock:**
 - Performer, Performer RPM, Dual-Quad or RPM Air-Gap manifolds
 - Aluminum heads with swirl-polished stainless steel valves
 - E-Street, Pro-Flo® 2 or Pro-Flo XT EFI systems
 - Performer or Thunder Series AVS® carburetors
 - Dyno-matched Hydraulic Roller camshafts

LS CHEVY

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 4.0" stroke, and 4.065" 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.

- **Available in three packages:**
 - Engine and electronics package, providing a tuned and ready to run solution for any project vehicle
 - Complete engine, accessories and electronics package for the ultimate in LS performance
 - Long Block only

BIG-BLOCK CHEVY

Edelbrock's 555 c.i.d. big-blocks 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.** Each 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 three performance levels, including 676 hp, 697 hp and 723 hp.**

- **Available carbureted or EFI with Edelbrock:**
 - Top-of-the-line Thunder AVS carb and Victor Jr. manifold
 - Fully CNC'd E-CNC aluminum heads with swirl-polished stainless steel valves
 - Pro-Flo 2 or Pro-Flo XT EFI systems
 - Dyno-matched Hydraulic Roller camshafts

SMALL-BLOCK FORD

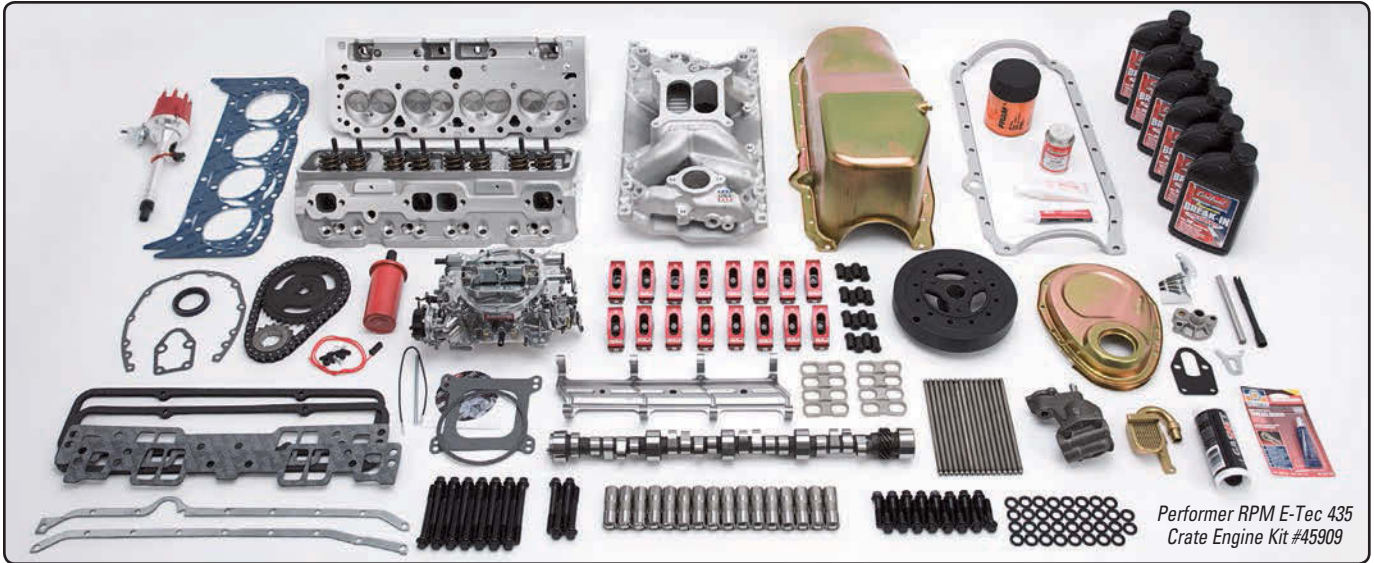
Assembled with a brand new aftermarket 347 short block (8.2" deck height). **These crate engines are available in two unique performance levels, including 438 hp and 449 hp.**

- **Available carbureted with Edelbrock:**
 - RPM Air-Gap or RPM Air-Gap Dual-Quad manifold
 - Performer RPM aluminum heads with swirl-polished stainless steel valves
 - Thunder Series AVS carburetors
 - Dyno-matched Hydraulic Roller camshafts
 - Front or rear sump oil pans

FORD 5.0L

Now available from Edelbrock, is a complete supercharged Coyote engine for your Ford. **The E-Force supercharger systems helps this engine deliver 700 hp and 606 ft.-lbs. of torque. The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91 octane pump gas.**

- **Available in one package:**
 - Engine and electronics package, providing a tuned and ready to run solution for any project vehicle



Performer RPM E-Tec 435
Crate Engine Kit #45909



Includes a full color step-by-step instruction manual

DO-IT-YOURSELF CRATE ENGINE KITS YOU FIND THE SHORT BLOCK & WE SUPPLY THE REST!

Edelbrock is excited to offer a Do-It-Yourself crate engine kit for customers that already have a short-block ready for assembly. These kits are for early and late small-block Chevys include Edelbrock camshaft, Edelbrock Thunder Series AVS carburetor, Edelbrock intake manifold, Edelbrock aluminum cylinder heads, Edelbrock roller rocker arms, balancer, oil pump, gaskets, nuts, bolts, assembly lube, Edelbrock break-in oil and detailed assembly instructions. Customers have the choice of a Performer Series package for an 8.5:1 ratio engine or a Performer RPM Series package for a 9.5:1 ratio for more horsepower and torque.

PERFORMER 310 HP KIT

This Do-It-Yourself crate engine kit gives you everything you need to build your own Edelbrock Performer 310 hp (#45100) crate engine. This kit is designed for use with a 1986 and earlier short-block.

KIT INCLUDES:

- Thunder Series AVS Electric Choke Carburetor 650 CFM #1806
- Performer-Plus Camshaft #2102
- Performer EPS Intake Manifold in Natural Satin Finish #2701
- Performer Series Cylinder Heads #60759
- Cylinder Head Bolts #8550
- 7.8" Push Rod (Set of 16) #9630
- 1.5:1 Ratio Roller Rocker Arm Kit (Set of 16) #77770
- Performer-Link Timing Chain Set #7800
- Timing Chain Cover
- Crankshaft Balancer
- Distributor
- Ignition Coil
- Oil Filter Adapter, Oil Pump, Oil Pump Shaft and Oil Filter
- Cylinder Head Gaskets, Intake Manifold Gaskets #7201, Valve Cover Gaskets, Fuel Pump Gasket and Timing Cover Gasket
- Edelbrock Premium SAE 30 Break-In Oil (6 qts.) #1070
- Torco Engine Assembly Lube #1075
- Edelbrock Gasgacinch #9300
- Thread Sealant and Silicone
- All necessary Hardware and Instructions for Installation

Do-It-Yourself Performer Crate Engine Kit ●#45109

Important Notes: This kit does not include: crank shaft, connecting rods, pistons, rear main seal, freeze plugs, cam bearings, journal bearings, fuel pump, spark plug wires, spark plugs, water pump, oil pan, oil pump pick up and oil pan gasket. Flat top pistons are highly recommended to maintain the 8.5:1 compression ratio when paired with the supplied 70cc cylinder heads.

Customers have the ability to order a DIY crate engine package for other Edelbrock crate engines or specially tailored packages for their specific needs. Call the Tech Department for more information.

PERFORMER RPM E-TEC 435 HP KIT

This Do-It-Yourself crate engine kit will give you everything needed to build your own Edelbrock Performer RPM E-Tec (#45900) crate engine that produces 435 hp and 435 ft.-lbs. of torque. It's designed for use with 1987 and later short-blocks with 4-bolt mains, 1-piece rear main seal and camshaft thrust plate.

KIT INCLUDES:

- Thunder Series AVS Electric Choke Carburetor 800 CFM #1813
- Rollin' Thunder Camshaft #2204
- RPM Air-Gap Vortec Intake Manifold with Natural Satin Finish #7516
- Performer RPM E-Tec 170 Cylinder Heads #60975
- Cylinder Head Bolts #8550
- 7.191" Push Rod (Set of 16) #9653
- 1.5:1 Ratio Roller Rocker Arm Kit (Set of 16) #77770
- Hydraulic Roller Lifters (Set of 16) #97384
- Lifter Guide and Retainer Plate #97386
- Timing Chain Cover
- Crankshaft Balancer
- Distributor
- Ignition Coil
- Oil Filter Adapter, Oil Pump, Oil Pump Shaft, Oil Pump Pickup, Oil Filter and Oil Pan & Gasket
- Cylinder Head Gaskets, Intake Manifold Gaskets #7235, Valve Cover Gaskets, Fuel Pump Gasket and Timing Cover Gasket
- Edelbrock Premium SAE 30 Break-In Oil (6 qts.) #1070
- Torco Engine Assembly Lube #1075
- Edelbrock Gasgacinch #9300
- Thread Sealant and Silicone
- All necessary Hardware and Instructions for Installation

Do-It-Yourself Performer RPM E-Tec Crate Engine Kit ●#45909

Important Notes: This kit does not include: crank shaft, camshaft thrust plate, connecting rods, pistons, rear main seal, freeze plugs, cam bearings, journal bearings, fuel pump, spark plug wires, spark plugs and water pump. Milodon oil pan #31501 supplied with this kit features a right hand dipsticks and will not fit on a 1962-67 Chevy Nova chassis. Flat top pistons are highly recommended in order to maintain the recommended 9.5:1 compression ratio when paired with the supplied Edelbrock 64cc cylinder heads.

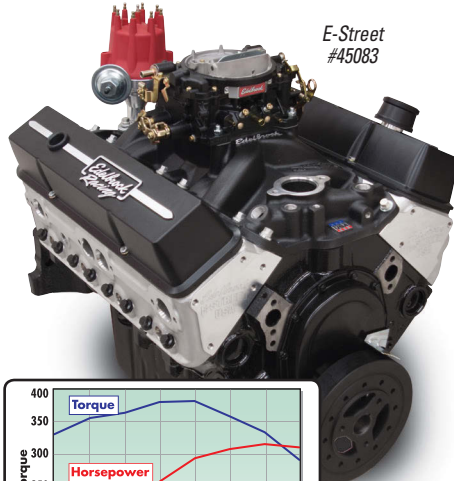
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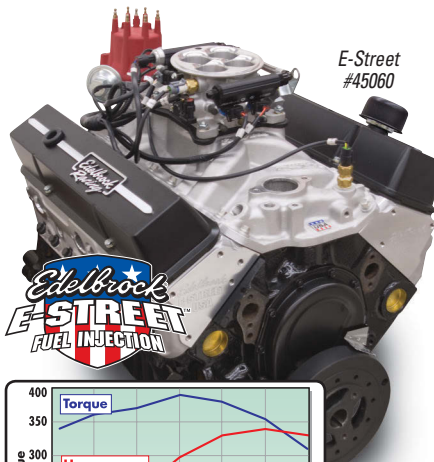
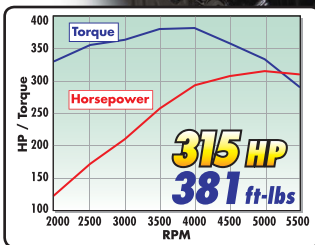


E-Street Long Block #45070

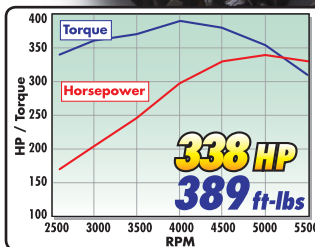
MADE IN USA



E-Street #45083



E-Street #45060



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 GM short-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

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

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

E-STREET 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 GM short-block with 4-bolt main and 2-piece rear main seal**. Another version is available with black powder coated intake manifold, carburetor, valve covers and breather. Both versions feature E-Street cylinder heads, Performer Series carburetor, Performer EPS intake manifold, Performer Series camshaft and high quality billet distributor. **E-Street heads are designed for high performance street applications** and feature larger than stock intake and exhaust ports to improve engine efficiency. These engines offer the best combination of affordable and reliable performance on the market! This engine is sold without a water pump – visit our website for a complete listing of small-block Chevy water pumps for your application.

SPECIFICATIONS

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

E-Street Carbureted (Max. 5,500 rpm) ●●.....#45080

With Black Powder Coated Intake and Carburetor (Max. 5,500 rpm) ●●.....#45083

E-STREET 338HP

WITH MODERN FUEL INJECTION

If you want the performance of modern electronic fuel injection at an affordable price, the E-Street 338 hp crate engine is what you want. This economical entry level engine has the **same great features as the E-Street carbureted engine, but is equipped with a complete E-Street EFI system** that is ready to run right-out-of-the crate with no tuning needed!

The E-Street EFI system delivers crisp throttle response and the opportunity for increased mileage potential. System includes a Performer EPS intake manifold, E-Street cylinder heads and new camshaft that is specifically developed for throttle body injection systems. This engine is also supplied with a set of our new Racing Series valve covers. This engine is sold without a water pump, visit our website for a complete listing of small-block Chevy water pumps for your application.

