

Edelbrock®



MASTER CATALOG **2025**

Carburetors | Manifolds | Gaskets | Cylinder Heads | Power Packs | Forced Induction | EFI | Ignition
Engine Blocks | Crate Engines | Water Pumps | Engine Accessories | Fuel Systems | Merchandise



UNLEASHING THE NEXT GENERATION OF PERFORMANCE

Edelbrock is a proud member of the Edelbrock Group family of brands, including COMP Cams, FAST (Fuel Air Spark Technology), TCI Automotive, Russell, and Lunati, representing over 130 years of performance. Our industry leadership is driven by an unwavering commitment to our customers and guided by our core values of P-O-W-E-R: Passion, Opportunity, Workmanship, Ethics, and Results.

Passion: Passion fuels our industry, and we share that same drive, which inspires us to innovate and deliver new products every year.

Opportunity: We're always searching for new ways to support our customers — from investing in cutting-edge technology to improving our operations, all to create more opportunities for you.

Workmanship: Our reputation is built on precision engineering, innovative design, and rigorous testing. Every Edelbrock product, from our foundry to our factories, is crafted for performance, reliability, and quality you can trust.

Ethics: Integrity, accountability, and respect define our approach. We're committed to conducting business honestly, fostering responsible innovation, and building lasting trust with every customer and enthusiast we serve.

Results: Performance is our legacy. Whether it's on the track, the trail, the water, or the street. We're driven to deliver results that keep you winning — and to keep Edelbrock the name you trust for performance.





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Aluminum Permanent Mold Foundry

1380 Buena Vista Street • San Jacinto CA

COMP Cams Manufacturing and R&D Center

3406 Democrat Road • Memphis, TN

TCI Manufacturing Facility

151 Industrial Drive • Ashland, MS

REGISTERED NAMES AND TRADEMARKS

94™, Accu-Drive®, Air-Gap™, Black Plasma®, Big Victor™, Classic Series™, Chrome Plasma®, Cycle Flex®, Edelbrock®, Edelbrock Design™, Edelbrock & Design™, Edelbrock Equipped™, Edelbrock Garage®, Edelbrock Group®, Edelbrock Racing™, Edelbrock Total Power Package®, EF USA®, E-Force®, Elite Series™, Elite II Series™, E-CNC™, E-Series™, E-Street™, E-Street 2™, EZ-Street™, Evolution™, LS-R®, Max-Fire Ignition®, Musi 555™, Passion For Performance™, Performer®, Performer EPS™, Performer X™, Performer RPM®, Performer Series®, ProCharge™, ProClassic™, Pro-Filter II™, PRO-FLO®, PRO-FLO XT®, PRO-FLO 2®, PRO-FLO 3®, PRO-FLO 4®, PRO-FLO 4+™, PRO-FLO Sportsman®, Pro-Port®, Pro-Swivel®, Pro-Tuner®, Quiet-Flo™, QwikData®, Qwik Release™, "R"®, Rollin' Thunder™, RPM Air-Gap®, RPM Series™, RPM XT™, Russell®, Slingshot™, Signature Series®, SX Performance®, Tarantula™, The Most Respected Name In Performance®, Thunder Series AVS®, Ti-Tech™, Torker®, Torker II®, Tru-Flo™, Tube Seal®, Tunnel Ram®, Twin-Force®, Twist-Lok®, Ultra-Spark 50™, Ultra-Spark 500®, Victor®, Victor II™, Victor CNC®, Victor E-Tec™, Victor Jr.™, Victor LSXR™, Victor Pro Series™, Victor Series™, Victor X™, VRS-4150®, as well as other product-specific names and trademarks are the property of Edelbrock Group and its affiliated companies.

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STREET AND RACE CARBURETORS

Edelbrock carburetors are a top choice for enthusiasts and racers alike due to their precision engineering, reliability, and ease of tuning.

The VRS-4150 series is designed for high-performance applications, featuring all-aluminum construction, tunable air bleeds, and a race-ready design ideal for serious horsepower gains.

The AVS2 series stands out with its innovative annular booster technology, delivering superior throttle response and fuel atomization, making it perfect for street-driven muscle cars and hot rods.

The Performer series offers a balance of performance and efficiency, with a simple calibration process that ensures smooth operation right out of the box, making it ideal for daily drivers and mild performance builds.

Whether building a race car, restoring a classic, or upgrading your street machine, Edelbrock carburetors provide unmatched quality and performance tailored to your needs. Every Edelbrock carburetor is built in the USA and tuned by Edelbrock engineers to provide the widest overall torque range. Combine them with an Edelbrock performance manifold or Power Pack kit for unmatched street and race performance!



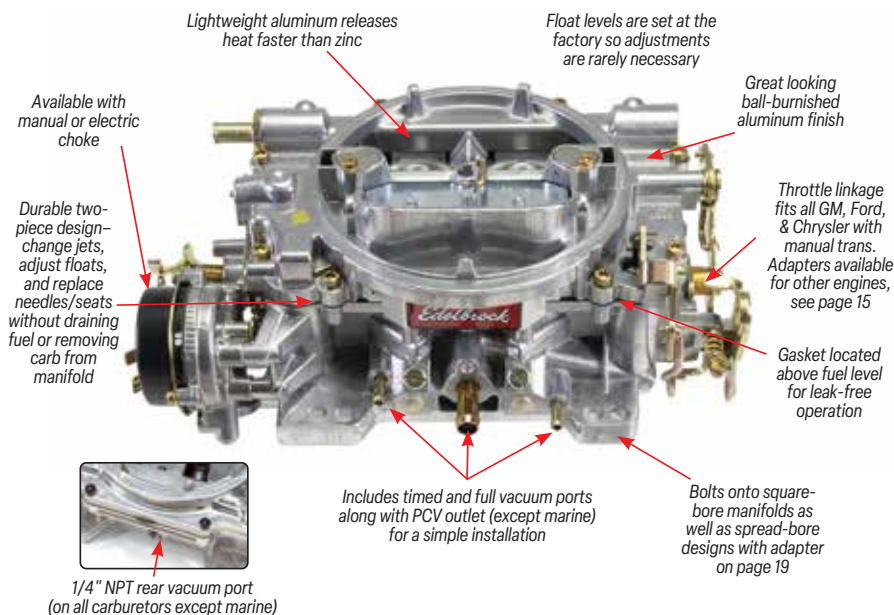
PERFORMER SERIES

Edelbrock Performer (EPS) Series carburetors are an ideal upgrade for stock or mild street applications. They're calibrated for optimum performance on small-block and big-block engines that operate in the idle to 5500 RPM range. Several options are available with calibrations for maximum fuel economy or high performance for the street or track.

Performer Series carburetors are ideal for passenger cars, trucks, 4x4s, and RVs. Match with an Edelbrock Performer, Performer RPM, RPM Air-Gap, or Torker intake manifold for the ultimate Edelbrock induction setup. Carburetors are available in 500, 600, 750, and 800 CFM.

Marine applications that comply with U.S. Coast Guard safety standards are also available.

See page 7 for a complete listing.



CARBURETOR FINISHES

BALL BURNISHED

The traditional look of performance for decades



BLACK POWDER COAT

Durable powder coating for long lasting protection and a distinctive look

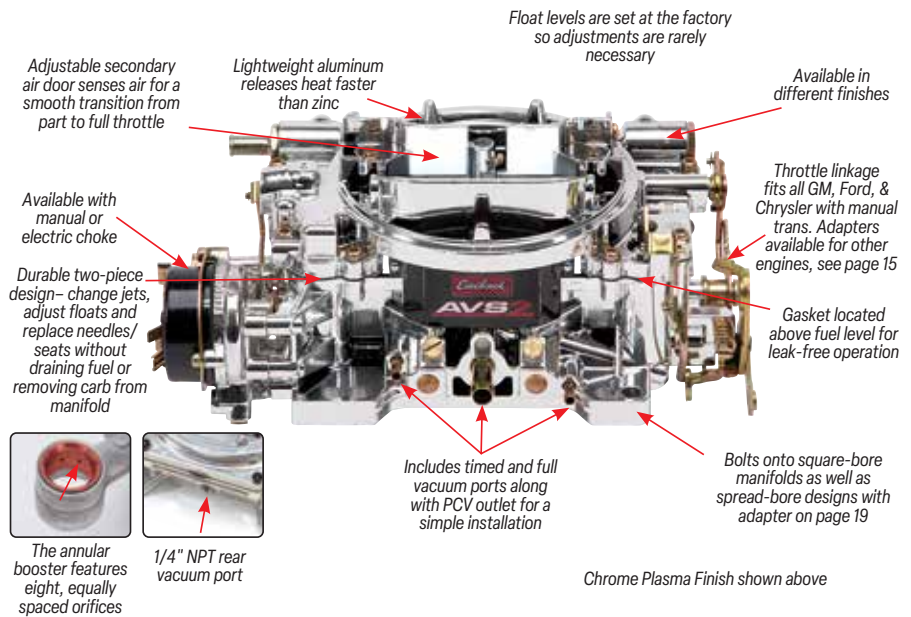


AVS2

The AVS2 Series is the next generation in Edelbrock carburetors for superior performance based on the Thunder Series AVS. This carburetor features annular flow primary boosters with a special calibration for improved off-idle and cruising performance.

The annular flow booster design delivers improved fuel atomization to eliminate flat spots that may be encountered when the carburetor transitions from idle to full throttle. Each annular flow booster features eight equally spaced orifices to improve fuel metering from idle to the main circuit. The improved flow metering makes this carburetor ideal for use with a wide variety of small-block and big-block engines with either dual- or single-plane intake manifolds.

See page 9 for a complete listing.



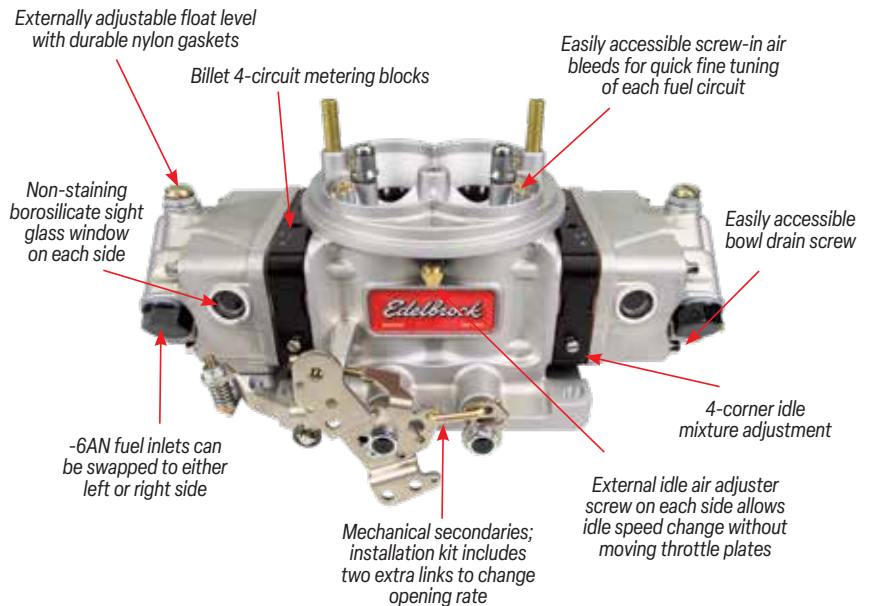
VRS-4150

Edelbrock's VRS-4150 line of race and ultimate performance carburetors are packed with features appealing to racers, engine builders, carb tuners, and hot street enthusiasts wanting to improve performance.

A street hookup friendly throttle arm, MoS2-coated throttle shafts, and built-in provisions for a standard GM three-wire TPS mount make it ideal for any user. Multiple vacuum hookups keep it usable on the street but still ready for the track with larger capacity fuel bowls and four-circuit billet metering blocks with screw-in emulsion bleeds. All of this makes for easy tuning and great versatility in many applications.

The 20% larger capacity fuel bowls feature internal ribs to control fuel slosh, and a sculpted baffle directs incoming fuel to the sides to minimize bubbles. The floats have corner cuts to avoid shutting off the fuel flow during hard cornering, and jet extenders in the rear to keep the jets covered in fuel under hard acceleration.

See page 11 for a complete listing.



BLACK PLASMA

Smooth, deep, and dark glossy finish that takes on character from surrounding colors



CHROME PLASMA

Seven-stage pre-wash, followed by four-stage coating process and a clear powder coat



EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

PERFORMER SERIES PRODUCT LINE-UP



Electric Choke



Manual Choke

500 CFM PERFORMER

#1403 - ELECTRIC CHOKE

Designed and calibrated for small cubic-inch engines and dual-quad applications, such as Edelbrock C-26, F-28, and Street Tunnel Ram.

#1404 - MANUAL CHOKE

Designed and calibrated for small cubic-inch engines and dual-quad applications such as Edelbrock C-26, F-28, and Street Tunnel Ram. Match with an Edelbrock Performer or Performer EPS manifold.

600 CFM PERFORMER

#1400 - ELECTRIC CHOKE (EGR)

The #1400 Performer Series emissions carburetor is a 600 CFM electric choke, emissions legal (E.O. #D-215-10), carburetor for 1980 and earlier, non-feedback General Motors vehicles powered by a V8 gasoline engine. The 1400 retains all of the features of our other Performer Series carburetors such as a GM throttle lever, as well as 3/16" Timed, 3/16" EGR (Full Vacuum), and 3/8" PCV vacuum ports in the front and a 1/4" NPT vacuum port in the rear.

#1406 - ELECTRIC CHOKE (NON-EGR)

Our best-selling carburetor! Designed and calibrated for economy for small-block and small-displacement big-block engines. These carburetors are recommended only for Performer level applications. Calibrated for economy.

#1405 - MANUAL CHOKE

Match with various manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap, or Torker II. Calibrated for performance.

750 CFM PERFORMER

#1411 - ELECTRIC CHOKE

Designed for 402 c.i. and larger engines with Edelbrock Performer manifolds, this carburetor is for Performer level applications. Not recommended for use on RPM or Torker II intake manifolds. Provides excellent fuel economy on 454 Chevy and 460 Ford applications.

#1407 - MANUAL CHOKE

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.

800 CFM PERFORMER

#1413 - ELECTRIC CHOKE

Precisely tuned, calibrated for performance, and quality-built carburetor that can handle the rigors of daily driving while delivering consistent street performance for day-to-day reliability.

MARINE CARBURETORS

These Edelbrock carburetors comply with U.S. Coast Guard safety standards for use in marine applications. Cast surfaces are iridized with Teflon-coated shafts and pump arms 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. For best performance, combine with a marine manifold, see table of contents on page 4.

NOTE: These carburetor have no vacuum ports and are not for automotive use. Use carb stud kits #8008 or #8024 if needed, see page 15



750 CFM Marine, Electric Choke #1410

600 CFM, MARINE

#1409 - ELECTRIC CHOKE

Designed and calibrated for optimum marine performance in small-block V8 engines with various manifolds that include Performer, Performer RPM, RPM Air-Gap, or Torker II. It is also ideal for Chevy 4.3 L V6 engines with a Performer manifold (page 31) and calibration kit #1485.

750 CFM, MARINE

#1410 - ELECTRIC CHOKE

Designed and calibrated for optimum marine performance in small-block and big-block V8 engines with Performer RPM or RPM Air-Gap manifolds and large cubic-inch engines with Performer manifolds.



500 CFM Manual Choke #1404



PERFORMER SERIES CARBURETOR THE OPTIMUM PERFORMANCE CARBURETOR

Product	Application	Flange	Choke	Metering Jets		Metering Rods	Emissions Code	Part No.	
				Primary	Secondary			Ball Burnished	Black Powder
ECONOMY									
600 CFM Performer Series Carburetor	1980-Earlier GM vehicles	Square	Electric, EGR	.098	.095	.073 x .047	●	1400	-
600 CFM Performer Series Carburetor	Small-block V8	Square	Electric, Non EGR	.098	.095	.075 x .047	●	1406	14063
750 CFM Performer Series Carburetor	Big-block stock & Performer looking for best fuel economy & performance	Square	Electric, Non EGR	.110	.107	.075 x .047	●	1411	-
PERFORMANCE									
500 CFM Performer Series Carburetor	V6 and small-block V8	Square	Electric, Non EGR	.086	.095	.065 x .052	●	1403	-
500 CFM Performer Series Carburetor	V6 and small-block V8	Square	Manual, Non EGR	.086	.095	.065 x .052	●	1404	-
600 CFM Performer Series Carburetor	Small-block	Square	Manual, Non EGR	.100	.095	.070 x .047	●	1405	14053
750 CFM Performer Series Carburetor	High-HP or large c.i. small-block and some big-blocks	Square	Manual, Non EGR	.113	.107	.071 x .047	●	1407	14073
800 CFM Performer Series Carburetor	Big-block applications	Square	Electric, Non EGR	.113	.101	.071 x .047	●	1413	-
800 CFM Performer Series Carburetor	Big-block applications	Square	Manual, Non EGR	.113	.101	.071 x .047	●	1412	-
MARINE CARBURETORS									
600 CFM Performer Marine Carburetor	V6 and small-block V8 Performance Marine	Square	Electric, Non EGR	.098	.101	.068 x .047	●	1409	-
750 CFM Performer Marine Carburetor	Big-block V8 Performance Marine	Square	Electric, Non EGR	.113	.107	.071 x .047	●	1410	-
ADDITIONAL PARTS									
GM Auto Trans TV Cable Adapter for 700R4, 2004R, and 4L60. Fits all EPS and AVS2 Carbs								8026	
Universal Carburetor Choke Cable with Polished Knob								8013	
Electric Choke Adapter Kit for #1405, #1407 carburetors								1478	
Chrome Fuel Inlet Pipe								8126	
3/8" Clear View Fuel Filter								8748	
1977-Later GM Throttle Cable Adapter Stud								8009	

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PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

THE AVS2 SERIES PRODUCT LINE-UP



Electric Choke



Manual Choke

500 CFM AVS2

#1901 - ELECTRIC CHOKE

Designed and calibrated for optimum street performance in small-block single-carb applications.

#1903 - ELECTRIC CHOKE, DUAL-QUAD

Calibrated for use as the rear carburetor in dual-quad applications such as the C-26 #5425, #5409, or any of our Air Gap dual-quad manifolds.

#1902 - MANUAL CHOKE

Also available in black powder coat (#19023).

#1904 - MANUAL CHOKE, DUAL-QUAD

Calibrated for use as the front carburetor in dual-quad applications such as C26, #5425, 5409, or any of our Air-Gap dual-quads.

650 CFM AVS2

#1906 - ELECTRIC CHOKE

Designed and calibrated for optimum performance in small-block and some big-block engines. Match with various manifolds that include Performer, Performer EPS, Performer RPM, or RPM Air-Gap.

#1905 - MANUAL CHOKE

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with various manifolds that include Performer, Performer EPS, RPM Air-Gap, Performer RPM, or Torker II.

650 CFM OFF-ROAD AVS2

#1916 - 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 various manifolds including Performer, Performer EPS, Performer RPM, or RPM Air-Gap.

#1915 - MANUAL 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 various manifolds including Performer, Performer EPS, Performer RPM, or RPM Air-Gap.

800 CFM AVS2

#1913 - ELECTRIC CHOKE

Designed and calibrated for optimum street performance in high-horsepower small-block and big-block engines. Match with a variety of manifolds including Performer, Performer RPM, RPM Air-Gap, or Torker II.