SPECIFICATIONS

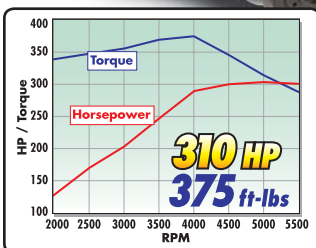
Displacement:	350 c.i.d.	Rocker Arms:	Stock Long Slot
Horsepower:	338 hp	Manifold:	Performer EPS #2701
Torque:	389 ft.-lbs.	EFI Systems:	Edelbrock E-Street EFI #3600
Compression:	9.0:1	Cylinder Heads:	E-Street #5089
Block:	New GM 4-bolt main with 2-piece rear main seal	Distributor:	Included
Crankshaft:	Cast Iron	Valve Covers:	Racing Series
Pistons:	Cast Aluminum	Finish:	Satin with Black accessories
Camshaft:	Performer TBI #2117	Warranty:	2-year / Unlimited mileage

E-Street Electronic Fuel Injection Crate Engine (Max. 5,500 rpm) ●●.....#45060

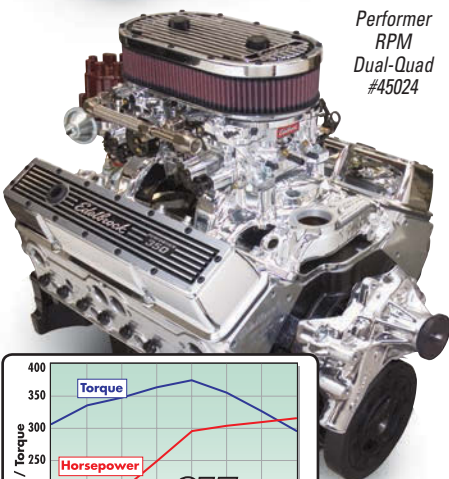
Important Installation Notes: This system will require a high pressure EFI compatible fuel delivery system. Two fuel delivery kits are available and sold separately, visit our website to select the right kit for your installation. O2 sensor included and will need to be installed before operation.



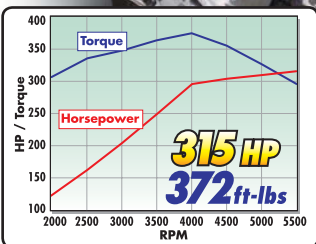
Performer
Classic 310
#45123



Performer
Classic 310
#47100



Performer
RPM
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 GM short 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 or as a 3x2 with Edelbrock 94 carburetors. The single quad version 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. **All Performer Classic engines feature Classic series finned valve covers in polished or black powder coated finish for a unique vintage look. Performer Classic 320 engines also include a round Classic series air cleaner available in polished or black powder coated finish.** These crate engines are offered in your choice of satin aluminum, polished finish or black powder coated and water pump style.

SPECIFICATIONS

Displacement:	350 c.i.d.	Manifold:	Performer EPS #2701, Performer EPS #27013 Performer Air-Gap #2601 or C-357-B #5418
Horsepower:	310 / 320 hp	Cylinder Heads:	Performer RPM #60759, #60899 or #60909
Torque:	375 / 382 ft-lbs.	Carburetor:	Edelbrock 94 Series, Performer Series, Thunder Series AVS
Compression:	8.5:1 (Performer 310) / 9.0:1 (Performer 320)	Water Pump:	Victor Series aluminum
Block:	New GM 4-bolt main with 2-piece rear main seal	Distributor:	Included
Crankshaft:	Cast Iron	Valve Covers:	Cast aluminum – style varies by application
Pistons:	Cast Aluminum	Finish Options:	Satin, polished or black powder coated
Camshaft:	Performer #2102	Warranty:	2-year / Unlimited mileage
Rocker Arms:	1.5:1 Roller #77770		

	Satin	Polished	Black
PERFORMER 310 EPS MANIFOLD, 650 CFM THUNDER SERIES AVS CARB (electric choke)			
With short water pump #8810	●● #45110	●● #45111	N/A
With long water pump #8811	●● #45120	●● #45121	N/A
PERFORMER CLASSIC 310 EPS MANIFOLD AND 600 CFM PERFORMER SERIES CARB (electric choke)			
With long water pump #88113	●● N/A	●● N/A	●● #45123
PERFORMER CLASSIC 310 C-357-B MANIFOLD AND TRIPLE EDELBROCK 94 SERIES CARBS			
Without water pump	●● #47100	●● N/A	●● N/A
With short water pump #8810	●● #47110	●● N/A	●● N/A
PERFORMER 320 EPS MANIFOLD & 650 CFM THUNDER SERIES AVS CARB (electric choke)			
Without water pump	●● #45400	●● #45401	●● N/A
With short water pump #8810	●● #45410	●● #45411	●● N/A
With long water pump #8811	●● #45420	●● #45421	●● N/A
PERFORMER 320 AIR-GAP MANIFOLD & 650 CFM THUNDER SERIES AVS CARB (electric choke)			
Without water pump	●● #45500	●● #45501	●● N/A
With short water pump #8810	●● N/A	●● #45511	●● N/A
With long water pump #8811	●● N/A	●● #45521	●● N/A

PERFORMER DUAL-QUAD 315HP

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

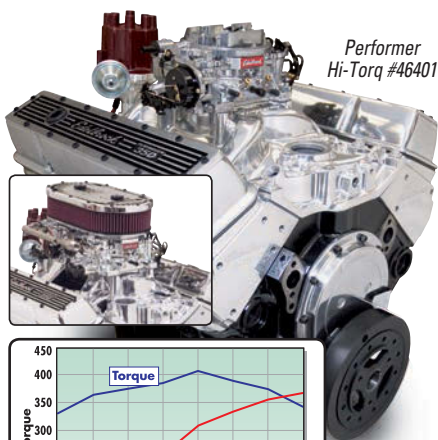
Displacement:	350 c.i.d.	Manifold:	C-26 #5425 or RPM Air-Gap Dual-Quad #75254
Horsepower:	315 hp	Cylinder Heads:	Performer RPM #60899
Torque:	372 ft-lbs.	Carburetor:	Performer Series or Thunder Series AVS
Compression:	9.0:1	Water Pump:	Victor series aluminum
Block:	New GM 4-bolt main with 2-piece rear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

Performer C-26 manifold & Performer Carbs		Satin	EnduraShine
with short water pump #8810	●●	#45010	N/A
with long water pump #8811	●●	#45020	N/A
Performer RPM Air-Gap manifold & Thunder Series AVS Carbs			
Without water pump	●●	N/A	#45004
With short water pump #8810	●●	N/A	#45014
With long water pump #8811	●●	N/A	#45024

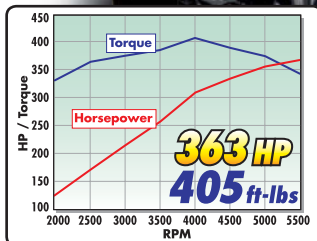
PRODUCT EMISSIONS GUIDE

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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX



Performer Hi-Torq #46401



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

Displacement: 350 c.i.d.	Manifold: Performer EPS Vortec #2716 or RPM Air-Gap Dual-Quad Vortec #75264
Horsepower: 363 hp	Cylinder Heads: E-Tec 170 #60975
Torque: 405 ft.-lbs.	Carburetor: 750 cfm Performer or (2) 500 cfm Thunder Series AVS
Compression: 9.0:1	Water Pump: Victor Series aluminum
Block: New GM 4-bolt main with 2-piece rear main seal	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast aluminum – style varies by application
Pistons: Cast Aluminum	Finish Options: Satin, polished and EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2208	Warranty: 2-year / Unlimited mileage
Rocker Arms: 1.5:1 Roller #77770	

PERFORMER EPS VORTEC MANIFOLD AND 750 CFM PERFORMER SERIES CARB (electric choke)

	Satin	Polished	EnduraShine
Performer 363 Hi-Torq Without water pump ●●	#46400	#46401	#46404
Performer 363 Hi-Torq (with short water pump #8810) ●●●	#46410	#46411	#46414
Performer 363 Hi-Torq (with long water pump #8811) ●●●	#46420	#46421	#46424
RPM AIR-GAP DUAL-QUAD MANIFOLD, (2) 500 CFM THUNDER SERIES AVS CARBS (1 manual and 1 electric choke)			
Performer 363 Hi-Torq (without water pump) ●●			#46304
Performer 363 Hi-Torq (with short water pump #8810) ●●●			#46314
Performer 363 Hi-Torq (with long water pump #8811) ●●●			#46324

PERFORMER PRO-FLO XT EFI 380HP

For those who want modern efficiency and power, Edelbrock offers the Performer 380 Pro-Flo XT. Like its carbureted sibling, this 350 cubic inch package offers 9.0:1 compression ratio, but the modern Pro-Flo XT EFI, delivers a stout 380 horsepower and 401 ft.-lbs. of torque with increased mileage potential!

SPECIFICATIONS

Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 380 hp	EFI Systems: Pro-Flo XT #3528
Torque: 401 ft.-lbs.	Cylinder Heads: E-Tec 170 #60975
Compression: 9.0:1	Throttle Body: Edelbrock #3869
Block: New GM 4-bolt main with 2-piece rear main seal	Distributor: Included
Crankshaft: Cast Iron	Valve Covers: Cast aluminum – style varies by application
Pistons: Cast Aluminum	Finish: Satin, polished or black powder coated
Camshaft: Rollin' Thunder Hydraulic Roller #2208	Warranty: 2-year / Unlimited mileage

	Satin	Polished	Black
Performer 380 Pro-Flo XT EFI (without water pump) ●●	#46600	N/A	#46603

PERFORMER RPM 410HP

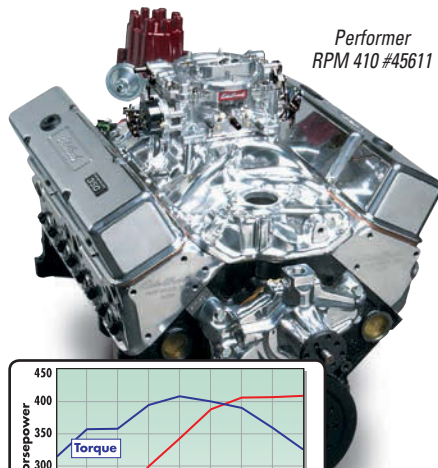
The Performer RPM 410 delivers outstanding street high performance. Customers have their choice of Performer RPM or Performer RPM Air-Gap intake manifolds, satin aluminum or polished finish and choice of long or short water pump style.

SPECIFICATIONS

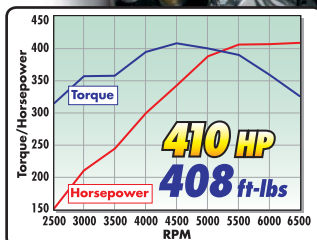
Displacement: 350 c.i.d.	Manifold: Performer RPM #7101 or RPM Air-Gap #7501
Horsepower: 410 hp	Cylinder Heads: Performer RPM #60899
Torque: 408 ft.-lbs.	Carburetor: Thunder Series AVS
Compression: 9.5:1	Water Pump: Victor series aluminum
Block: New GM 'ZZ' 4 bolt main with 1-piece rear seal	Distributor: Included
Crankshaft: Forged steel	Valve Covers: Cast aluminum – style varies by application
Pistons: Hypereutectic	Finish Options: Satin and polished
Camshaft: Performer RPM #7102	Warranty: 2-year / Unlimited mileage
Rocker Arms: 1.5:1 Roller #77770	

PERFORMER RPM 410 MANIFOLD, 800 CFM THUNDER SERIES AVS CARB (electric choke)

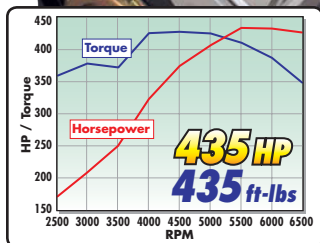
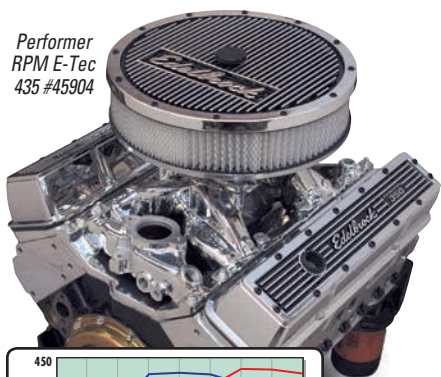
	Satin	Polished
Without water pump ●●	#45600	#45601
With short water pump #8810 ●●●	#45610	#45611
PERFORMER RPM 410 AIR-GAP MANIFOLD, 800 CFM THUNDER SERIES AVS CARB (electric choke)		
Without water pump ●●	#45700	#45701
With short water pump #8810 ●●●	#45710	#45711
With long water pump #8811 ●●●	#45720	#45721



Performer RPM 410 #45611



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 GM ZZ short block with forged steel 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.

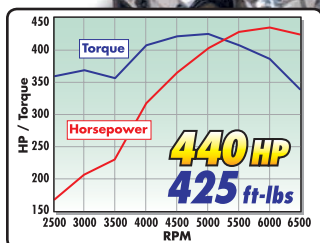
SPECIFICATIONS

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

PERFORMER RPM E-TEC 435

	Satin	Polished	EnduraShine
Without water pump ●●	#45900	#45901	#45904
With short water pump #8810 ●●	#45910	#45911	#45914
With long water pump #8811 ●●	#45920	#45921	#45924

Performer RPM E-Tec Pro-Flo 2 #46211



PERFORMER RPM E-TEC PRO-FLO 2 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 2 electronic fuel injection. The Pro-Flo 2 EFI system is complete with intake manifold, fuel injectors, fuel rails and throttle body. The electronic engine control unit (ECU) is flash programmable and can be fine tuned right from the driver's seat with the included handheld calibration module. This engine offers all the modern performance of fuel injection with the classic style of a four-blade throttle body that accepts a round top-mounted air-cleaner. Your choice of satin aluminum or polished finishes. Optional water pump styles are also available.