#1912 - MANUAL CHOKE

Designed and calibrated for optimum street performance in high-horsepower small-block and big-block engines. Match with a variety of manifolds including Performer, Performer RPM, RPM Air-Gap, or Torker II.



500 CFM Electric Choke #1906



AVS2 SERIES CARBURETOR THE ULTIMATE PERFORMANCE CARBURETOR

Product	Application	Flange	Choke	Metering Jets		Metering Rods	Emissions Code	Part No.			
				Primary	Secondary			Ball Burnished	Black Powder	Black Plasma	Chrome Plasma
500 CFM AVS2 Series Carburetor	V6 and V8	Square	Electric, Non EGR	.095	.095	.070 x .052	●	1901	19013	-	-
500 CFM AVS2 Series Carburetor	V6 and V8	Square	Manual, Non EGR	.095	.095	.070 x .052	●	1902	19023	-	-
500 CFM AVS2 Series Carburetor	Dual-quad - rear carb	Square	Electric, Non EGR	.095	.077	.070 x .052	●	1903	-	-	-
500 CFM AVS2 Series Carburetor	Dual-quad - front carb	Square	Manual, Non EGR	.095	.077	.070 x .052	●	1904	-	-	-
650 CFM AVS2 Series Carburetor	Small-block	Square	Manual, Non EGR	.101	.098	.070 x .037	●	1905	19053	1905-BP	1905-CP
650 CFM AVS2 Series Carburetor	Small-block	Square	Electric, Non EGR	.101	.098	.070 x .037	●	1906	19063	1906-BP	1906-CP
650 CFM AVS2 Off-Road Carburetor	Trucks and 4WD	Square	Manual, Non EGR	.095	.098	.065 x .047	●	1915	-	-	-
650 CFM AVS2 Off-Road Carburetor	Trucks and 4WD	Square	Electric, Non EGR	.095	.098	.065 x .047	●	1916	-	-	-
800 CFM AVS2 Series Carburetor	Big-block & high-HP small-block	Square	Manual, Non EGR	.113	.101	.068 x .047	●	1912	19123	-	-
800 CFM AVS2 Series Carburetor	Big-block & high-HP small-block	Square	Electric, Non EGR	.113	.101	.068 x .047	●	1913	19133	-	-
ADDITIONAL PARTS											
1977 and later Chevrolet Throttle Cable Adaptor Stud								8009			
GM Auto Trans TV Cable Adapter for 700R4, 2004R, and 4L60. Fits all EPS and AVS2 Carbs								8026			
Universal Carburetor Choke Cable with Polished Knob								8013			
Chrome Fuel Inlet Pipe								8126			
3/8" Clear View Fuel Filter								8748			

Important Note: Manual choke AVS2 Carburetor cannot be converted to electric choke. Carburetor #1903 and #1904 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 carburetor #1901 and #1902.

EMISSIONS GUIDE

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PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

VRS SERIES PRODUCT LINE-UP

"Designed, Built, and Tested in the USA for Unsurpassed Quality"



650 CFM VRS-4150

The VRS-4150 650 CFM is street-friendly but race-ready. Its 1.250" venturi makes it legal for class racing, while its 1/2"-taller design creates a longer entry to the boosters and more mixing/expansion length below the venturi than any other 650 carb. It is designed for small-blocks and includes a throttle arm that accommodates common street car hookups and a GM three-wire TPS provision. Multiple vacuum hookups and larger fuel bowls ensure versatility for street and track, with easy tuning via billet metering blocks.

- Adjustable idle bypass air & interchangeable idle jets for smooth idling
- Four borosilicate sight glass windows for quick and easy float level adjustment
- Intermediate fuel circuit provides extra fuel during acceleration and heavy loading
- Main-well emulsion fed by two bleeds for precise tuning
- Power valves on primaries & secondaries for optimized cruise and power mode jetting

750 CFM VRS-4150

The VRS-4150 750 CFM is designed for higher horsepower small-blocks and some big-block applications. Its one-piece, cast-aluminum body fits all 4150 and 4500 carb flange manifolds without requiring an adapter plate. It includes a street throttle arm and a GM three-wire TPS mount. Multiple vacuum hookups and larger fuel bowls ensure versatility for street and track, with easy tuning via billet metering blocks and four circuits of easily accessible air bleeds.

- Adjustable idle bypass air & interchangeable idle jets for smooth idling
- Annular boosters and an intermediate circuit for excellent throttle response
- Four borosilicate sight glasses for ease of float adjustment
- Power valves on primaries & secondaries for optimized cruise & power mode jetting
- Main well emulsion fed by two bleeds for precise tuning

850 CFM VRS-4150

The VRS-4150 850 CFM is designed for ultra-high horsepower small-blocks and most big-block applications. Its one-piece, cast-aluminum body fits all 4150 and 4500 carb flange manifolds without requiring an adapter plate. It includes a street throttle arm and a GM three-wire TPS provision. Multiple vacuum hookups and larger fuel bowls ensure versatility for street and track, with easy tuning via billet metering blocks.

- Adjustable idle bypass air, four corner mixture adjustment screws, & interchangeable idle jets optimize idle and off-idle with race-oriented camshafts
- 50cc accelerator pumps
- Power valves on primaries & secondaries for optimized cruise & power mode jetting
- Annular boosters and an intermediate fuel circuit for excellent launch and throttle response

950 CFM VRS-4150

The VRS-4150 950 CFM is designed for ultra-high horsepower applications geared towards racing. Its one-piece, cast-aluminum body fits all 4150 and 4500 carb flange manifolds without requiring an adapter plate. It includes a throttle arm that accommodates common street car hookups and a GM three-wire TPS mount. Multiple vacuum hookups and larger fuel bowls ensure versatility for street and track, with easy tuning via billet metering blocks.

- No adjustable idle bypass on 950 CFM
- 50 cc accelerator pump circuit
- Interchangeable idle jets and four corner mixture screws optimize idle and off-idle tuning with race-oriented camshafts
- Annular boosters combined with an intermediate fuel circuit for excellent transitions and throttle response
- Power valves on primaries & secondaries for optimized cruise & power mode jetting

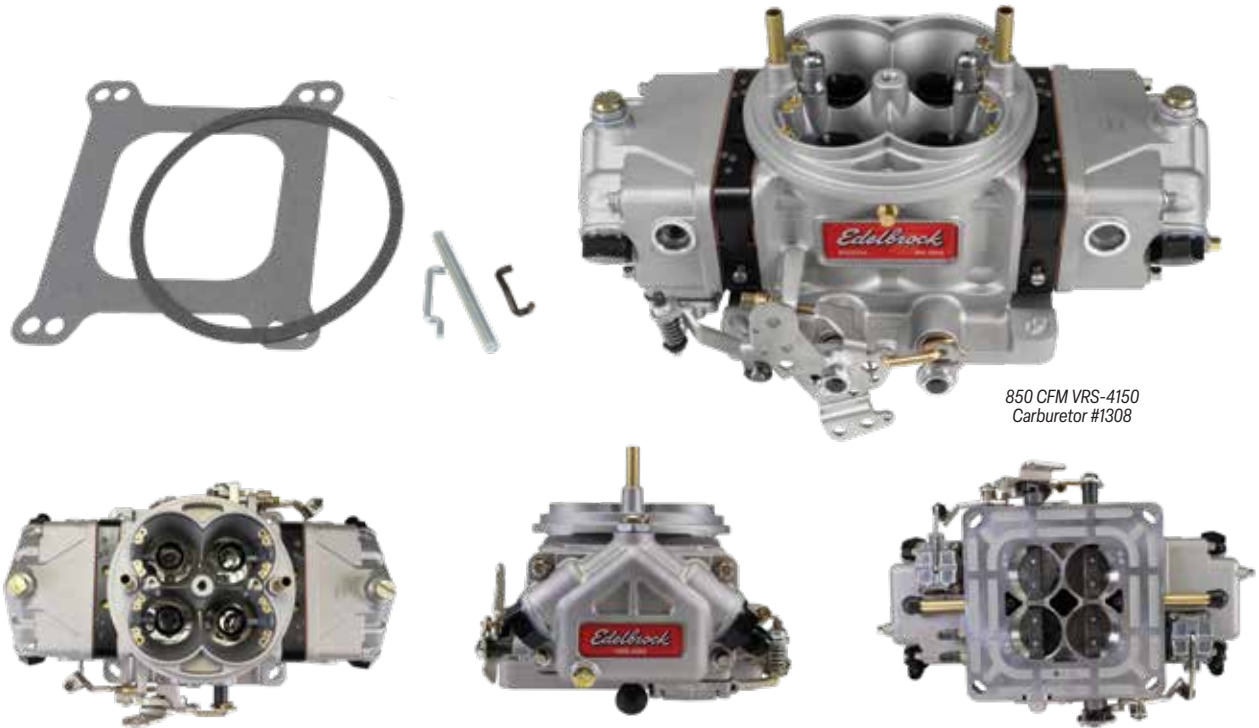
VRS-4150 E85 RACE AND PERFORMANCE SERIES

Catering to racers and street-performance enthusiasts, these 850 and 950 VRS-4150s are calibrated for E85 ethanol-fueled vehicles. Custom four-circuit billet metering blocks and extra-large fuel jets, specifically designed for E85, flow 30% more fuel than a conventional VRS while maintaining all the convenient features not usually found in a racing carburetor.



E85

- Annular boosters
- 20% larger fuel bowls
- Dual 50 cc accelerator pumps
- 4 vacuum ports
- Provisions for GM 3-wire TPS
- Baffling inside fuel bowls
- Ethanol compatible diaphragms, gaskets, and floats

850 CFM VRS-4150
Carburetor #1308

VRS-4150 CARBURETOR FOR RACE AND PERFORMANCE ENGINES

Product	Venturi DIA	CFM	Booster	Choke	Accel Pump Capacity	Secondary Actuation	Emissions Code	Part No.
VRS-4150 Carburetor	1.250	650	Down-Leg	No Choke	30 cc	Mechanical	● ●	1306
VRS-4150 Carburetor	1.375	750	Annular	No Choke	30 cc	Mechanical	● ●	1307
VRS-4150 Carburetor	1.425	850	Annular	No Choke	50 cc	Mechanical	● ●	1308
VRS-4150 Carburetor - E85	1.425	850	Annular	No Choke	50 cc	Mechanical	● ●	1308-E85
VRS-4150 Carburetor	1.562	950	Annular	No Choke	50 cc	Mechanical	● ●	1309
VRS-4150 Carburetor - E85	1.562	950	Annular	No Choke	50 cc	Mechanical	● ●	1309-E85



4-Window Power Valve #13155

4-WINDOW POWER VALVES

This latest innovation in power valve design offers higher fuel flow than standard 2-window designs to support power valve channel restrictors as large as 0.140". They also feature a quicker response to changing engine vacuum to help eliminate flat spots. 100% made, tested, and calibrated in the USA. Sold in pairs with gaskets.

Product	Vacuum (Hg)	Emissions Code	Part No.
4-Window Power Valve	4.5	● ●	13145
4-Window Power Valve	5.5	● ●	13155
4-Window Power Valve	6.5	● ●	13165

Pro-Flo 14" Round
Air Cleaner #1221Pro-Flo 14" Round
Air Cleaner #1223

ADDITIONAL PARTS

Product	Part No.	
	Chrome	Black
Pro-Flo 14" Round Chrome Air Cleaner with Paper Element	1221	1223
Pro-Flo 14" Round Chrome Air Cleaner with Reusable Cotton Element	1224	1225
Adjustable Fuel Log	-	8100
Throttle & Trans Kickdown for 4150-Style Throttle Bodies & Carburetors	-	8041
VRS-4150 Dual Fuel Line (10-3/8 inlet spacing)	-	8108

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Edelbrock**CARBURETORS ACCESSORIES**

Step-Up Spring Assortment #1464



Accelerator Pump #1468



Accelerator Pump #1467



Accelerator Pump #1470



Accelerator Pump #1471



Accelerator Nozzles #1475



Mixture Screw Set #1496



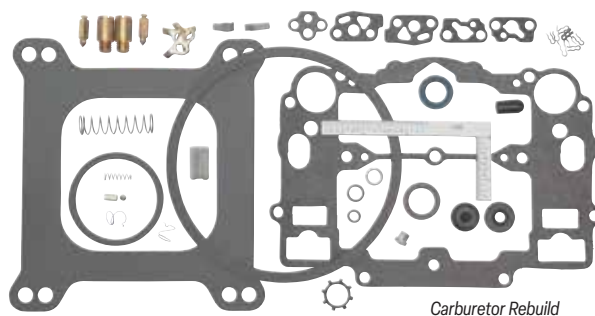
Needle and Sea Set #1465



Float Kit #1469



VRS-4150 Master Calibration Kit #13201



Carburetor Rebuild Kit #1477

PERFORMER, AVS2 & VRS**CARBURETOR CALIBRATION AND SERVICE COMPONENTS**

Product	Description	Emissions Code	Part No.
Step-Up Spring Assortment	Includes 3" Hg (blue), 4" Hg (yellow), 5" Hg (orange), 7" Hg (pink), and 8" Hg (plain) springs - 5 pair	●	1464
Accelerator Pump Assembly	For #1400, #1403, #1404, #1405, #1406, #1801, #1802, #1803, #1804, #1805, #1806, #1825, #1826, #1901, #1902, #1903, #1904, #1905, #1906, #1915, & #1916	●	1470
Accelerator Pump Assembly	For #1407, #1411, #1912, and #1913	●	1467
Accelerator Pump Assembly	For #1412, #1413, #1812, and #1813	●	1468
Marine Accelerator Pump	Includes seal, spring, and cup assembly for #1409/#1410	●	1471
Accelerator Pump Nozzles	Includes .024, .033, .043 nozzles and gaskets	●	1475
Replacement Needles and Seats	0.0935" diameter, pair for AVS2, Performer and Thunder Series carburetors only	●	1498
Off-Road Needles and Seats	Includes a pair of spring-loaded needles and .0935" seats for all AVS2, Thunder Series, and Performer carbs	●	1465
High-Flow Needles and Seats	Includes a pair of needles and .110" seats for all AVS2, Thunder Series, and Performer carbs	●	1466
Idle-Mixture Screw Set	Includes a pair of idle mixture screws and springs for all Edelbrock square-bore carburetors	●	1496
Brass Float Kit	Includes 2 floats, 2 pins, and a float setting gauge	●	1469
Carburetor Rebuild Kit	Includes parts & gaskets to rebuild all Performer, Thunder Series, and AVS2	●	1477
VRS-4150 Series Metering Block and Fuel Bowl Gaskets	Contains 2 metering block to main body gaskets and 2 fuel bowl to metering block gaskets. Gasket material is non-stick has superior sealing qualities.	●●	13101
VRS-4150 Series Metering Block and Fuel Bowl Gaskets, Bulk	Contains 8 metering block to main body and 8 fuel bowl to metering block gaskets. Gasket material is non-stick has superior sealing qualities.	●●	13102
VRS-4150 Series Carburetor Float Set	Nitrophyl floats notched for jet extenders and chamfered for heavy cornering capability. 0.125" longer than standard. Weight 11-12 grams each.	●●	13108
VRS-4150 Series 0.140 Booster Stake Tube Set	The booster tube (pin) is a controlled orifice for fuel as it leaves the metering block and travels to the booster ring. It also secures the booster to the main body. The 0.140" I.D. tube size matches production #1306, #1307, and #1308. If boosters are removed, the stake tube must be replaced. QTY: 4	●●	13104
VRS-4150 Series 0.150 Booster Stake Tube Set	The booster tube (pin) is a controlled orifice for fuel as it leaves the metering block and travels to the booster ring. It also secures the booster to the main body. The 0.150" I.D. tube can flow more fuel but with the sacrifice of responsiveness. If boosters are removed, the stake tube must be replaced. QTY: 4	●●	13105
VRS-4150 Series 0.160 Booster Stake Tube Set	The booster tube (pin) is a controlled orifice for fuel as it leaves the metering block and travels to the booster ring. It also secures the booster to the main body. The 0.160" I.D. tube can potentially flow more fuel but at the expense of responsiveness. If boosters are removed, the stake tube must be replaced. QTY: 4 Not for E85 Carbs	●●	13106
VRS-4150 Series Master Calibration Kit	Contains all necessary components to calibrate the 1306, 1307, 1308, and 1309 carburetors rich or lean in both cruise and power modes.	●●	13201



AVS2 & Performer
Metering Jets #1431



AVS2 & Performer
Metering Rods #1445

AVS2 & PERFORMER METERING JETS

Size	Emissions Code	Part No.
.077	●	1420
.080	●	1421
.083	●	1422
.086	●	1423
.089	●	1424
.092	●	1425
.095	●	1426
.098	●	1427
.100	●	1428
.101	●	1429
.104	●	1430
.107	●	1431
.110	●	1432
.113	●	1433
.116	●	1434
.119	●	1435

AVS2 & PERFORMER METERING RODS

Cruise/Power	Emissions Code	Part No.
.057 x .049	●	1437
.062 x .052	●	1441
.063 x .037	●	1442
.063 x .047	●	1443
.065 x .037	●	1444
.065 x .047	●	1445
.065 x .052	●	1460
.065 x .057	●	1461
.067 x .037	●	1955
.067 x .049	●	1462
.067 x .055	●	1463
.068 x .042	●	1446
.068 x .047	●	1447
.068 x .052	●	1448
.068 x .057	●	1436
.070 x .037	●	1449

METERING RODS (CONT.)

Cruise/Power	Emissions Code	Part No.
.070 x .042	●	1450
.070 x .047	●	1451
.070 x .052	●	1452
.070 x .057	●	1418
.071 x .042	●	1956
.071 x .047	●	1453
.073 x .037	●	1454
.073 x .042	●	1455
.073 x .047	●	1456
.073 x .052	●	1457
.075 x .037	●	1458
.075 x .042	●	1419
.075 x .047	●	1459



CARBURETOR CALIBRATION KITS

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

PERFORMER CALIBRATION KITS

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

THUNDER SERIES AVS CALIBRATION KITS

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

AVS2 SERIES CALIBRATION KITS

Application	Series	Metering Rods (Pair)	Metering Jets (Pair)	Emissions Code	Part No.
#1901, #1902, #1903 & #1904	AVS2	.063 x .037, .063 x .047, .065 x .047, .067 x .049, .068 x .047, .068 x .052, .073 x .052	.080, .083, .086, .089, .092, .098, .100	●	1940
#1905 & #1906	AVS2	.067 x .037, .068 x .042, .070 x .042, .071 x .042, .073 x .037, .073 x .042, .075 x .042	.092, .095, .100, .104, .107	●	1948
#1912 & #1913	AVS2	.062 x .052, .063 x .047, .065 x .047, .065 x .057, .067 x .049, .068 x .052	.100, .101, .107, .110	●	1949

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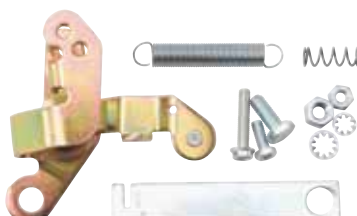
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Chrysler Throttle Lever Adapter #1481