SPECIFICATIONS

Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 440 hp	EFI Systems: Performer RPM Pro-Flo 2 Sequential EFI #35070
Torque: 425 ft.-lbs.	Cylinder Heads: E-Tec 170 #60975
Compression: 9.5:1	Water Pump: Victor series aluminum
Block: New GM "ZZ" 4 bolt main with 1-piece rear seal	Distributor: Included
Crankshaft: Forged steel	Valve Covers: Cast aluminum – style varies by application
Pistons: Hypereutectic	Finish: Satin and polished
Camshaft: Rollin' Thunder Hydraulic Roller #2205	Warranty: 2-year / Unlimited mileage

Performer RPM E-Tec Pro-Flo 2 EFI

	Satin	Polished
Without water pump ●●	#46200	#46201
With short water pump #8810 ●●	N/A	#46211

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

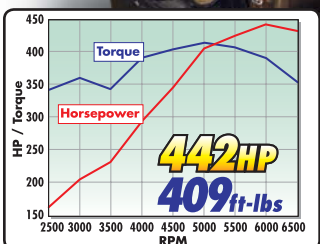
Want the absolute latest in EFI performance in a turnkey crate engine package? The Performer RPM E-TEC 435 with Pro-Flo XT EFI delivers performance, function and style. Pro-Flo XT's styling cues are striking, thanks to the proprietary intake design and large 90mm front mount throttle body. The electronic engine control unit (ECU) is flash programmable and can be fine tuned right from the driver's seat with the included handheld calibration module. This package delivers great drivability and increased mileage potential.

SPECIFICATIONS

Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 442 hp	EFI Systems: Pro-Flo XT #3528
Torque: 409 ft.-lbs.	Cylinder Heads: E-Tec 170 #60975
Compression: 9.5:1	Distributor: Included
Block: New GM "ZZ" 4 bolt main with 1-piece rear seal	Valve Covers: Cast aluminum – style varies by application
Crankshaft: Forged steel	Finish: Black powder coated
Pistons: Hypereutectic	Warranty: 2-year / Unlimited mileage
Camshaft: Rollin' Thunder Hydraulic Roller #2205	

Performer RPM E-Tec Pro-Flo XT EFI (without water pump) ●●#46903

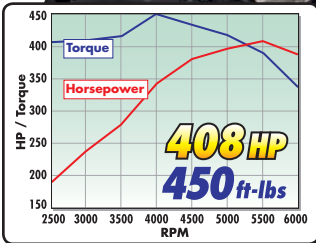
Performer RPM E-Tec Pro-Flo XT #46903



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MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
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KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
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INDEX



Hi-Torq 383 #46383

HI-TORQ 383 PRO-FLO 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! The ultra-modern Pro-Flo XT fuel injection system is complete with intake manifold, fuel injectors, fuel rails and throttle body, electronic engine control unit (ECU), easy-to-use handheld calibration module, distributor, pre-terminated two-piece EFI harness, and all necessary fuel system components. Your choice of polished or black powder coated finish.

SPECIFICATIONS

Displacement: 383 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 408 hp	EFI Systems: Pro-Flo XT #3528
Torque: 450 ft.-lbs.	Cylinder Heads: E-Tec 170 #609715 or #60975
Compression: 9.5:1	Throttle Body: Edelbrock #3869
Block: New GM "ZZ" 4 bolt main with 1-piece rear seal	Distributor: Included
Crankshaft: Forged steel	Valve Covers: Cast aluminum - Victor Series
Pistons: Hypereutectic	Finish: Polished and black powder coated
Camshaft: Rollin' Thunder Hydraulic Roller #2209	Warranty: 2-year / Unlimited mileage

Hi-Torq 383 Pro-Flo XT EFI (without water pump) ●●.....**Polished #46381**.....**Black #46383**

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 GM ZZ383 short 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

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

Signature Series 383 ●●.....**#46213**

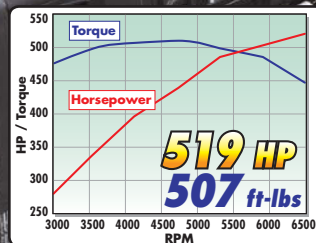
E-FORCE RPM SUPERCHARGED

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 supercharger. The EFI engine produced **519 horsepower, 507 ft.-lbs. of torque and performed on 91-octane pump gas.** Your choice of satin, polished aluminum or black powder coated finish.

SPECIFICATIONS

Displacement: 350 c.i.d.	Rocker Arms: 1.5:1 Roller #77770
Horsepower: 519 hp (EFI), 518 hp (carbureted)	Supercharger: Edelbrock E-Force #15231
Torque: 507 ft.-lbs. (EFI), 500 ft.-lbs. (carbureted)	Cylinder Heads: E-Tec 200 #60985
Compression: 9.5:1	Carburetor or Throttle Body: Edelbrock 600 cfm Performer carbs or 1,000 cfm throttle bodies
Block: New GM "ZZ" 4 bolt main with 1-piece rear seal	Distributor: Included
Crankshaft: Forged steel	Valve Covers: Cast aluminum - Classic Series
Pistons: Hypereutectic	Finish Options: Satin and polished
Camshaft: Rollin' Thunder Hydraulic Roller #2205	Warranty: 2-year / Unlimited mileage

E-Force RPM Supercharged carbureted ●●.....**Satin #46040**.....**Polished #46041**.....**Black #46043**
 E-Force RPM Supercharged EFI ●●.....**#46050**.....**#46051**.....**#46053**





Supercharged GM LS 416

SUPERCHARGED GM 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, GM aluminum LS3 block with a forged and balanced Manley crankshaft, forged Manley H-Beam connecting rods and Manley forged aluminum pistons. The 4.0" stroke, and 4.065" 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.

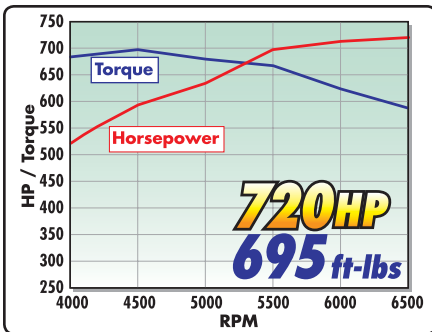
Helping this engine breathe is the Edelbrock E-Force LS3 supercharger system. This great looking system features Eaton TVS 2300cc/rev rotors, which provide unparalleled efficiency, whisper quiet operation and OEM reliability. This engine package comes complete with essential supercharger kit components, 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 152 for a complete listing and more information on our universal heat exchangers.

SPECIFICATIONS

Displacement:	416 c.i.d.	Rods:	Forged H-Beam
Horsepower:	720 hp	Camshaft:	215°/247°, .629/.656, 121 LSA
Torque:	695 ft-lbs.	Rocker Arms:	LS3, 1.7 ratio
Compression:	9.5:1	Induction:	E-Force Supercharger System #1540
Block:	GM LS3 Aluminum	Cylinder Heads:	GM with Edelbrock Valve Springs #5768
Crankshaft:	Forged 4340	Finish:	Black powder coated
Pistons:	Forged Aluminum - 18cc	Warranty:	2-year / Unlimited mileage

LS 416 Crate Engine (long-block only) ●●#46720

Important Note: Top of supercharger measures 21.54" from crank centerline (special order with lower profile, Corvette, lid for additional 2" of hood clearance.) Oil pan dimensions: 2.625" tall at the front, sump measures 6.75" (front) to 7.75" (rear) high and 7.75" in length. See our web site for reference dimensions.



Supercharged GM 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.



LS 416 Crate Engine #46720

Supercharged GM 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!



GM LS 416 Crate Engine #46750 with Electronics



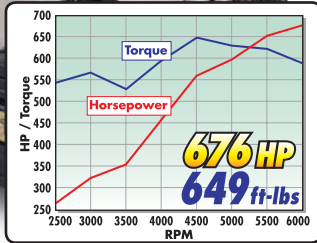
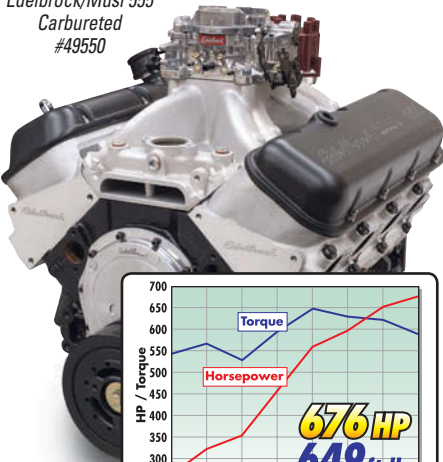
GM LS 416 Crate Engine #46760 with Electronics and Accessories

PRODUCT EMISSIONS GUIDE

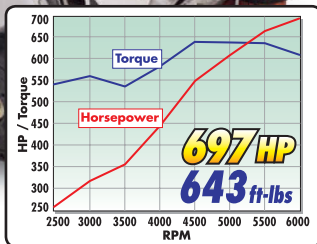
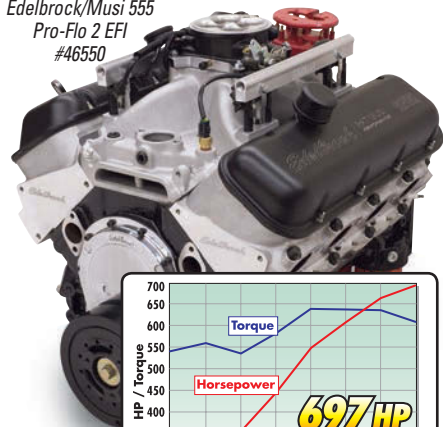
● 50-STATE LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

Edelbrock PAT MUSI FIVE-FIFTY-FIVE 555 CUBIC INCHES

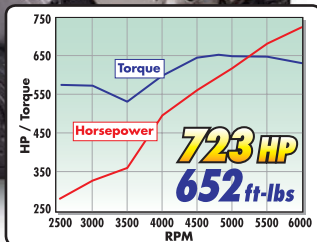
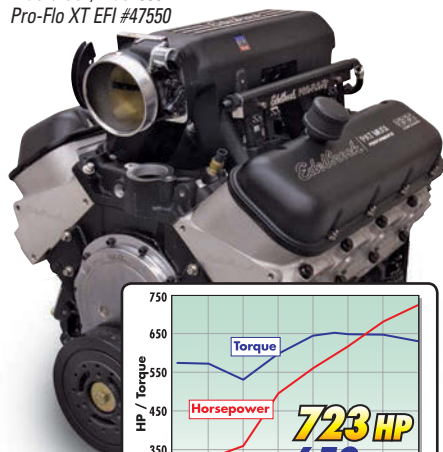
Edelbrock/Musi 555 Carbureted #49550



Edelbrock/Musi 555 Pro-Flo 2 EFI #46550



Edelbrock/Musi 555 Pro-Flo XT EFI #47550



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 exhaust port exits in the stock location, which allows for the use of off-the-shelf headers.** They are available in three options; carbureted and with Pro-Flo 2 or Pro-Flo XT 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.

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.**

SPECIFICATIONS

Displacement:	555 c.i.d.	Rocker Arms:	1.7:1 Roller #77790
Horsepower:	676 hp	Manifold:	Victor Jr. 454-R #2902
Torque:	649 ft-lbs.	Cylinder Heads:	E-CNC #79555
Compression:	10.0:1	Carburetor:	Thunder Series AVS
Block:	Big-block 9.8"	Distributor:	Included
Crankshaft:	Forged steel 4.250"	Valve Covers:	Cast aluminum
Pistons:	Forged	Warranty:	2-year / Unlimited mileage
Camshaft:	Rollin' Thunder Hydraulic Roller #2264		

Edelbrock/Musi 555 RPM Carbureted

Water pump not included ●●.....#49550

555 RPM EFI 697HP FEATURING PRO-FLO 2 EFI SYSTEM

The Edelbrock/Musi 555 RPM Pro-Flo 2 is complete with Pro-Flo 2 electronic fuel injection and is assembled with intake manifold, fuel injectors, fuel rails and throttle body, electronic engine control unit (ECU), handheld calibration module, high quality billet distributor, complete harness, fuel pump, fuel hose, hardware and software.

SPECIFICATIONS

Displacement:	555 c.i.d.	Camshaft:	Rollin' Thunder Hydraulic Roller #2264
Horsepower:	697 hp	Rocker Arms:	1.7:1 Roller #77790
Torque:	643 ft-lbs.	EFI Systems:	Pro-Flo 2 #35520
Compression:	10.0:1	Cylinder Heads:	E-CNC #79555
Block:	Big-block 9.8"	Distributor:	Included
Crankshaft:	Forged steel 4.250"	Valve Covers:	Cast aluminum
Pistons:	Forged	Warranty:	2-year / Unlimited mileage

Edelbrock/Musi 555 RPM EFI with Pro-Flo 2 Fuel Injection

Water pump not included ●●.....#46550

555 RPM XT EFI 723HP FEATURING PRO-XT EFI SYSTEM

The Edelbrock/Musi 555 Pro-Flo XT is the most powerful package in our line and features our powerful Pro-Flo XT electronic fuel injection. The Pro-Flo XT EFI system consists of a newly engineered intake manifold with a unique design 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 handheld calibration module. This engine can be fine tuned with the handheld calibration module or with a laptop.