#1481 installed



Ford Throttle Lever Adapter #1483



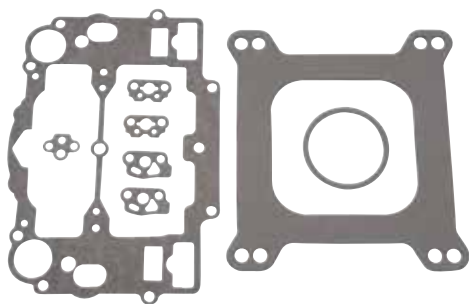
Dual-Quad Linkage Kit #7094



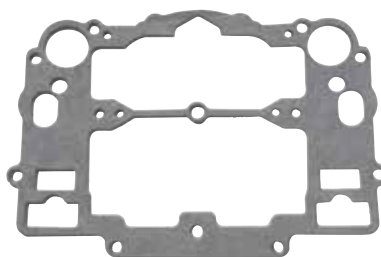
Universal Choke Cable #8013

THROTTLE LEVER ADAPTERS, PLATES, AND LINKAGE

Product	Description	Series	Part No.
Chrysler Throttle Lever Adapter	Fits 1966-Later Chrysler, also accepts cruise control.	AVS2/EPS	1481
Ford Throttle Lever Adapter	Fits 1968-Later Ford automatic transmission equipped vehicles with cable operated throttle (except A.O.D.). Also accepts cruise control. Use with appropriate throttle cable plate when necessary.	AVS2/EPS	1483
Ford 289-302 Throttle Cable Plate Kit	Fords with cable activated throttle and automatic transmission kickdown rod. Repositions stock throttle cable bracket to align with Edelbrock carb throttle arm. Use with Edelbrock throttle lever adapter #1483 and stock throttle cable bracket. Available in gold finish. The throttle cable plate kit only works when the throttle bracket is mounted to the intake.	AVS2/EPS	1490
Ford 351W Throttle Cable Plate Kit	Fords with cable activated throttle and automatic transmission kickdown rod. Repositions stock throttle cable bracket to align with Edelbrock carb throttle arm. Use with Edelbrock throttle lever adapter #1483 and stock throttle cable bracket. Available in gold finish. The throttle cable plate kit only works when the throttle bracket is mounted to the intake.	AVS2/EPS	1491
Ford 351C, 351M/400 Throttle Cable Plate Kit	Fords with cable activated throttle and automatic transmission kickdown rod. Repositions stock throttle cable bracket to align with Edelbrock carb throttle arm. Use with Edelbrock throttle lever adapter #1483 and stock throttle cable bracket. Available in gold finish. The throttle cable plate kit only works when the throttle bracket is mounted to the intake.	AVS2/EPS	1493
Ford 429-460 Throttle Cable Plate Kit	Fords with cable activated throttle and automatic transmission kickdown rod. Repositions stock throttle cable bracket to align with Edelbrock carb throttle arm. Use with Edelbrock throttle lever adapter #1483 and stock throttle cable bracket. Available in gold finish. The throttle cable plate kit only works when the throttle bracket is mounted to the intake.	AVS2/EPS	1495
Dual-Quad Progressive Linkage Kit	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.	AVS2/EPS	7094
Universal Choke Cable	Features a polished knob engraved with the Edelbrock Equipped logo. Designed for 2BBL & 4BBL applications. This cable measures 72" in length and features a stainless steel outer sleeve.	AVS2/EPS	8013



Gasket Set #1472



Airhorn Gasket #1499



Carb Base Gasket #3899

EPS AND AVS2 GASKETS

Product	Description	Part No.
Gasket Set	Includes airhorn and carb-to-manifold gasket	1472
Airhorn Gasket	5 gaskets included	1499
Carburetor Base Gasket	2 gaskets included	3899

CARBURETOR STUDS

Product	Size	Part No.	
		Zinc	Black
Carb Stud, Nut, and Washer Kit	3-piece kit of 5/16"-18 x 1-1/4"	8006	-
Carb Stud, Nut, and Washer Kit	5/16"-18 x 1-1/2"	8008	-
Carb Stud, Nut, and Washer Kit	5/16"-18 x 1-3/4"	8024	-
Bullet Nosed Carb Stud, Nut, and Washer Kit	5/16"-18 x 1-1/2"	-	8056
Q-Jet Bolt Kit	2 x 5/16-18 x 3-3/4"; 2 x 5/16-18 x 1-1/4"	1925	8060



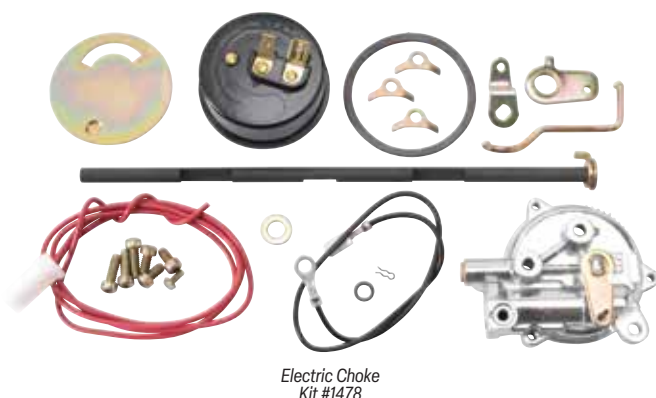
Carb Stud, Nut and Washer Kit #8024



Bullet Nosed Carb Stud, Nut and Washer Kit #8056



Bolt Kit #1925



Electric Choke
Kit #1478



Performer and AVS2 Series
Linkage Kit #1473



Choke Cap
Kit #1474



Fuel Inlet
Fitting #1497



Choke Cable
Bracket #1494



Chevy/GMC Cruise
Control Kit #1484

AVS2, PERFORMER, AND THUNDER SERIES AVS CARBURETOR REPLACEMENT PARTS

Product	Description	Part No.
Electric Choke Kit	Includes all parts to convert #1404, #1405, #1407, & #1412 Performer Series carburetors to electric choke	1478
Choke Cable Bracket & Clamp Assembly	AVS2, Performer Series, & Thunder Series carburetor	1494
Choke Cap Kit	Includes choke cap and gasket, 3 screws, and 3 locking tabs	1474
AVS2, Performer Series Linkage Kit	Includes 1 ea. of 7 links with gold iridited finish and 6 retaining clips	1473
AVS Carb Linkage Kit	Includes 1 ea. of 7 links with black finish and 6 retaining clips	1873
Replacement Fuel Inlet Fitting	5/8"-20, 3/8" nipple, gold iridited	1497
Chevy/GMC Cruise Control Kit	Required for OEM cruise control hookup	1484
Chrysler Throttle Lever Adapter	Fits 1966 and Later Chrysler, also accepts cruise control (black finish)	1843



Vacuum Caps
#4804



Vacuum Fitting
#8096



Single Barb Carb Fitting
#8080



#6 AN Fitting
#8087



Inverted Flare
Fuel Line Fitting #8090



Banjo Fitting
#8089

CARBURETORS FITTINGS

Application	Description	Part No.
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
-6AN Fitting for Edelbrock Square-Bore & Carter AFB Carburetor	5/8"-20	8087
Banjo Fitting for Edelbrock Square-Bore & Carter AFB Carburetor	5/8"-20 helps with air cleaner base clearance	8089
Inverted Flare Fuel Line Fitting for Edelbrock Square-Bore & AFB Carburetor	3/8" 5/8-20 threads on carburetor side, female threads fit 3/8" inverted flare tubing	8090
Vacuum Fitting	Low profile for double-pumpers when used with Edelbrock intake manifolds #2101, #5001, #7101 and 3/8" male x 1/8" female NPT fitting (.650")	8096

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Square-Bore Heat Insulator Gasket #9265



Divided Square-Bore Heat Insulator Gasket #9266



Open Spacer #8724



Divided-Wall Spacer #8715



Open Cloverleaf Spacer for 4500 Series #8718



Open Spacer for 4500 Series #8717



4-Hole Spacer #8723



Divided Spacer #8725



Divided Spacer #8722



Open Spacer #8712



4-Hole Spacer #8713



Open Spacer #8720



Open Spacer #8710



4-Hole Spacer #8711



Open Spacer #8719



4-Hole Q-Jet Spacer #8726

CARBURETOR SPACERS AND HEAT INSULATOR GASKETS

Product	Description	Application	Thickness	Part No.
Square-Bore Heat Insulator Gasket	Use with open plenum manifolds such as Torker II and Victors. Comes with extended carb studs	SQ Bore/4150	.320"	9265
Divided Square-Bore Heat Insulator Gasket	Divided center seals the carburetor to dual-plane manifolds including Performer, Performer RPM, and most RPM Air-Gap manifolds. Comes with extended carb studs	SQ Bore/4150	.320"	9266
Square-Bore Heat Insulator Gaskets for Edelbrock Dual-Quad Manifolds	2 gaskets included	EPS or AVS2 (8 base-hole)	.125"	9267
Heat Insulator Spacer for Edelbrock 94 and Stromberg 97 Carburetors	For 3-bolt carburetors. The black wood-fiber laminate spacer is ideal for reducing heat transfer from the intake manifold to the carburetor. Includes all necessary hardware for a complete installation	Stromberg 97	.25"	8751
Open Spacer	Made out of wood-fiber laminate	SQ Bore/4150	.5"	8724
Open Spacer	Made out of wood-fiber laminate	SQ Bore/4150	.75"	8719
Open Spacer	Made out of wood-fiber laminate	SQ Bore/4150	1.0"	8720
Open Spacer	Made out of black phenolic plastic	SQ Bore/4150	1.0"	8710
Open Spacer	Made out of black phenolic plastic	SQ Bore/4150	2.0"	8712
Performer Divided-Wall Spacer, for Two-Plane Manifolds	Cast aluminum	SQ Bore on Dual Plane Manifold	.5"	8715
Divided Spacer	Made out of wood-fiber laminate.	SQ Bore/4150	.5"	8725
Divided Spacer	Includes dual bolt pattern for Edelbrock carburetor on single and dual-quad manifolds. Will not fit universal #2101 style carb pads. Made out of wood-fiber laminate.	SQ Bore/4150	.5"	8722
4-Hole Spacer	Includes dual bolt pattern for Edelbrock carburetor on single and dual-quad manifolds. Will not fit universal #2101 style carb pads (bore hole size 1.680") Made out of wood-fiber laminate	SQ Bore/4150	.5"	8723
4-Hole Spacer	Made out of black phenolic plastic. Bore hole size 1.730"	SQ Bore/4150	1.0"	8711
4-Hole Spacer	Made out of black phenolic plastic. Bore hole size 1.730"	SQ Bore/4150	2.0"	8713
4-Hole Q-Jet Spacer	Replacement for Q-Jet carburetors. Made out of wood-fiber laminate	Quadra Jet	.75"	8726
Open Spacer for Holley 4500 Series	Cast aluminum	4500	1.0"	8717
Open Cloverleaf Spacer for Holley 4500 Series	Fits 2937, 2965, 2956, 2970, & 2971 only	4500	1.0"	8718



Small-Block Chevy EGR Adapter #1476



Small-Block Chevy EGR Adapter #8035



Ford EGR Adapter Kit #8017



Ford 2V EGR Plate #8057



Ford 4V EGR Plate #8053



Ford Replacement EGR Gaskets - OEM 4V #3896

EGR ADAPTERS, PLATES AND GASKETS

Product	Description	Emissions Code	Part No.
Small-Block Chevy EGR Adapter for #3701 and #3706 manifolds	Includes two gaskets	●	1476
Small-Block Chevy EGR Adapter for #3701 manifold	1973-74 only	●	8035
Ford EGR Adapter Kit - OEM 4V	#3896 included	●	8017
Ford 2V EGR Plate	1" tall	●	8057
Ford 4V EGR Plate	1" tall; except 429/460	●	8053
Ford Replacement EGR Gaskets - OEM 4V	#3721, #3723, #3781, and #3783 manifolds	-	3896
Ford Replacement EGR Gasket - OEM 2V	#3721, #3723, #3781, and #3783 manifolds	-	3897
Ford 1" EGR Aluminum Block-Off Spacer	Ford 302 / 351 / 460 EGR manifolds when used in non-EGR applications	● ●	3898
Performer Divided-Wall Spacer, for Two-Plane Manifolds	For Ford 302/351M/351W/460 EGR manifolds when used in non-EGR applications	● ●	8714

DIVORCED CHOKE RODS FOR GM CARBURETOR

Product	Part No.
Divorced Choke Rod for #2101, #2104, & #3701 with Q-Jet Carburetor	9171
Divorced Choke Rod for #7104 with Q-Jet Carburetor	9172
Divorced Choke Rod for #7164 with Q-Jet Carburetor	9178



Divorced Choke Rod #9171



Divorced Choke Rod #9178

SPACER KITS

FOR EDELBROCK 5.0 L/5.8 L EFI INTAKE MANIFOLDS

These fiber-laminate spacers for Edelbrock 5.0 L/5.8 L 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 5.0 L/5.8 L.

Product	Emissions Code	Part No.
Spacer Kit for Edelbrock Manifolds #3821 & #7126	●	8727
Spacer Kit for Edelbrock Manifolds #2945 & #3887	●	8728
Spacer Kit for Edelbrock Manifolds #7123, #7184 & #7185	●	8729



Edelbrock Manifold Spacer Kit #8729

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Edelbrock**CARBURETORS ADAPTERS, GASKETS, & PLATES**

4BBL Quadrajeter Adapter #2692



Standard-Flange Sideways Adapters #2694



Four-Hole, Square-Bore to Spread-Bore Adapter #2696



Standard-Flange Adapter #8716



Competition Q-Jet Adapter #2693



Spread-Bore Adapter Plate #2731



Square-Bore to Spread-Bore Adapter Plate #2732



Quadrajeter Adapter and Fuel Line Kit #2697



Quadrajeter Adapter Exploded View

CARBURETOR ADAPTERS, GASKETS, AND PLATES

Product	Description	Thickness	Part No.
4BBL Thermo-Quad Adapter	Mounts 4BBL Carter Thermo-Quad carburetors to square-bore, single-plane manifolds (uses 2692 spacer with different kit)	.75"	2691
4BBL Quadrajeter Adapter	Mounts 4BBL Rochester Quadrajeter carburetors to square-bore, single-plane manifolds	.75"	2692
Standard-Flange Sideways Adapters	Mounts standard-flange 4150 carburetor sideways on tunnel rams	.55"	2694
4-Hole, Square-Bore to Spread-Bore Adapter	Mounts Edelbrock square-bore carburetor to stock Quadrajeter & Thermo-Quad manifolds	.85"	2696
Standard-Flange Adapter	Adapts 4150 series standard-flange carburetor to 4500 series manifold flange	2.00"	8716
Competition Q-Jet Adapter	Relocates Q-Jet 5/16" to the rear for improved fuel distribution on square-bore single-plane manifolds	.75"	2693
Stock 4-Jet / 4GC Adapter	Adapts an Edelbrock square-bore carburetor to a stock 4-Jet / 4GC intake manifolds	.75"	2695
Spread-Bore Adapter Plate	Adapts spread-bore carburetor to Edelbrock manifolds without regular mounting flange	.10"	2731
Square-Bore to Spread-Bore Adapter Plate	Mounts square-bore carburetor to spread-bore carb pad on Edelbrock intakes (not needed for Edelbrock manifolds #2101 & #3701 when used with Edelbrock carburetors)	.10"	2732
Q-Jet Adapter and Fuel Line Kit	Includes everything you need to add an Edelbrock square-bore (Performer, Thunder Series, or AVS2) carburetor to a stock Q-Jet or Thermo-Quad intake manifolds 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	.85"	2697
Replacement Gasket Set For Edelbrock Carburetor Adapter Kits #2696 and #2697	This is a replacement gasket set for Edelbrock carburetor adapter kits #2696 and #2697. Includes both the intake manifold to spacer and carburetor to spacer gaskets	-	7261



Automatic Trans. 1/4"
Rod Extension Kit #8003



Automatic Trans. 5/16"
Rod Extension Kit #8004



Universal Throttle Return Kit #8005



Universal Throttle Rod
Extension Kit #8010



Throttle Bracket #8015



Ball-End Stud
for Holley Carburetor #8016



Automatic Trans.
Kickdown Lever Kit #8020



Throttle & Automatic Trans.
Kickdown Lever Kit #8021



Trans. Kickdown Linkage
Adapter Kit #8022



GM Transmission TV
Cable Adapter #8026



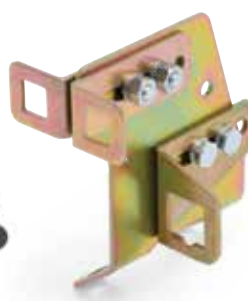
LS1 Throttle and Trans Bracket #8029



Throttle, Cruise Control
& Trans. Kickdown
Mounting Bracket #8030



Universal Throttle
Bracket #8032



Throttle, Cruise Control
& Trans. Kickdown
Mounting Bracket #8036



AMC Throttle
Cable Adapter #8034



Throttle Solenoid
and Bracket #8059



Throttle Rod
Shoulder Stud #9141

THROTTLE BRACKETS AND HARDWARE

Product	Application	Series	Part No.
Throttle Return Kit (single spring)	Universal	Universal	1482
Automatic Trans. Rod Extension Kit for 1/4" Rod	Chrysler	Universal	8003
Automatic Trans. Rod Extension Kit for 5/16" Rod	Chrysler	Universal	8004
Throttle Return Kit (dual spring)	Universal	Universal	8005
Throttle & Automatic Trans. Shoulder Stud Kit	Early Chrysler	Universal	8007
Throttle Cable Adapter	1977-Later Chevrolet	Universal	8009
Throttle Rod Extension Kit (7-1/2" long)	Universal	Universal	8010
Automatic Trans. Rod Extension Kit	Ford	Universal	8011
Throttle or Automatic Trans. Cable Extension Kit	Chevrolet	Universal	8012
Throttle Bracket for #2156 & #5056	1972-76 Pontiac (supplied with manifolds)	Universal	8014
Throttle Bracket	1968-71 Pontiac	Universal	8015
Ball-End Stud (.250" ball x 10-32 threads)	Holley Carburetor	VRS/HDQ	8016
Automatic Trans. Kickdown Stud	1982-Later TH350	Universal	8018
Automatic Trans. Kickdown Lever Kit	Chevrolet (early double-pumper)	HDQ	8020
Throttle & Automatic Trans. Kickdown Lever Kit	Chrysler (early double-pumper)	Universal	8021
Trans. Kickdown Linkage Adapter Kit	1977 Chrysler Vans	Universal	8022
Transmission TV Cable Adapter	GM with 2004R, 700R4, 4L60 transmissions	AVS2/EPS	8026
Throttle and Trans Bracket	LS1 carbureted applications	Universal	8029
Throttle, Cruise Control, & Trans. Kickdown Mounting Bracket (Chrome Plated)	1978-Earlier Small-Block Chevrolet with TH350, 2004R, or 700R4 transmission	Universal	8030
Universal Throttle Bracket	Small-Block and Big-Block Chevrolet	Universal	8031
Black powder coated and adjustable to fit both EFI and standard intake manifolds. Uniquely designed for maximum adjustability on any Small-Block Chevrolet Vortec style manifold. Will also work with Edelbrock Performer #2114.	Small-Block Chevrolet Vortec/E-Tec	Universal	8032
Throttle Cable Adapter	1979-Later AMC	Universal	8034
Throttle, Cruise Control, & Trans. Kickdown Mounting Bracket (Gold Plated)	1978-Earlier Small-Block Chevrolet with TH350, 2004R, or 700R4 transmission	Universal	8036
Idle Compensator Solenoid (Important Note: May require throttle assistance to engage at idle.)	Edelbrock EPS or AVS2 carburetors	AVS2/EPS	8059
Throttle Rod Shoulder Stud	Chevrolet	Universal	9141
Kickdown Microswitch for GM TH400 (for all Edelbrock square-bore carburetors)	GM	Universal	72280
Throttle and Trans Kickdown Bracket kit	For 4150 Style for throttle body carburetors	4150	8041

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



Chromed Steel Fuel Kit with no Fuel Filter #8126



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



-6 AN female to barb #624010

FUEL INLET AND FILTER KITS
FOR EDELBROCK PERFORMER SERIES, THUNDER SERIES AVS, & AVS2 CARBURETORS

These fuel inlets for Edelbrock carburetors provide a clean and custom plumbing solution. The drop-down design routes the fuel line on the carburetor's right-hand (passenger side) below the linkage and choke housing. The dual-feed fuel inlets are designed specifically for Thunder Series AVS and AVS2 carburetors.