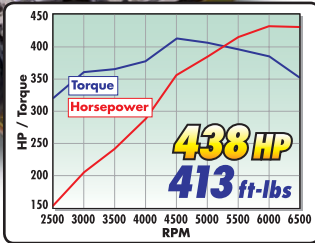
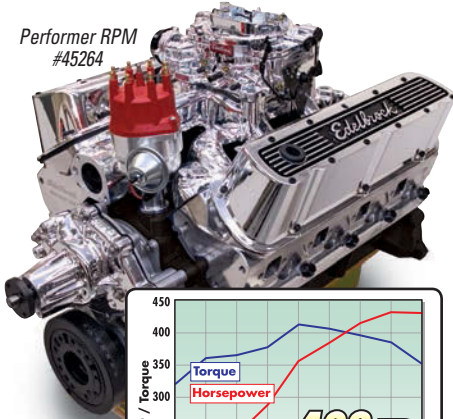
SPECIFICATIONS

Displacement:	555 c.i.d.	Camshaft:	Rollin' Thunder Hydraulic Roller #2264
Horsepower:	723 hp	Rocker Arms:	1.7:1 Roller #77790
Torque:	652 ft-lbs.	EFI Systems:	Pro-Flo XT #35593
Compression:	10.0:1	Cylinder Heads:	E-CNC #79555
Block:	Big-block 9.8"	Distributor:	Included
Crankshaft:	Forged steel 4.250"	Valve Covers:	Cast aluminum
Pistons:	Forged	Warranty:	2-year / Unlimited mileage

Edelbrock/Musi 555 RPM XT with Pro-Flo XT Fuel Injection

Water pump not included ●●.....#47550

Performer RPM
#45264



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

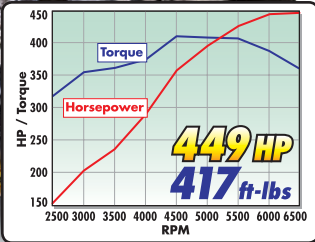
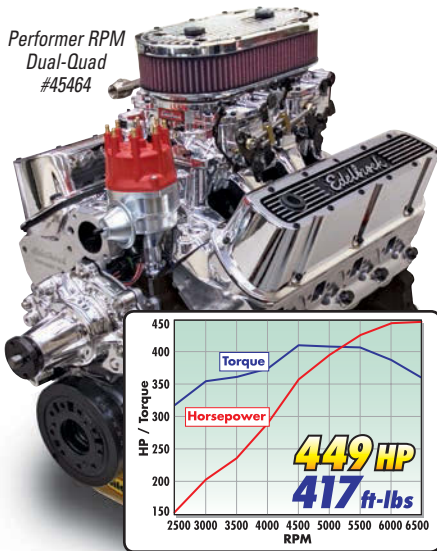
Displacement: 347 c.i.d. (4.030" bore x 3.400" stroke)	Manifold: RPM Air-Gap
Horsepower: 438 hp	Cylinder Heads: Performer RPM #60255
Torque: 413 ft-lbs.	Carburetor: Thunder Series AVS
Compression: 9.5:1	Water Pump: Victor series aluminum
Block: Small-block (8.2" deck height)	Distributor: Included
Crankshaft: Forged steel	Valve Covers: Cast aluminum – style varies by application
Pistons: Forged	Finish Options: Satin, polished and EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2281	Warranty: 2-year / Unlimited mileage
Rocker Arms: 1.6:1 Roller #77780	

PERFORMER RPM 347

	Satin	Polished	EnduraShine
Front sump oil pan ●	#45260	N/A	#45264
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.

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

Displacement: 347 c.i.d. (4.030" bore x 3.400" stroke)	Induction: RPM Air-Gap Dual-Quad #75354
Horsepower: 449 hp	Cylinder Heads: Performer RPM #602515
Torque: 417 ft-lbs.	Carburetor: Thunder Series AVS (2)
Compression: 9.5:1	Water Pump: Victor series aluminum
Block: Small-block (8.2" deck height)	Distributor: Included
Crankshaft: Forged steel	Valve Covers: Elite Series with EnduraShine Finish
Pistons: Forged	Finish Options: EnduraShine
Camshaft: Rollin' Thunder Hydraulic Roller #2281	Warranty: 2-year / Unlimited mileage
Rocker Arms: 1.6:1 Roller #77780	

PERFORMER RPM DUAL-QUAD

	EnduraShine
Front sump oil pan ●	#45464
Rear sump oil pan ●	#45474

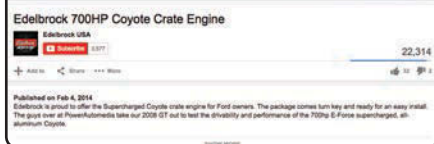
Tech Note: Equipped with 3-bolt pulley damper, right-hand inlet water pump and left-hand timing pointer. Optional 4-bolt pulley damper, left-hand inlet water pump and right-hand timing pointer available by request.



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

PRODUCT EMISSIONS GUIDE

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Check out our YouTube channel to see the complete video on this powerful E-Force equipped engine.

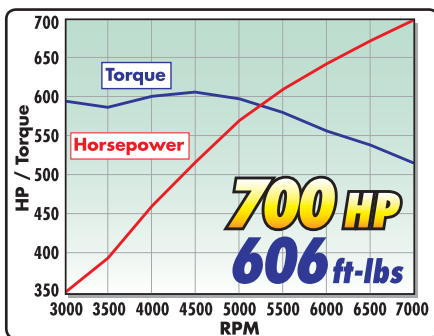


Coyote 5.0L #46770

SUPERCHARGED FORD 5.0L 700 HP AND 606 FT-LBS TORQUE

Now available from Edelbrock, is a complete supercharged Coyote engine for your Ford project vehicle. 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 700 hp and 606 ft-lbs. of torque 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 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, 50 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 152 for a complete listing and more information on our universal heat exchangers.



SPECIFICATIONS

Displacement:	5.0L (302 c.i.d.)	Rods:	Forged H-Beam
Horsepower:	700 hp	Crankshaft:	Stock Ford
Torque:	606 ft-lbs.	Rocker Arms:	Stock Ford
Compression:	9.5:1	Induction:	E-Force Supercharger System
Block:	Ford Aluminum	Cylinder Heads:	Stock Four-Valve Aluminum with Boss 302 valve springs
Crankshaft:	Forged	Finish:	Black powder coated
Pistons:	Forged Aluminum	Warranty:	2-year / Unlimited mileage

E-Force Supercharged 5.0L Crate Engine (with electronics & accessories) ●●.....#46770

This package is our most complete and 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, air filter, fuse box, water pump, hose, alternator, belts, idlers and hardware.

Important Note: Top of supercharger measures 21.1" from crank centerline. See our website for reference dimensions.

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



CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX



IMPORTANT WATER PUMP INFORMATION

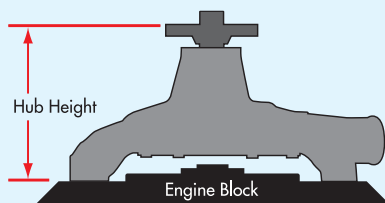
Standard Rotation Reverse Rotation



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 in 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.

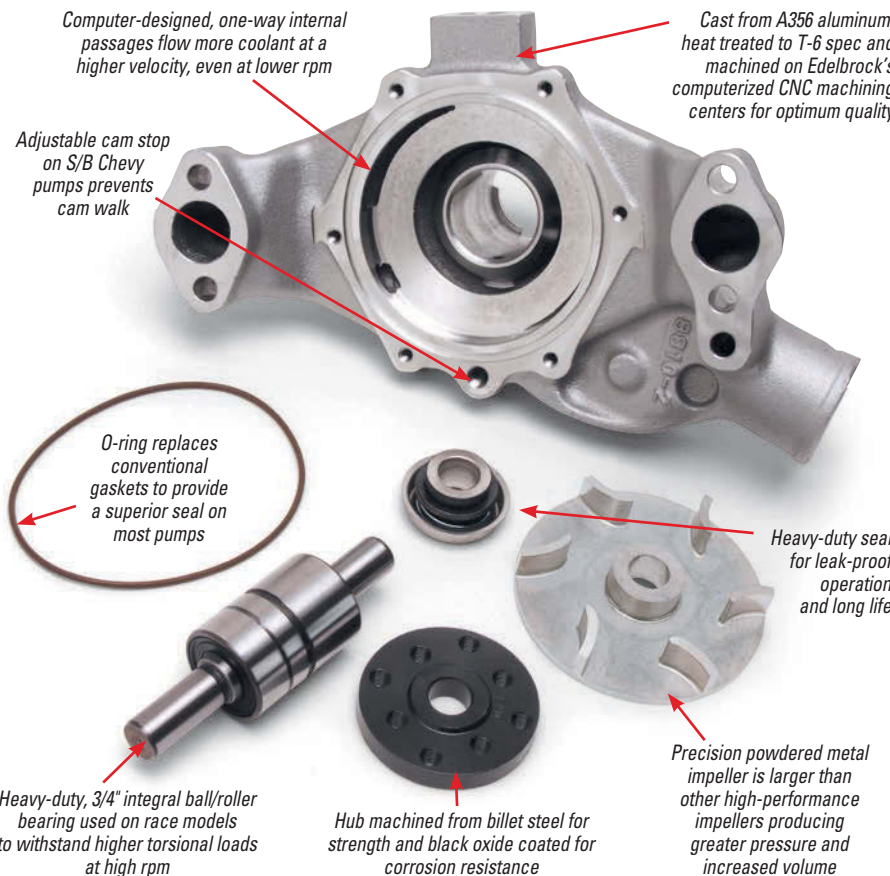
VICTOR SERIES ALUMINUM WATER PUMPS OPTIMUM COOLING FOR AMC/JEEP, CHEVY, CHRYSLER, FORD & PONTIAC

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

Heavy-duty, 3/4" integral ball/roller bearing used on race models to withstand higher torsional loads at high rpm

Hub machined from billet steel for strength and black oxide coated for corrosion resistance

Precision powdered metal impeller is larger than other high-performance impellers producing greater pressure and increased volume

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



PRODUCT EMISSIONS GUIDE

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PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
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#8831

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



#88103

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



#8820

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° V6s using serpentine drive belt. Does not fit LT1 or Vettes.	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
							EnduraShine	#88824



#88113



#8822



#88814



#8881



#8815



GM/LS #8896

GM/LS REVERSE ROTATION

Fits 1997-07 GM Gen III LS1 and Gen IV LS2 engines with 2004 & later two-piece thermostat (GM PN 12600172). This pump features a 3/4" ball/ball bearing and measures 6" from the block surface to hub. Pulley not included. Pulley #8898 is a universal design and manufactured from hard anodized billet aluminum. It will work with our LS water pump #8896 and most belt offsets found in GM Gen III and Gen IV small-block V8 engines. This pulley features a stock diameter and requires a 3/4" pilot shaft.

- Two-Piece Pump for GM Gen III & IV LS (satin aluminum finish)#8896
- Replacement Cartridge for Edelbrock, GM LS water pump (satin aluminum finish)#8897
- Billet Pulley for Gen III & Gen IV Water Pumps (black finish, 5.850" diameter).....#8898

NOTE: Not compatible with stock clutch fan for 2008 C6 Corvette LS3 or trucks. Passenger outlets are threaded: 1-3/8"-18 NPSF and 1-1/2"-14 NPSF.

Pulley for GM/LS water pumps #8898

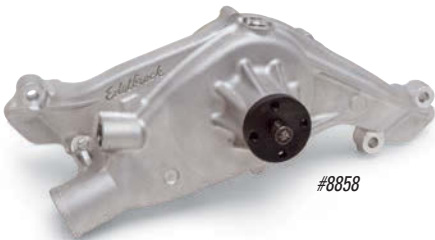


HIGH PERFORMANCE STREET WATER PUMPS



CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVE TRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX

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

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



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 SMALL-BLOCK

289/302/351W/351C/351M/400/5.0L/5.8L

Application	Rotation	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"	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"	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"	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"	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"	3/4"	5-3/4"	1.78"	Satin	#8840
						Polished	#8845
						Black	#88403
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"	3/4"	5-3/4"	1.78"	Satin	#8045

PRODUCT EMISSIONS GUIDE

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PLEASE REFER TO PAGE 4 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

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	#886C3

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.

	<i>Satin</i>	<i>Polished</i>
For 1965-76 352/428 Ford FE	#8805	#8835

CHRYSLER
SMALL-BLOCK

Available for 1969-85 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 1969-85 318-360 Chryslers	#8877	#8887

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

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

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

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	63mm
High Performance Thermostats	160°	#8603	#8606
High Performance Thermostats	180°	#8604	#8607
High Performance Thermostats	190°	#8605	N/A

POLISHED ALUMINUM WATERNECKS

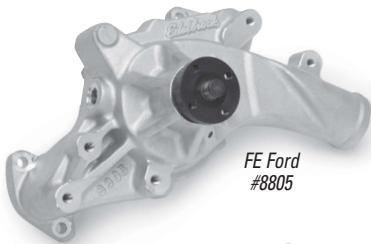
These polished aluminum waternecks are a great way to finish off your engine. They feature an O-ring design for an improved seal, which also allows for removal without requiring a new gasket. Fits any 1-1/2" diameter outlet hose.

Straight (Chevy 4.3L V6, Chevy V8)	#4816
15° (small and big-block Chevy V8).....	#4810
15° (small-block Ford V8).....	#4814
45° Adjustable (Chevy 4.3L V6, Chevy V8)	#4817
90° Adjustable (Chevy 4.3L V6, Chevy V8)	#4818

WATER NECK ADAPTER

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

Water Neck Adapter.....	#8028
-------------------------	-------



FE Ford
#8805



S/B Chrysler
Polished #8887



Pontiac Standard
Rotation #8856



#7251



#7257



#8603



#7253



#4816



#4817



#4818



#8028

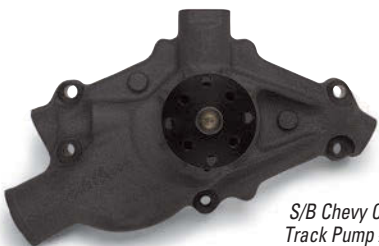
This pump features an aggressive 3.45" light weight impeller design. It's manufactured from A356-T6 aluminum in our Permanent Mold facility - creating a strong and durable casting!



S/B Chevy
Two-Piece Pump #8827



GM LS Two-Piece Water Pump #8895



S/B Chevy Circle
Track Pump #8817

S/B Chevy
Circle Track
Pump #8819



S/B Ford Circle
Track Pump
#8833

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 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 Chevy.....#8827
Replacement Cartridge#8828

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

**VICTOR PRO SERIES DELIVERS...
+20% MORE OUTPUT WITH -10% LESS PARASITIC
LOSS OVER A STANDARD WATER PUMP!**

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

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CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
ACCESSORIES
NITROUS
FUEL PUMPS
SPORTSWEAR
INDEX



Pro-Flo 1000 Series Air Cleaner #1002



Pro-Flo 1000 Air Cleaner #10023



14" Air Cleaner #1223



14" Air Cleaner #1206



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 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 (sold separately on page 197). #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 pages 196-197 for replacement elements.
(A) Will not fit turbo engine

SIGNATURE SERIES VALVE COVERS ACCESSORIES

Edelbrock



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° nipple ●.....	#4410	#4413

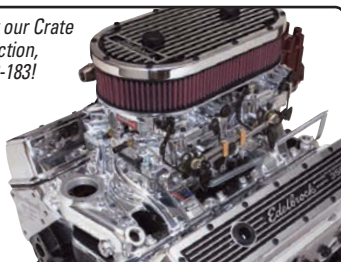
(A) Will not fit turbo engine
(B) Will not fit '86 & later Vette aluminum heads
or 1987 and later Chevy cast iron heads

(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 25 are used.

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Check out our Crate Engine section, pages 173-183!



Elite Series #4207



Elite Series Oval #42354 with EnduraShine Finish



Elite Series Triangular #4222



#4202



#4201



#4204

ELITE SERIES ALUMINUM AIR CLEANERS

Designed to match Elite Series valve covers and breathers, Edelbrock Elite Series air cleaners have either polished aluminum or EnduraShine finish tops with a black matte background. Number in parentheses is height of air cleaner.

ELITE SERIES ROUND AIR CLEANERS

Our Elite Series round air cleaners are available in two sizes: 10" and 14" diameter. These air cleaners have an aluminum top with a durable, chromed steel base. Fits 5-1/8" diameter carbs. A black anodized knurled nut and PCV adapter are included.

	<i>Polished</i>
10" Diameter with 2" Element (3-13/16") ●	#4210*
14" Diameter with 3" Element (3") ●	#4207*
14" Diameter with 3" Element, 3/8" Deeper	
Flange for all Edelbrock Carbs (3-7/16") ●	#4221*
Replacement Element for 14"	#1217
Replacement Element for 10"	#1218
Replacement Anodized Knurled Round Nut (1-3/4" diameter)	#4209

NOTE: #4207 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #4221 fits all Edelbrock carbs & Q-jets & is 3/8" taller than #4207.

ELITE SERIES OVAL AIR CLEANERS

Designed to fit Edelbrock dual-quad and single 4-barrel set-ups, these oval air cleaners clear HEI distributors and stock parts. **They come with high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration.** Made of heavy-gauge aluminum, they are available in two finishes: polished aluminum or EnduraShine finish. Dimensions for single 4-bbl. and dual-quad: 13-1/2" x 7". Dual-quad air cleaners fit dual-quads with 6-7/16" carb center to carb center. Number in parentheses is overall height of air cleaner from base to highest point.

	<i>Polished</i>	<i>EnduraShine</i>
Oval for Dual-Quads (3-1/2") ●	#4235*	#42354*
Oval for Single 4-barrel Carbs (3-1/2") ●	N/A	#42364*
Replacement Element for #4235 & #4236 ●	N/A	#1220
Replacement Anodized Knurled Nut for Oval (1-1/4" diameter)	#4219	

AVAILABLE WITH ENDURASHINE® FINISH

You can get show-quality accessories right out of the box with the custom look you want. This ultra-modern finish far outlasts other finishes at a price that won't break your wallet. EnduraShine is a Vacuum Metalizing Process utilizing a three step process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance. The result is a bright, durable, polished aluminum look.



ELITE SERIES TRIANGULAR AIR CLEANER

Our triangular air cleaner is designed for use with 5-1/8" diameter carbs. The height of the air cleaner is as low as possible for hood clearance, clears HEI distributors and the electric choke housing on Edelbrock carbs. **They come with high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration.** Air cleaner dimensions: 14-1/8" wide x 13-3/8" long.

Elite Series Triangular Air Cleaner for Carburetors (3") ●	#4222*
Replacement Element for #4222	#4226
Replacement Anodized Knurled Nut for Triangular (1-3/4" diameter)	#4209

NOTE: See pages 196-197 for replacement elements.

ELITE SERIES BREATHERS

Elite Series breathers are die-cast aluminum with a foam element. Three styles are available: #4201 bolts into the side, while #4202 bolts into the oil fill hole and #4204 simply pushes into the oil fill hole. Breather #4202 will not fit Elite Series valve covers #4246, #4247 or #4252.

	<i>Polished</i>	<i>EnduraShine</i>
Bolt-on Style, Side-mounting ●	#4201	N/A
Bolt-on Style, Top-mounting (4" tall) ●	#4202	N/A
Push-in Style, Top-mounting (2-1/2" tall) ●	#4204	#42044*

* Available while supplies last

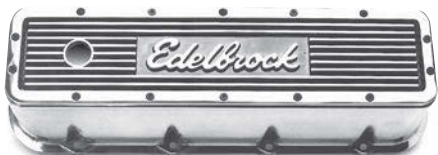
CARBURETORS
MANIFOLDS
GASKETS
CYLINDER HEADS
CAMSHAFT & VALVETRAIN
POWER PACKAGES
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Low Profile Chevy #4248



Tall Profile Chevy #4249



Big-Block Chevy #4280



Small-Block Chrysler #4295



Small-block Ford #4260



Pontiac #4256



Chevy 4.3L V6 #4252



Small-Block Chevy Centerbolt #4246



Small-Block Chevy Centerbolt #4247

ELITE SERIES ALUMINUM VALVE COVERS

These heavy-gauge, die-cast aluminum valve covers are available with a polished aluminum finish. The raised fins are accented by a matte black background, then detailed with Allen hex heads that create a two-piece look from a one-piece construction. 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. The overall height is measured from the gasket flange edge to the top of the valve cover. Dimensions accurate within 1/8".

	Overall Height	Polished
Chevy 262-400 V8 1959-86, Low Profile (B)	3"	#4248*
Chevy 262-400 V8 1959-86, Tall Profile (A,B) ●	4-5/8"	#4249*
Chevy 396-502 V8 1965 & Later, Tall Profile (A)	4-15/16"	#4280*
Chrysler 318-360 V8 1965-91, Tall Profile (A)	3-13/16"	#4295*
Ford 289/302/351W (except Boss) Tall Profile (A,C)	4-1/4"	#4260*
Pontiac V8 1962-79, Stock Height	2-11/16"	#4256*



REPLACEMENT ALLEN HEX HEADS

Package of 10 #4200

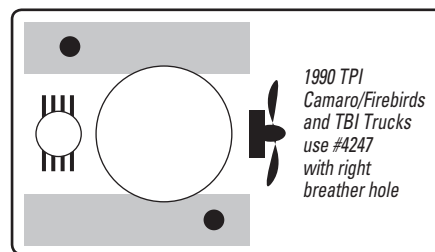
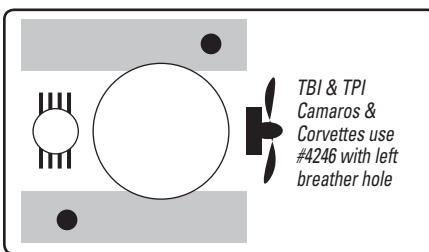
Match Elite valve covers with an Elite air cleaner



ELITE SERIES CENTERBOLT VALVE COVERS

Elite valve covers for late-model (1987-95) small-block Chevy heads are low profile to fit stock engine compartments. #4246 with left side breather hole fits 1987-92 Chevys, passenger cars and 1986-91 Vettes with aluminum heads. #4247 with right side hole fits 1990 TPI Camaros, TPI Firebirds and 1987-95 TBI trucks. Can be used with stock or Elite Series breathers. Uses stock grommet and bolts. Not for LT1 or LT4.

	Overall Height	Polished
Chevy 4.3L V6 1987-93 (not for Vortec V6)	2-7/16"	#4252*
Chevy 262-400 V8 1986-95 with Left Breather Hole	2-5/16"	#4246*



DON'T FORGET VALVE COVER GASKETS AND GASGACINCH!

See page 83 for Edelbrock engine gaskets and Gasgacinch for a quality valve cover installation.



(A) Some tall profile valve covers will interfere with air-conditioning compressors, EGR valves and power brake boosters.
 (B) Will not fit 1986 & later Vette aluminum heads or 1987 & later S/B Chevy cast iron heads; see centerbolt valve covers.
 (C) Will not fit 1986 & later 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI manifolds.

* Available while supplies last

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Elite II Series Air Cleaner #4266



Small-block Chevy low profile #4262



Big-block Chevy #4275



Small-block Ford #4264



Racing Series Air Cleaner #41663



Small-block Chevy low profile #41633



Small-block Chevy tall profile #41643



Small-block Ford #41653

ELITE II SERIES AIR CLEANER & VALVE COVERS

Introducing the next generation of Elite Series accessories... Elite II. This new line of accessories features 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. Match with breathers on page 191.

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
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

Installation Notes: #4268 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs.

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.

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 its performance.

RACING SERIES AIR CLEANER

Fits all popular 5-1/8" diameter carburetors and includes a black anodized knurled nut. Includes a high-quality 3" pre-oiled, washable and reusable Pro-Flo Universal Air Filter for excellent filtration. Our Pro-Flo Universal Air Filters feature the exclusive Pro-Charge™ clean strip for easy maintenance.

	Overall Height	Part No.
14" Diameter with 3" Element, 3/8" Deeper Flange for all Edelbrock Carbs ●	3.125"	#41663

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 194.

	Overall Height	Part No.
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.

VICTOR SERIES AIR CLEANERS & VALVE COVERS ACCESSORIES

Edelbrock



Victor Small-Block Chevy Valve Cover #41733



Victor Small-Block Chevy Centerbolt Valve Cover #41723



Victor Big-Block Chevy Valve Cover #41813



Victor Series Air Cleaner #41613



Victor Series Air Cleaner #42203



Aluminum Breather #4213



Aluminum Breather #42133



Aluminum Racing Breathers #4203



Circle Track Breather #4420

VICTOR SERIES VALVE COVERS

Our Victor Series valve covers have a finely textured black powder coated finish for a pleasing and unique appearance. This is the same finish you'll find on our top-of-the-line Edelbrock/Musi 555 Crate Engine. These valve covers are manufactured from die-cast aluminum and machined with 1-1/4" breather hole. Overall height is measured from base to top at the highest point.

	Overall Height	Black
Chevy 262-400 1959-86, Low Profile	2.50"	#41713
Chevy 262-400 1959-86, Tall Profile ●	3.75"	#41733
Chevy 262-400 1986-95 with Left Breather Hole - (centerbolt)	2.50"	#41723
Chevy 396-502 1965 & Later, Tall Profile	3.75"	#41803
Chevy 396-502 1965 & Later, Low Profile	2.75"	#41813
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 197). 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 pages 196-197 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 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 polished 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 restriction.

	Polished	Black
Aluminum Breather ●	#4213	#42133
Aluminum Racing Breather (4-3/4" tall, 3-1/8" bolt space) ●	#4203	N/A
Circle Track Breather ●	#4420	N/A

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ACCESSORIES CLASSIC SERIES AIR CLEANERS & VALVE COVERS



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 Ford FE Valve Cover #41623



Classic Small-Block Ford Valve Cover #4160



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 197 for replacement elements.

	Overall Height	Satin	Polished	Black
Small Oval Cast Air Cleaner for Single				
4-barrel Carb with 2.4" Element ●●	3.9"	#41159	#4115	#41153
Round Cast Air Cleaner for Single				
4-barrel Carb with 3" Element ●●●	3.9"	#41179	#4117	#41173
Large Oval Cast Air Cleaner for Dual-Quads				
with 2.4" Element, 6-7/16" Center to Center (A) ●●●	4.45"	#41199	#4119	#41193

(A) Will not fit C-26 intake manifolds #5425, #54251, #54254 and #5426

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 cleaners and valve covers are manufactured in the USA for unsurpassed quality and performance

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.