Application	Description	Series	Part No.
SINGLE FEED			
Chrome Steel Fuel Line with 3/8" Barbed-End Inlet without Fuel Filter	Allows the use of drop-base air cleaners	AVS2/EPS	8126
Black Steel Fuel Line 3/8" Barbed-End Inlet without Fuel Filter	-	AVS2/EPS	81263
Chrome Steel Fuel Line with Polished Aluminum Filter	Replacement filter #8129	AVS2/EPS	8131
Chrome Steel Fuel Line with Blue Anodized Aluminum Filter	Replacement filter #8130	AVS2/EPS	8134
Black Steel Fuel Line with Black Anodized Aluminum Filter	Replacement filter #650133	AVS2/EPS	81343
-6AN Female to Barb	When using push-on fuel line with #8131 and #8134	AVS2/EPS	624010
DUAL FEED FOR AVS2 AND THUNDER SERIES ONLY			
Chrome Steel Fuel Line with Polished Aluminum Filter	Replacement filter only #8129	AVS2	8128
Chrome Steel Fuel Line with No Fuel Filter and 3/8" Barbed End Inlet	-	AVS2	8132
Chrome Steel Fuel Line with Blue Anodized Aluminum Filter	Replacement filter only #8130	AVS2	8133
-6AN Female to Barb	When using push-on fuel line with #8128 and #8133	AVS2	624010
Throttle Linkage for Forward Mounted Carbs	For Tunnel Ram applications	AVS2/EPS	7097
Throttle Linkage for Sideways Mounted Carbs	For Tunnel Ram applications	AVS2/EPS	7071



Polished Fuel Filter #8129



Universal Fuel Hose & Filter Kit #8135



Clear View Fuel Filter #8750



Replacement Filter Elements #8749

FUEL FILTERS

Edelbrock offers a range of fuel filters to suit your specific needs. The universal hose and filter kit provides all the basics to get from point A to point B affordably. The high-quality polished billet filter comes with a 40-micron disc element, -6AN male inlet/outlet, and is 3" long by 1-1/4" diameter. The Clear View fuel filter for carbureted applications offers a quick visual check of fuel flow and condition, featuring a 100-micron element. Match with a pump-to-carb fuel line kit for a complete plumbing solution.

Product	Description	Part No.
COMPETITION FUEL FILTERS		
Polished Aluminum Filter		8129
Blue Anodized Aluminum Filter		8130
Black Anodized Aluminum Filter		650133
Replacement Filter Element		8137
Universal Fuel Hose & Filter Kit		8135
CLEAR VIEW FUEL FILTERS		
Universal Clear View Fuel Filter	Fits 1/4", 5/16" and 3/8" I.D. hose	8750
5/16" Clear View Fuel Filter	Fits 5/16" I.D. hose	8747
3/8" Clear View Fuel Filter	Fits 3/8" I.D. hose	8748
Replacement Filter Element	Includes six seals and three elements. 100-micron filter	8749



Dual-Quad Fuel Line Kit Chrome #8091



Dual-Quad with ProClassic Finish Fuel Line Kit #80913



Dual-Feed Fuel Line Kit #8101



Dual-Feed Fuel Line Kit #8107



Dual-Feed Fuel Line Kit #8105



Dual-Feed Fuel Line Kit #8106

Adjustable from 7-3/4" to 13-1/2"



Adjustable Dual-Feed Fuel Log #8100

DUAL-QUAD FUEL HOSE KIT

FOR ALL EDELBROCK DUAL-CARB APPLICATIONS

Supplies fuel to two Edelbrock carburetors 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.

Application	Description	Series	Part No.			
			Red	Chrome	Red/Blue	Black
FOR ALL EDELBROCK DUAL-CARB APPLICATIONS						
Dual-Quad Fuel Line Kit	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.	EPS/AVS2	8088	8091	-	80913
FOR ALL HOLLEY DUAL-FEED CARBURETOR						
Braided Steel Dual-Feed Fuel Line Kit	Temperature, gas, and oil resistant. Made from reinforced synthetic Chlorinated Polyethylene rubber hose with a nylon inner braid for strength. Features a -6AN inlet fitting and a 1/8" pipe fitting with plug for a fuel pressure gauge.	VRS/HDQ	-	-	8101	-
Dual-Feed Fuel Line Kit	Fuel Line kit #8101 is adjustable between the carb bowls from 7-1/2" to 11-1/2".	HDQ	-	8107	8105	8106
Adjustable Dual-Feed Fuel Log for 4150/4500 Series Carburetors	Features a -10AN telescoping center log that is adjustable from 7-3/4" to 13-1/2", swivel ball socket ends that can be adjusted to clear various air cleaners and carburetor linkage accessories, two 1/8" NPT ports for use with a gauge or pressure transducer. Includes two aluminum gaskets, two O-rings, -10AN plug, and -8AN Male x -10AN port fitting.	VRS/HDQ	-	-	-	8100



Fuel Hose Kit #8124



ProClassic Fuel Hose Kit #81233



ProClassic Fuel Hose & Filter Kit #8102

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.

COMPLETE FUEL PUMP TO CARBURETOR FUEL HOSE

The complete fuel pump to carburetor fuel hose kits are made for mechanical fuel pumps with 3/8" NPT to the 5/8" -20AN fuel inlet on Performer Series and Thunder Series AVS carburetors. Includes fuel filter, 5/8" -20AN banjo bolt, and gaskets. Will work with OEM or equivalent fuel pumps.

Product	Application	Part No.
FOR EDELBROCK FUEL PUMPS WITH 3/8" OUTLET		
Braided Stainless Steel Fuel Hose Kit	Small-Block Chevy, Small-Block Chrysler and Big-Block Chrysler	8123
Braided Stainless Steel Fuel Hose Kit	AMC, Big-Block Chevy, Small-Block Ford, 429/460 Ford and Pontiac	8124
Braided Stainless Steel Fuel Hose Kit	Small-Block Fords (bottom feed only)	8125
ProClassic Black Fuel Hose Kit	Small-Block Chevy, Small-Block Chrysler and Big-Block Chrysler, O.A.L. 21.50"	81233
ProClassic Black Fuel Hose Kit	AMC, Big-Block Chevy, Small-Block Ford, 429/460 Ford and Pontiac, O.A.L. 22"	81243
COMPLETE FUEL PUMP TO CARBURETOR FUEL HOSE		
ProClassic fuel hose with street fuel filter		8102
ProClassic fuel hose with competition fuel filter		8103

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FAST Wireless Air/Fuel
Ratio Meter #170301

FAST Wireless Air/Fuel
Ratio Meter #170302



Replacement Oxygen
Sensor #3591



UNI-SYN "A" Carburetor Balancing
Instrument #4025



UNI-SYN "MC" Carburetor
Balancing Instrument #4027



Glass Tube and Indicator
Rebuild Kit #4024

CARBURETOR MONITOR AND BALANCING TOOLS

Product	Description	Part No.
FAST Wireless Air/Fuel Ratio Meter (Single Sensor)	Allows you to measure your engine air/fuel ratio with precision accuracy, all from the convenience of your smartphone! Features include: live data logging for up to 2 minutes, an RPM-activated window switch, an A/F safety cut-off and an anti-theft feature	170301
FAST Wireless Air/Fuel Ratio Meter (Dual Sensor)	Allows you to measure your engine air/fuel ratio with precision accuracy, all from the convenience of your smartphone! Features include: live data logging for up to 2 minutes, an RPM-activated window switch, an A/F safety cut-off and an anti-theft feature	170302
Replacement Oxygen Sensor	For Pro-Flo1 EFI: Bosch 3-wire and 18 mm bung. Narrow-Band.	3591
UNI-SYN "A" Carburetor Balancing Instrument	1BBL and 2BBL with round top; i.e. British S.U. carburetor	4025
UNI-SYN "MC" Carburetor Balancing Instrument	Motorcycle	4027
Glass Tube and Indicator Rebuild Kit	-	4024



ADDITIONAL CARBURETOR ACCESSORIES

Product	Description	Emissions Code	Part No.
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	All Q-Jets except #1905	-	1925
MOUNTING GASKETS			
Air Cleaner Mounting Gaskets	Fits Edelbrock Q-Jet carburetor #1903, #1904, #1905, #1906, and #1910 - 5 gaskets included		1987
Air Cleaner Mounting Gaskets	Fits Edelbrock Q-Jet carburetor #1901 - 5 gaskets included		1989
Air Cleaner Mounting Gaskets	Fits Edelbrock Q-Jet carburetor #1902 - 5 gaskets included		1998
DIRECT REPLACEMENT PHENOLIC FLOATS			
Model 4MV	1974-earlier		1985
Model M4M and Edelbrock #1910	1975-later		1984
FUEL FILTERS			
Q-Jet Models 4MV and Edelbrock #1901 and #1902	1974-earlier		1926
Q-Jet Models M4M and Edelbrock #1903, #1904, #1905, #1906, and #1910	1975-later		1927
REBUILD KITS			
Edelbrock #1901 and #1902	1966-73 750 CFM Q-Jets with remote choke, including Edelbrock 1901 and 1902 Q-jets produced thru 2007		1920
Edelbrock #1903, #1904, #1905, and #1906	1975-85 305-454 Q-Jets using hot air style chokes, including Edelbrock 1903, 1904, 1905, 1906 produced up to 2007		1921
Edelbrock #1910 and M4M Q-Jets	1975 and later 850 CFM M4M, our Edelbrock 1910 Q-Jet produced up until 2007		1990
CHOKE KITS			
Small-Block Chevy Performer Manifolds	Divorced choke		1931
Converting Hot Air Choke to Electric Choke			1932
Small-Block Chevy Performer RPM Q-Jet Manifold #7104	Choke rod only		9172
Big-Block Chevy Performer Manifolds	Divorced choke		1935