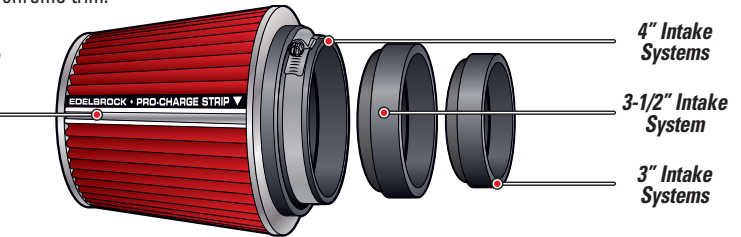
PRO-FLO® UNIVERSAL AIR FILTERS

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, white 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	Black	Red	White	Blue
Pro-Flo Valve Cover Breather with 9mm Inlet	-	2.5"	2"	#43510	#43511	#43512	#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	#43612	#43613
Pro-Flo Universal Fit Medium Cone Air Filter	330-470	6.7"	6"	#43640	#43641	#43642	#43643
Pro-Flo Universal Fit Tall Cone Air Filter	350-500	10"	6"	#43690	#43691	#43692	#43693



Valve Cover Breather #43512



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	Black	Red	Blue
Pro-Flo High-Flow 14" Round Air Cleaner with Chrome Trim	14"	3"	-	#43660	#43661
Pro-Flo High-Flow 14" Round Air Cleaner with Black Trim	14"	3"	#43662	-	-
Pro-Flo High-Flow 14" Round Air Cleaner Element Only	14"	3"	#43668	#43666	#43667



ACCESSORIES

Description	Part-No.
Pro-Charge Air Filter Cleaning Kit	#43600
Pro-Charge Air Filter Cleaner (10.14 oz)	#43601
Pro-Charge Air Filter Oil (10.14 oz)	#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

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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. **We recommend #1216 as an upgrade for any Edelbrock 14" diameter air cleaner.**

3" tall, 14" diameter for #4123, #41613 & #41173 (pre-oiled reusable element)	#1216
3" tall, 14" diameter for #1207, #1221, #1223, #4207 & #4221 (paper element)	#1217
2-1/2" tall, 10" diameter for #1208 & #1203 (paper element).....	#1218
2-1/2" tall, 6-3/8" diameter for #1209 & #1210 (paper element).....	#1219
Oval filter element for #1235, #1236, #4235, #4236 & #4237 (pre-oiled reusable element).....	#1220
Triangular filter element for #1222 & #4222 (pre-oiled reusable element)	#4226

CRANKCASE VENTILATION
HOSE CONNECTION KIT

This kit mounts to the base of the air cleaner, providing a connection for the crankcase ventilation breather hose from the valve cover with Edelbrock air cleaners #1207, #1221, #1223 and aluminum air cleaners #4207, #4221, #4266 and #41663. This kit includes a hose connector and hardware.

PCV Hose Connection Kit ●●.....	#1205
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WING BOLTS AND HOLD-DOWN TABS

Universal valve cover hold-down kits may be used on all Edelbrock and similar design chrome valve covers, our Elite Series and Elite II valve covers, our Classic Series valve covers and our Victor Series valve covers. All hold-down kits have 4 items per pack, except #4414, #4427 and #44273.

	<i>Chrome</i>	<i>Black</i>
2-piece Wing Bolts with T-Top (3-3/4" long, 4 pieces).....	#4400	N/A
2-piece Wing Bolts with T-Top (4-1/4" long, 2 pieces).....	#4401	N/A
1-piece Wing Bolts with T-Top (5" long, 2 pieces)	#4402	#44023
1-piece Wing Bolts with Y-Top (3-1/2" long, 4 pieces).....	#4428	#44283
Hold-down Tab Kit (small-block Chevy, 4 pieces).....	#4404	N/A
Hold-down Tab Kit (small-block Chevy, 4 pieces, 5" long)	#4426	#44263
Hold-down Tab Kit (big-block Chevy, 7 pieces, 5" long).....	#4414	#44143
Hold-down Tab Kit (universal, 8 pieces, 1.5" long)	#4427	#44273

OIL FILL HOLE PLUGS

Designed to plug the oil fill hole on any of Edelbrock's Signature Series valve covers or any 1-1/4" diameter fill hole on similar designs.

Chrome Oil Fill Hole Plug	#4415
Rubber PCV Valve Grommets (pair).....	#8094



#1216

#1217



#1218

#1219



#1220

#4226



#1205

#4400



#4402

#4414



#4427

#4415

PRE-ASSEMBLED NITROUS MANIFOLDS AND PERFORMER PLATE SYSTEMS

NITROUS

EDELBRÖCK NITROUS SYSTEM CONFIGURATIONS AND FEATURES...

Edelbrock Nitrous Systems are calibrated to deliver safe and accurate horsepower gains with even distribution to all cylinders. Dyno-testing determines calibrations, not simple mathematical formulas, which don't take into account real-world variables. Available from 20 to 500+ hp, Edelbrock Nitrous Systems are the quickest and easiest way to get large horsepower gains with minimum modifications and expense. With the **Performer and Performer RPM Line**, you get a 50 to 250 horsepower increase at the flip of a switch with an installation time of approximately four hours. **Performer RPM II** systems include high-flow solenoids and stainless steel spray bars for 400+ hp capability. **Victor Jr.** racing systems produce serious horsepower with jetting supplied from 100 to 500+ horsepower. At the extreme level, we have the Edelbrock Series E1, Series E2, Series E3 and M3 Series Direct-Port systems which yield a huge gain of 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. Visit www.edelbrock.com to see a complete listing of nitrous accessories to finish off your installation.

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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GASKETS
CYLINDER HEADS
CAMSHAFT & VALVE TRAIN
POWER PACKAGES
KITS
SUPERCHARGERS
EFI
CRATE ENGINES
WATER PUMPS
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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.

	<i>Single-Stage Silver Bottle</i>	<i>Dual-Stage Silver Bottle</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. nitrous bottle (shipped empty), stainless steel jet selection, hardware and installation/owner's manual.

Square-bore Carburetors (200-300-400+ HP) ●*Silver Bottle* #70056

DIRECT PORT NITROUS NOZZLES CHOICE OF FIVE NOZZLE DESIGNS



(Single) #72557
(Set of 8) #72567

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) #72550
(Set of 8) #72560

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) #72553
(Set of 8) #72563

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) #72552
(Set of 8) #72562

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) #72556

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.



Super Victor 8-Cyl Direct Port E3 Nozzle #71852

SUPER VICTOR DIRECT PORT NITROUS SYSTEMS UNIVERSAL (200-500+ HP)

Our most sophisticated nitrous system allows you to tune each individual cylinder for superior performance! Utilizing your choice of either Edelbrock E1, Edelbrock/Glidden E2 stainless steel, or E3 "Straight-Shot" titanium nitrous nozzles, this is a direct port kit designed for serious competition with power increases of 200-500+ hp. They include Victor Pro Bottom Exit nitrous solenoids and Victor Pro fuel solenoids for improved flow characteristics. Match with an Edelbrock Bottle Kit for maximum race-level performance with the bottle/bracket combination you want. Kits include 56 stainless steel jets, 8 each of 7 sizes.

	E1 Nozzle	E2 Nozzle	E3 Nozzle
Super Victor 8-cyl. Direct Port (200-300-400-500+ HP) ●	#71831	#71850	#71852

FOR CUSTOM APPLICATIONS (100-500+ HP)

This kit includes E3 Nozzles, (2) Victor Pro N20 solenoids, (2) Performer fuel solenoids, billet distribution blocks, hard line and hardware. For custom fabrication; consult your nitrous plumbing expert.

Super Victor V8 Direct Port ●	E3 Nozzle
	#71848



Super Victor V8 Direct Port #71848

CUSTOM PLUMBING KITS (200-500+ HP)

Developed with racers in mind, this kit contains the very basics for a direct port nitrous system installation on an existing manifold. This kit is for racers who already have their wiring done, or who want to configure their wiring to custom specifications. This helps keep the cost down while still giving you all of the outstanding features of an Edelbrock Direct Port Nitrous Kit with either our stainless steel E2 nozzles or our unique E3 titanium "Straight-Shot" nozzles. Supplied with 300 horsepower jetting.

- Victor Pro bottom exit nitrous solenoids for improved flow characteristics
- 1/16" NPT nozzle size for a compact installation
- Choice of E2 stainless steel or unique E3 titanium "Straight-Shot" nozzles for better nitrous and fuel delivery
- Billet distribution blocks with hard lines for many different tight fit options
- 16 stainless steel jets for longevity and tighter tolerances (8 each of 2 sizes)

	E2 Nozzle	E3 Nozzle
Custom Manifold V8 Plumb Kit (300 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.

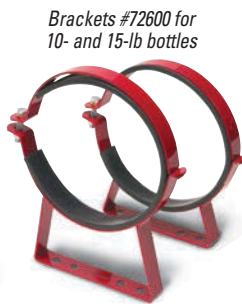
- **Quicker ET's and less risk of engine and chassis abuse**
- **Utilizes pulse width modulation to regulate the amount of nitrous being delivered over specified time**
- **Select and individually program nitrous parameters to optimize traction and chassis control**
- **Integrated battery voltage monitor**
- **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. In four sizes to suit any application, 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
2-lb. (un-siphoned) ●	No	11-1/4" x 4-3/8"	#72360	N/A
10-lb. ●	No	20" x 6-7/8"	#72300	#72400
20-lb. ●	No	26-3/4" x 8"	#72318	N/A

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**

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.

- 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



#72001

#72052

#72000

Solenoid Rebuild Kit #72200

- 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

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.



Two-Solenoid Bracket #72289 for square-flange carbs

- | | 2-Solenoid Bracket | 4-Solenoid Bracket |
|---|--------------------|--------------------|
| 4500 Series Carbs ● |#72288 |#72286 |
| Square-flange (4150) Carbs ● |#72289 |#72287 |
| Solenoid Adapter (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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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

REPLACEMENT SOLENOID BRACKETS

- For Performer RPM Nitrous/Fuel/Alcohol and Victor Pro Nitrous Solenoids ●#72275
- For Performer Fuel and Nitrous Solenoids ●#72276
- For Victor Pro Fuel Solenoids ●#72278

DRY EFI 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

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



Distribution Block #76574

BILLET DISTRIBUTION BLOCKS

Use these high-quality distribution blocks to build a custom nitrous system. Machined from billet aluminum and anodized, they deliver even distribution and optimum flow. Inlets/outlets are 1/8" NPT.

- One-in, Four-out Distribution Block (black) ●#76574
- One-in, Four-out Distribution Block (blue, -6 for nitrous or fuel lines) ●#76538
- One-in, Eight-out Distribution Block (black) ●#76578
- One-in, Six-out Distribution Block (black) ●#76576



Billet Distribution Fitting #76535

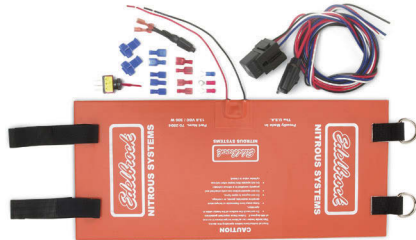
BILLET DISTRIBUTION FITTINGS

Fittings provide a clean compact plumbing assembly when positioned in the intake manifold valley.

- One-In, Four-Out Pro Flo Distribution Fitting, 3/8" NPT to 1/8" NPT, Nitrous ●#76535



Edelbrock Flow Test Tool #76506 includes an assortment of easy-to-change calibration jets



Nitrous Bottle Heater #72700



Bottle Blanket #72705

1/4-Turn Ball Valve Kit #72952



Bottle Nut Combo Wrench #76504



1-1/2" Fuel Pressure Gauge #73825



1-1/2" Nitrous Pressure Gauge #73800



1-1/2" Fuel Pressure Gauge #73831



2-5/8" Liquid-Filled Fuel Pressure Gauge #73828

EDELBRÖCK 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

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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

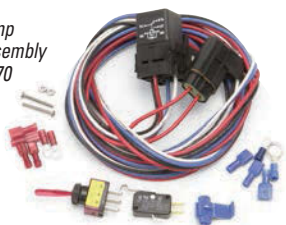


DIGITAL DELAY TIMER

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

#76544



#76514



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

#76512



#76524



PURGE KIT/NITROUS GAUGE ADAPTER

4AN Purge/nitrous gauge adapter (brass).....#76512

#76531



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

#76519



#76568



PIPE REDUCER BUSHING

1/4" NPT female -1/8" NPT male (red).....#76568

FLARE TO FLARE "Y" FITTINGS

3AN - 3AN - 3AN (red).....#76519

4AN - 4AN - 4AN (red).....#76537

6AN - 6AN - 6AN (blue).....#76546

GO TO OUR WEBSITE FOR COMPLETE ADAPTER LISTINGS!



Performer RPM 110 GPH Fuel Pump #1721 for S/B Chevy



Performer RPM 110 GPH Fuel Pump #1722 for B/B Chevy



Performer RPM 110 GPH Fuel Pump #1713 for Pontiac V8



Regulator Kit #8192



Regulator Kit #8195

#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



Victor Series 130 GPH Fuel Pump #1715 for 289-351W Ford



Victor Series 130 GPH Fuel Pump #1718 for 429/460 Ford

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 for fuel pumps with 1/2" NPT outlets.

Single Regulator, Dual Outlet, Standard-Flange.....	#8192
Single Regulator, Dual Outlet, 4500 Flange.....	#8193
Single Regulator, Dual Outlet, Standard Flange with GM Throttle.....	#8195
Single Regulator Plate Only, Standard Flange.....	#8189

FUEL PRESSURE REGULATORS

Fuel Pressure Regulator #8190 is for carburetor applications that require consistent pressure up to 9 psi. It features two 3/8" NPT outlets, one 3/8" NPT inlet and is adjustable from 4-1/2 to 9 psi. 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 1-4 psi.

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

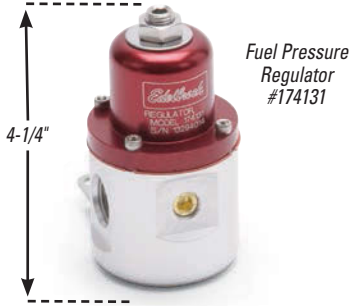
STAINLESS STEEL BRAIDED FUEL LINE KITS FOR RACING FUEL PUMPS TO REGULATOR KITS

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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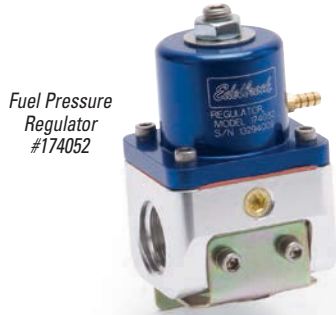


FUEL PRESSURE REGULATORS

CARBURETED ADJUSTABLE FUEL PRESSURE REGULATORS

These fuel pressure regulators are compatible with all grades of gasoline/methanol and machined from aircraft quality aluminum for those who demand the best. They have fluorosilicone diaphragm material for extended life and high temperature protection. Select regulators available with 1/8" NPT gauge port and a boost reference fitting for blow through or pressurized carb 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 Quiet-Flo fuel pumps.

Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port				
							Red	Blue	Black	Silver & Black
Non-Bypass Style										
160	5-10	3/8" NPT	3/8" NPT	No	No	Yes	#174121	#174122	#174123	#1727
Bypass Style										
160	5-10	3/8" NPT	3/8" NPT	3/8" NPT	No	Yes	#174131	#174132	#174133	#1778
180	5-10	-10	-10	-6	Yes	Yes	#174051	#174052	#174053	-
180	5-10	-10	-6 (x2)	-8	Yes	Yes	-	-	#174103*	-



HIGH-FLOW CARBURETED ADJUSTABLE FUEL PRESSURE REGULATOR

- Features six -6 AN inlet/outlet ports and one -6 AN return port
- Pressure regulation slope is .75 psi/gal of flow rate change
- Boost reference fitting for "blow through" or pressurized carb applications (even beyond 30 PSI of boost)
- Supports up to 1,300 hp using gasoline or up to 650 hp using methanol
- Can be used with low pressure nitrous oxide systems



Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port			
							Red	Blue	Black
180	5-10	-6	-6	-6	Yes	Yes	#174081*	-	-

REGULATOR SERVICE PARTS

Carbureted Diaphragm & Hardware Rebuild Kit

(for use with #174051, #174052, #174053, #174081 & #174103)#178040



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 Bosch® 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 • 30-amp weather resistant Bosch® relay • Complete instructions.

Fuel Pump Relay Kit.....#1795

*While supplies last

QUIET-FLO™ 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 1000 hp engine.** This pump is factory preset to 12 psi and requires an external regulator such as the Edelbrock regulator #1727.

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 rebuilding services for Quiet-Flo fuel pumps - call for more information.



Quiet-Flo Fuel Pump #182061

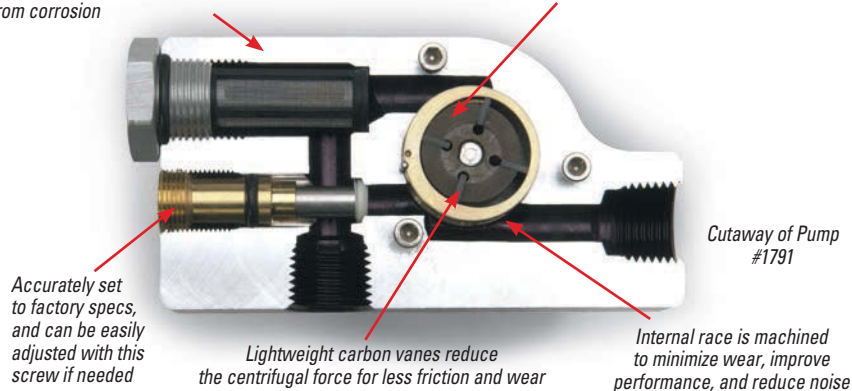
GPH	Factory Pressure Setting (PSI)	Inlet Port (NPT)	Outlet Port (NPT)	External Regulator Required	Supported HP	Red	Blue	Black
						#182051	#182052	#1791
120	6.5	3/8"	3/8"	No	480+	#182051	#182052	#1791
160	12	1/2"	1/2"	Yes	1,000+	#182061	#182062	#1792

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

Part No.	HP Rating	Current Draw
#1791, #182051, #182052	384 hp @ 12.0 VDC 480 hp @ 14.0 VDC @ 6.5 psi	3.2 amps @ 12.0 VDC 3.6 amps @ 14.0 VDC @ 6.5 psi
#1792, #182061, #182062	864 hp @ 12.0 VDC 1,008 hp @ 14.0 VDC @ 7.5 psi	3.8 amps @ 12.0 VDC 4.3 amps @ 14.0 VDC @ 7.5 psi



Electric Fuel Pump #3594

IN-LINE STREET/STRIP ELECTRIC FUEL PUMP

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.



Quiet-Flo Pump and Regulator Combo Kit #17923

FUEL PUMP & REGULATOR KITS

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 and Regulator Kit #17923** includes a Quiet-Flo 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 and Regulator Kit #17943** which includes fuel pump #1794 and regulator #1729, as well as **Fuel Pump and 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

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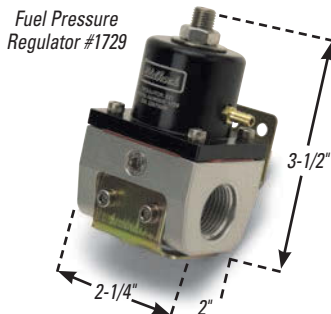
Quiet-Flo Fuel
EFI Pump #182032



Quiet-Flo Fuel
EFI Pump #182081



Fuel Pressure
Regulator
#1728



Fuel Pressure
Regulator #1729



In-Tank
Fuel Pump
#17935

**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.

Important Notes: Edelbrock offers rebuilding services for Quiet-Flo fuel pumps - call for more information.

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

**EFI AND CARBURETED SLIM-LINE
ELECTRIC FUEL PUMP**

- 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

**FUEL PRESSURE REGULATORS
EFI ADJUSTABLE FUEL PRESSURE REGULATORS**

These Fuel Pressure Regulators are compatible with all grades of gasoline/methanol and machined from aircraft quality aluminum for those who demand the best. They have a diaphragm made of fluorosilicone for extended life and high temperature protection. These regulators will hold fuel system pressure for at least 20 minutes after pump shutdown. Mounting bracket, fittings and hardware are included. Each regulator features a vacuum/boost compensating port for a supercharger, turbo or intake manifold vacuum connection.

Max Flow Rate (GPH)	Adjustable Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port				
							Red	Blue	Black	Silver & Black
180	35-90	-6	-6	-6	Yes	No	#174041	#174042	#174043	#1728
180	35-90	-10	-10	-6	Yes	Yes	#174021	#174022	#174023	#1729
270	35-90	-10	-10	-8	Yes	Yes	-	-	#174113*	-

**EFI REGULATOR
SERVICE PARTS**

EFI Diaphragm & Hardware Rebuild Kit
(for use with #1728, #1729, #174021, #174022, #174023, #174041, #174042, #174043).....



#178010

HIGH PERFORMANCE IN-TANK FUEL PUMPS

These OE in-tank upgrade pumps are ideal for supporting performance improvements such as a high performance intake manifold, cams, turbo, direct port nitrous systems, big-bore throttle body, etc. They replace your original pump exactly and include all necessary hardware for an easy installation.

FOR 1985-97 FORD MUSTANG (Except 1996-97 COBRA)

155 liter/hr. (41 gph).....	#17930
190 liter/hr. (50 gph).....	#17931
255 liter/hr. (67 gph).....	#17932
255 liter/hr. (67 gph), High Pressure for Turbo or Nitrous.....	#17935

FOR 1985-92 FUEL-INJECTED GM VEHICLES, NON-TBI

255 liter/hr. (67 gph).....	#17933
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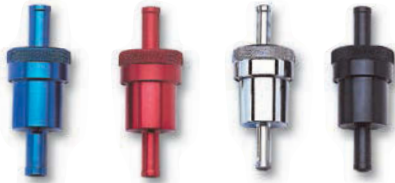
FOR 1994-99 ACURA INTEGRA & 1992-00 HONDA CIVIC

255 liter/hr. (67 gph), 60+ psi for Turbo, Supercharger or Nitrous.....	#17937
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*While supplies last



Russell Performance Products...
An Edelbrock Company



Aluminum Street Fuel Filters



Competition Fuel Filters



12" and 8-1/4" Fuel Filters



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"	#645140	#645130	#645120	#645150
Replacement element	#651660				

1-1/4" COMPETITION FUEL FILTERS

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.

Description	Inlet/Outlet Port	Red/Blue	Polished Aluminum	Black
3" length	-6 male	#650130	#650140	#650133
3-1/4" length	-6 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 element (40 microns)	#651670			
Replacement seals for all competition filters	#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
- Anodized in red/blue or black/silver
- Offered in -6, -8, -10 and -12 male outlets standard or in multiple end configurations
- Flows up to 140 gallons per hour at 7 psi

Description	Inlet/Outlet Port	Red/Blue	Black/Silver
12" filter with paper element	-8 male	#649000	-
12" filter with paper element	-12 male	#649110	-
12" Replacement paper element (10 microns)	#649060		
8-1/4" high flow with nylon element	-6 male	#649140	#649143
8-1/4" high flow with nylon element	-8 male	#649150	#649153
8-1/4" high flow with nylon element	-10 to -6 male	-	#649213
8-1/4" high flow with nylon element	-10 male	#649160	-
8-1/4" high flow with nylon element	-12 to -10 male	-	-
8-1/4" high flow with nylon element	-12 male	#649170	-
Replacement nylon element (60 microns)	#649180		
Replacement seals for all ProFilters	#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

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RACING TEE

Both sides features the Edelbrock Racing logo. Made with 100% durable, high quality pre-shrunk cotton.

Description	SM	MD	LG	XL	2X	3X
(A) Red Shirt	-	#2331	#2332	#2333	#2334	#2336
(B) White Shirt	-	#2366	#2367	#2368	#2369	#2370
(C) Black Shirt	#2310	#2311	#2312	#2313	#2314	#2315



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 Shirt	#98102	#98103	#98104	#98105	#98100



CARBURETOR TEE

Front features a large print Edelbrock carburetor. Made with 100% durable, high quality pre-shrunk cotton.

Description	MD	LG	XL	2X	3X
(E) Carburetor Shirt	#98106	#98107	#98108	#98109	#98110

EDELROCK 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 Shirt	#98111	#98112	#98113	#98114	#98115	#98116



RAM LOG TEE

Features the vintage Edelbrock "Ram Log Manifolds" logo screen printed on the back with a vintage Edelbrock script logo on the pocket. Made with 100% durable, high quality pre-shrunk cotton.

Description	MD	LG	XL	2X	3X
(G) Ram Log Shirt	#98322	#98323	#98324	#98325	#98326

VINTAGE ROADSTER TEE

Features a small offset 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 Shirt	#98122	#98123	#98124	#98125	#98126	#98127



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 Shirt	#98165	#98166	#98167	#98168	#98169	#98170

PINSTRIPED LONG SLEEVE

Features a cool pinstriped 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 Shirt	#98128	#98129	#98130	#98131	#98132	#98133



EDELROCK RACING TANK TOP

This black tank top has the Edelbrock Racing logo screen printed on the front and back. Made with 100% durable, high quality pre-shrunk cotton.

Description	MD	LG	XL	2X	3X
(K) Racing Tank Top	#98117	#98118	#98119	#98120	#98121

EDELROCK EQUIPPED HOODIE

This hoodie features an offset Edelbrock Equipped logo on the front and a large Edelbrock Equipped logo with a '32 Ford on the back. Made with 80% cotton 20% polyester blend.

Description	SM	MD	LG	XL	2X	3X
(L) Edelbrock Equipped Hoodie	#98006	#98007	#98008	#98009	#98010	#98011

RACING SWEATSHIRT

Features the classic Edelbrock Racing logo on the front. Made with 100% durable, heavy weight cotton.

Description	MD	LG	XL	2X	3X
(M) Racing Sweatshirt	#9856	#9857	#9858	#9859	#9860

STREET SMART FLEECE JACKET

Constructed from a red nylon outer shell, knit cuffs and waistband, these attractive jackets have a warm grey fleece lining, and are embroidered with the Edelbrock Racing logo on the left front.

Description	MD	LG	XL	2X	3X
(N) Street Smart Fleece Jacket	#91018	#91020	#91021	#91019	#91017

EDELPROCK LIGHT JACKET

This jacket has the Edelbrock Racing logo embroidered on the left front. Features two front zippered pockets and one inner right zippered chest pocket. Constructed with a windproof/water resistant Toughlan® nylon, double-stitched seams for added strength and lined with super soft lightweight fleece.

Description	SM	MD	LG	XL	2X	3X
(O) Edelbrock Light Jacket	#98032	#98036	#98037	#98038	#98039	#98040

VINTAGE QUILTED JACKET

This diamond quilting jacket has the Edelbrock Performance Equipment logo embroidered on the back and Edelbrock logo on the left front. Constructed with 100% nylon exterior and a gray jersey knit lining made from 65% polyester and 35% cotton. It's also water resistant, making it ideal to stay warm in the winter!

Description	SM	MD	LG	XL	2X
(P) Vintage Quilted Jacket	#98041	#98042	#98043	#98044	#98045

CAPS

SCRIPT LOGO CAP

These flex-fitted designed caps feature an embroidered Edelbrock script logo on the front.

	(Q) Red	(R) Black
Small/Medium Cap (6-7/8" - 7-1/4")	#9153	#9151
Large/X-Large Cap (7-1/4" - 7-5/8")	#9154	#9152

OFFSET LOGO CAP

These flex-fitted designed caps features an embroidered Edelbrock logo offset on the front.

	(S) Red	(T) Black
Small/Medium Cap (6-7/8" - 7-1/4")	#9158	#9156
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.

	(U) Red	(V) Black
Mesh Trucker Cap (6-7/8" - 7-5/8")	#9136	#9137

CAMOUFLAGE CAP

These camouflage caps have an embroidered Edelbrock script logo with yellow outline centered on the front. Designed with a one size fits all velcro strap on the back.

	(W) Full Camo	(X) Camo/Black
Camouflage Cap	#9162	#9161

E-FORCE CAP

The E-Force cap has an embroidered E-Force logo offset on the front and the Edelbrock script logo embroidered on the side of the bill. It's designed with a one size fits all velcro strap on the back.

(Y) E-Force Supercharger Cap	#9149
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ARMED SERVICES CHARITY CAP

This cap has an embroidered Edelbrock script logo centered on the front. It's designed with a one size fits all velcro strap on the back. \$5.00 from the sale of each cap will be donated to a charity benefiting the men and women of our armed services and their families.

(Z) Charity Cap	#9146
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EDELPROCK KNIT BEANIE

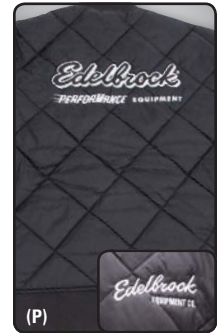
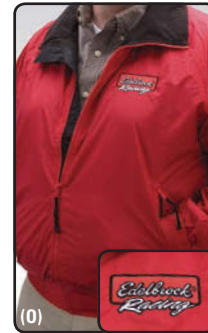
The Edelbrock knit beanie features an embroidered Edelbrock script logo.

(AA) Edelbrock Knit Beanie	#9143
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EDELPROCK EQUIPPED BEANIE

The Edelbrock Equipped beanie features an "Edelbrock Equipped" patch.

	(BB) Gray	(CC) Black
Edelbrock Equipped Beanie	#9147	#9142



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WOMEN'S EDELBROCK TEE

Features the classic Edelbrock script logo across the front. Made with 100% high quality cotton.

Color	SM	MD	LG	XL
(A) Red Edelbrock Shirt	#98084	#98085	#98086	#98087
(B) Black Edelbrock Shirt	#98088	#98089	#98090	#98091



WOMEN'S V-NECK TEE

Features the Edelbrock script logo screen printed across the back and an offset script logo on the front. Made with 100% high quality cotton.

Color	SM	MD	LG	XL
(C) White V-Neck Shirt	#98060	#98061	#98062	#98063
(D) Black V-Neck Shirt	#98064	#98065	#98066	#98067



SPAGHETTI TANK TOP

Features the Edelbrock script logo with roses and wings graphic background. Made with 100% high quality cotton.

Color	SM	MD	LG	XL
(E) Red Spaghetti Tank Top	#98068	#98069	#98070	#98071
(F) Black Spaghetti Tank Top	#98072	#98073	#98074	#98075



RIBBED TANK TOP

Features the Edelbrock script logo screen printed across the front. Made with 96% cotton and 4% spandex.

Color	SM	MD	LG	XL
(G) White Ribbed Tank Top	#98076	#98077	#98078	#98079
(H) Black Ribbed Tank Top	#98080	#98081	#98082	#98083



CAMOUFLAGE TANK TOP

Features the Edelbrock script logo screen printed in camouflage on the front with gold trim. Made with 96% cotton and 4% spandex.

Color	SM	MD	LG	XL
(I) Black Tank Top with Camouflage Logo	#98092	#98093	#98094	#98095

LADIES QUILTED VEST

Stay warm and dry with this 100% polyester shell, 100% poly lined and 6 oz. polyfill vest. Features Edelbrock Equipped patch on the front.

Color	SM	MD	LG	XL	2XL
(J) Vest	#98134	#98135	#98136	#98137	#98138



WOMEN'S PULLOVER HOODIE

Features a large Edelbrock Script logo across the front. Made with 60% cotton 40% Polyester. These sweaters run a tad bit small, so shop accordingly.

Color	SM	MD	LG	XL	2XL
(K) Red Pullover Hoodie	#98012	#98013	#98014	#98015	#98016
(L) Black Pullover Hoodie	#98001	#98002	#98003	#98004	#98005

FENDER COVER

This fender cover is perfect for mechanics and restorers alike. Made from a strong PVC foam and reinforced with nylon mesh, its impervious to motor oil, coolant, lacquer thinner, brake fluid, etc. The black non-slip material will not harm paint and adheres to slick surfaces, as well as keeping tools from sliding off. It measures 22" x 34" and is completely washable.

- (M) Edelbrock Racing Fender Cover.....#2324
- (N) E-Force Supercharger Fender Cover.....#2323

EDELBRÖCK RACING TIRE COVER

If its hot at the track, get a tire cover because direct exposure to the sun can adversely affect your tire set-up between rounds. The Edelbrock Tire Cover is made of high-quality vinyl that insulates the tire from the heat. It attaches with suction cups and measures 43" wide x 33" tall.

- (O) Edelbrock Racing Tire Cover.....#2335

HOT ROD PARKING SIGN

This sign is manufactured from high quality aluminum and features a high gloss black painted finish. Measures 12" x 18".

- (P) Hot Rod Parking Sign.....#9133

MECHANIC'S GLOVES

These gloves feature a black and red two tone look and are made polyester and micro suede. They're the perfect way to protect your knuckles when your working on your project vehicle. Only available in XL size.

- (Q) Mechanic's Gloves.....#9138

DENIM SHOP APRON

These denim shop aprons feature an embroidered Edelbrock logo and four pockets. Perfect for any shop.

- Denim Shop Apron.....#98097 (R) Red (S) Black #98096

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.

- (T) Edelbrock Lanyard.....#9139

NYLON KEY FOB

Made of black nylon with silkscreened Edelbrock logo and split retainer ring.

- (U) Key Fob.....#9166

E-FORCE SUPERCHARGER LICENSE PLATE FRAME

Show off your E-Force Supercharger pride with this license plate frame.

- (V) E-Force License Plate Frame.....#9148

EDELBRÖCK RACING BACKPACK

The Team Edelbrock Racing Backpack is tricked out with many special compartments and extra features, making it the perfect gift to any student, road warrior, or anyone who lives life-on-the-go or at the track. At the core is an OGIO - Metro Backpack customized with an Embroidered Edelbrock Racing with black edging. To top it all off, the OGIO Metro backpack has tons of features making it comfortable and durable, including: Heavy duty reinforcements, wide ergonomic shoulder straps, sternum strap, padded backing and 400 x 400 dobby pindot nylon/600 denier poly construction

- (W) Edelbrock Backpack.....#9170

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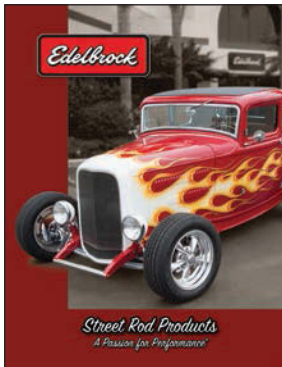
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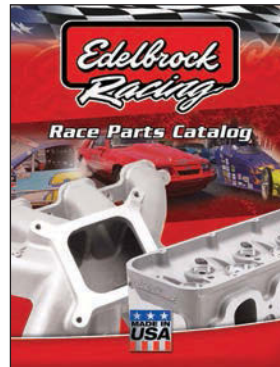
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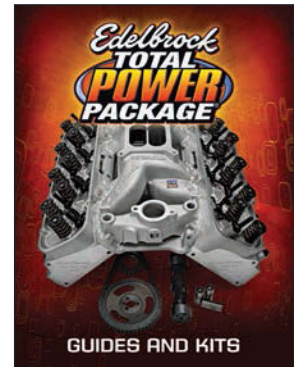
Edelbrock Street Rod
Brochure #03009



Edelbrock E-Force Supercharger
Catalog #02789



Edelbrock Race Parts
Catalog #01909



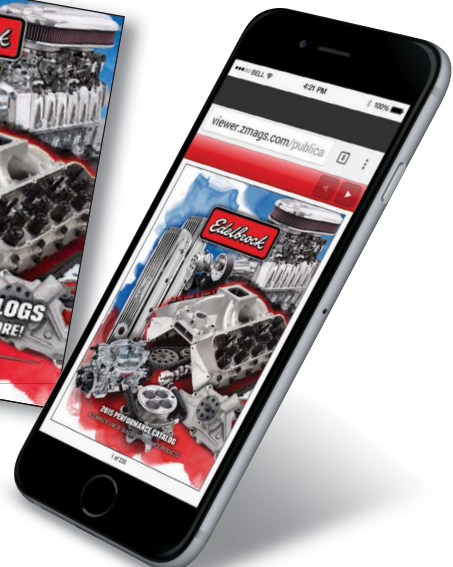
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It is the constant endeavor of the Edelbrock, LLC to give our customers the highest quality products obtainable. Edelbrock warrants each new product, except supercharged Edelbrock Crate Engines, Performer Series Carburetors and Race Division Parts to be free from defects in both workmanship and material for a period of one (1) year from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer or used for racing or competition purposes. Our warranty service and repair facility is located at 2700 California Street, Torrance, California 90503. Customers who believe they have a defective product should either return it to the dealer from which it was purchased or ship it directly to Edelbrock, LLC along with proof of purchase and a complete description of the problem. The product must be returned freight prepaid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. **Warranty covers only the product itself and not the cost of installation or removal.** For details on the Edelbrock Crate Engines please turn to the Crate Engine section on page 173.

PERFORMER & 94 SERIES™ CARBURETOR AND RACE DIVISION PARTS WARRANTY

Edelbrock, LLC warrants all Performer and 94 Series Carburetors and Race Division Products to be free from defects in material and workmanship. This warranty is extended to the original consumer/purchaser and has a duration of ninety (90) days from date of original purchase by such consumer, provided that the products are properly installed, subjected to normal use and service, is not modified or changed in any way. **Remanufactured carburetor units are warranted for a period of thirty (30) days.** This warranty is void if any Carburetor or Race Division Products are used for race or competition purposes. Any implied warranty determined to be applicable is limited in duration to the duration of this warranty. **Edelbrock, LLC warranty will be voided if E85 fuel is used with any Carburetor.** Some states do not allow limitation on how long an implied warranty is so the above limitation may not apply in your state. Should a part become defective, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock, LLC. It must be accompanied with the sales receipt and a clear description of the problem. Edelbrock, LLC reserves the right to replace or repair the defective part and return said part freight prepaid. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.**

THUNDER SERIES AVS® CARBURETOR

Edelbrock, LLC warrants all Thunder Series AVS Carburetor Products to be free from defects in material and workmanship. This warranty is extended to the original consumer/purchaser and has a duration of one (1) year from date of original purchase by such consumer, provided that the products are properly installed, subjected to normal use and service, is not modified or changed in any way. **Remanufactured carburetor units are warranted for a period of thirty (30) days.** This warranty is void if any Thunder Series AVS Carburetor Products are used for race or competition purposes. Any implied warranty determined to be applicable is limited in duration to the duration of this warranty. **Edelbrock, LLC warranty will be voided if E85 fuel is used with any Carburetor.** Some states do not allow limitation on how long an implied warranty is so the above limitation may not apply in your state. Should a part become defective, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock, LLC. It must be accompanied with the sales receipt and a clear description of the problem. Edelbrock, LLC reserves the right to replace or repair the defective part and return said part freight prepaid. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.**

ENDURASHINE® FINISH

With proper care and cleaning, your EnduraShine parts will continue to look good and keep their high gloss shine for years. Never clean your EnduraShine parts with solvents or carburetor cleaners of any kind. Use of these cleaners will dull the luster and will remove the coating. Never use solvents or carburetor cleaners when rebuilding your EnduraShine carburetor. Do not use paper towels to wipe or clean your EnduraShine parts; always clean your EnduraShine parts using mild soap, water or non solvent cleaners such as Simple Green. Do not use a chrome polish or a scratch remover that is not clear coat safe. For best results, a high quality polish such as Novus No. 2 Fine Scratch Remover, Meguiars or Mothers Plastic Lens Cleaner should be used. Any cleaning product used on your EnduraShine parts **MUST** be clear coat safe or developed for the cleaning of acrylic coatings. We suggest applying any automotive wax coat after cleaning to help to seal the surface and protect the finish. **Use of abrasive or solvent cleaners will void your manufacturer's warranty.**

CONDITIONAL WARRANTY

All Pro-Flo 2, Pro-Flo XT Fuel Injection Systems, Crate Engines, E-Force Supercharger Systems, Cylinder Heads and QwikData 2 Systems maintain a conditional warranty. These products must not be returned to the dealer; they should be sent to Edelbrock only. The product must be returned freight prepaid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation on all products shall be to repair or replace the product. **Warranty covers only the product itself and not the cost of installation or removal.**

CYLINDER HEADS

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.

OFF-HIGHWAY USE

Many of the parts described or listed herein are designed for off-highway use only. Installation of "off-highway" parts may impair your vehicle's emission control system performance, these parts should not be installed on any vehicle used on any street or highway. Any installation as such could adversely affect the warranty coverage for an on-street or highway vehicle and violates state or federal emission laws.

SUPERCHARGER STANDARD WARRANTY

It is the constant endeavor of the Edelbrock, LLC to give our customers the highest quality products obtainable. Edelbrock warrants each new supercharger kit to be free from defects in both workmanship and material for a period of three (3) years from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer or used for racing or competition purposes. Our warranty service and repair facility is located at 2700 California Street, Torrance, California 90503. Customers who believe they have a defective product should either return it to the dealer from which it was purchased or ship it directly to Edelbrock, LLC along with proof of purchase and a complete description of the problem. The product must be returned freight prepaid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. **Warranty covers only the product itself and not the cost of installation or removal.**

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