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Maintenance Kits
#12750



Maintenance Kits
#12760



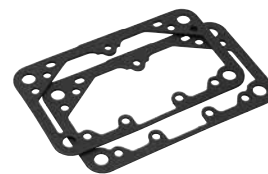
Metering Block & Fuel
Bowl Gasket #12370



Metering Block Assortment
Gaskets #12371



Metering Block
Gasket #12380



Fuel Bowl
Gasket #12382



Carb Mounting Heat
Insulator Gasket Kit #12410



Accelerator Pumps
Diaphragm #12400



Pump Cam Assortment
Kit #12403



Vacuum Secondary
Diaphragm #12404



Carb Throttle Ball
Assortment #12413



Transfer Tube
O-Rings #12416



Transmission Kickdown
Stud #12414



Vacuum Secondary Spring
Kit #12412



Lock screw and
adjuster nut #12600



Adjustable Inlet
Needle #12602



Adjustable Inlet
Needle #12605



Fuel Bowl Inverted Flare
Fitting #12415



Two-Window Power
Valves #12625



Two-Window Power
Valves #12635



Power Valve Plug
& Gasket #12624

PERFORMANCE CARBURETOR SERVICE PARTS AND ACCESSORIES

FOR HOLLEY, DEMON, & QUICK FUEL (HDQ) CARBURETORS

Edelbrock offers replacement service parts for popular high-performance Holley, Demon, and Quick Fuel carburetors. These component packages will feature quick reference guides for easy identification and proper application selection. See the complete list below for these items and contact your distributor for availability and pricing.

FUEL FITTINGS

This is a straight male 7/8"-20AN with the inverted 5/8"-18AN 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 Quadrajet applications up to 1974.

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. The kit includes one locking screw, two gaskets, and one O-ring. For use with Holley 2300, 4150, 4160, 4165, 4175, and 4500 Series; Quick Fuel 4500, Professional Series and Q-Series, as well as various Demon carburetors.

Product	Description	Series	Emissions Code	Part No.
MAINTENANCE KITS				
For Use With Most 4160-Style Models	—	HDQ	—	12750
For Use With Most 4150-Style Models	—	HDQ	—	12760
GASKETS				
Metering Block & Fuel Bowl For 2300, 4150, 4160, 4165, and some 4500 Series	qty. 2 each	HDQ	—	12370
Metering Block Assortment For 4160	—	HDQ	—	12371
Metering Block For 4150 & 4160	qty. 2	HDQ	—	12380
Fuel Bowl 2300, 4150, 4160, 4175, & 4500 Series	qty. 2	HDQ	—	12382
Carb Mounting Heat Insulator Gasket Kit	Includes studs	HDQ	—	12410
ACCELERATOR PUMPS				
Diaphragm (also fits VRS-4150 #1306 & 1307)	30cc	HDQ	●	12400
Diaphragm (also fits VRS-4150 #1308, #1309 not for E-85 fuel)	50cc	HDQ	●	12401
Pump Cam Assortment Kit (not for VRS-4150 carburetors)	Includes 8 cams for Holley 2300, 4150, and 4160 Series carburetors	HDQ	●	12403
VACUUM SECONDARY PARTS				
Vacuum Secondary Diaphragm	Rod Length: 2.054"	HDQ	●	12404
Vacuum Secondary Spring Kit	Includes 7 springs that will fit on Holley 4150, 4150HP, 4160 series, and various Demon carburetors	HDQ	●	12412
THROTTLE CABLE PLATE KITS				
Carb Throttle Ball Assortment	one 7/32" dia, two 1/4" dia, one 7MM dia. Fits Holley or Edelbrock VRS	HDQ	—	12413
Transmission Kickdown Stud	—	HDQ	—	12414
FUEL FITTINGS				
Fuel Bowl Inverted-Flare Fitting	—	HDQ	—	12415
Transfer Tube O-Rings	(qty. 2, will fit Holley 4150, 4160, 4165, & 4175 Series carburetors)	HDQ	—	12416
NEEDLE AND SEATS (NOT FOR VRS-4150 CARBURETORS)				
Adjustable Inlet Needle with Viton Tip 0.097"	Not for VRS	HDQ	●	12602
Adjustable Inlet Needle with Viton Tip 0.110"	Not for VRS	HDQ	●	12605
Lock screw and adjuster nut	Fits Holley carburetors with center hung fuel bowls	HDQ	—	12600
TWO-WINDOW POWER VALVES				
Standard Flow 2.5 in. Hg	Will fit VRS carburetors	HDQ	●	12625
Standard Flow 3.5 in. Hg	Will fit VRS carburetors	HDQ	●	12635
Standard Flow 4.5 in. Hg	Will fit VRS carburetors	HDQ	●	12645
Standard Flow 5.5 in. Hg	Will fit VRS carburetors	HDQ	●	12655
Standard Flow 6.5 in. Hg	Will fit VRS carburetors	HDQ	●	12665
Standard Flow 8.5 in. Hg	Will fit VRS carburetors	HDQ	●	12685
Power Valve Plug & Gasket	Fits any Demon, Holley, and Quick Fuel carburetors with a 1/2" x 28 power valve thread	HDQ	●	12624

STANDARD MAIN JETS

FITS ALL EDELBROCK VRS-4150 CARBURETORS

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



Standard Main Jets #12456

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SELECTING THE RIGHT MANIFOLD

A GUIDE TO MAXIMUM PERFORMANCE

Selecting the right intake manifold is crucial for optimizing engine performance. Here are three key steps to guide you through the process:

1. DETERMINE ENGINE REQUIREMENTS:

Assess your engine's specifications, including displacement, RPM range, and intended use (e.g., street, track, or off-road). Different applications may require a manifold designed for low-end torque or high-end horsepower.

2. CHOOSE MANIFOLD STYLE:

Dual-plane manifolds expose each induction pulse to only two carburetor barrels for snappier acceleration. Their long runners build great mid-range torque. Single-plane manifolds allow each cylinder to feed off all four carburetor barrels; since the runners have fewer turns, airflow is maximized. Performer manifolds have peak torque at 3500 RPM. RPM and RPM Air-Gaps create peak torque at 4500 RPM. Victor Jr.'s achieve peak at 5500 RPM, while Super Victor's depend on engine size - see individual listings.

3. CHECK COMPATIBILITY AND FITMENT:

Ensure the manifold is compatible with your engine's cylinder heads and fuel delivery system. Verify dimensions, including port size and alignment, to prevent airflow restrictions and ensure a proper fit.

By following these steps, you can select an intake manifold that enhances your engine's performance effectively.



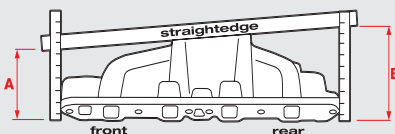
IMPORTANT A/B MEASUREMENTS CHECKING FOR HOOD CLEARANCE

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.

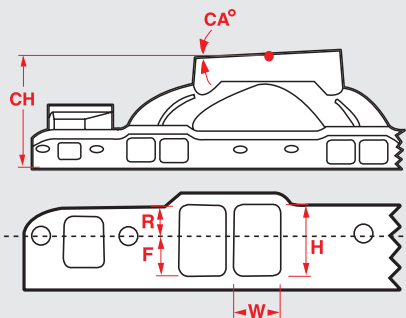
Please Note: To figure carburetor pad height, measure from the end seal surface at the front and rear of the manifold. Add dimensions "A" + "B" and divide by 2.

For example, Performer manifold #2101:

(A) 3.5" + (B) 4.6" ÷ 2 = 4.05"



RACE MANIFOLD REFERENCE DRAWINGS



MANIFOLD FLANGE VIEW

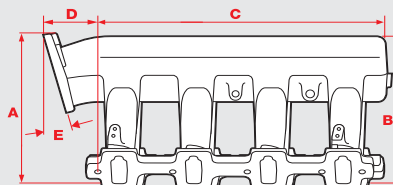
R = Bolt hole centerline to port roof
F = Bolt hole centerline to port floor

CH = Carb Height
CA = Carb Angle

W = Width
H = Height

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.



MANIFOLD FINISHES

SATIN FINISH

The traditional look of performance for decades



POLISHED

Sanded smooth and buffed to a high lustre, polished manifolds have a brilliant shine and classic looks



BLACK POWDER COAT FINISH

Durable powder coating for long lasting protection and a distinctive look



MANIFOLD PRODUCT LINE-UP

Performer Series

PERFORMER SERIES (Idle to 5500 RPM)

- Dual-plane, low-rise intake manifold
- 180° firing order
- Patented runner design improves torque and throttle response, especially off-idle
- Ideal for passenger cars, trucks, tow vehicles, and RVs
- EGR and non-EGR versions for most domestic V8 and some V6 engines



Torker II #5001

TORKER & TORKER II SERIES (2500 to 6500 RPM)

- Low-rise, single-plane intake manifold
- Excellent torque in lower-RPM range
- Pre-pollution-controlled vehicles



Performer RPM Series

PERFORMER RPM SERIES (1500 to 6500 RPM)

- Ideal for high-performance street or competition engines up to 6500 RPM
- 180° firing order for incredible mid-range torque
- Dual-plane, high-rise intake manifold
- Large cross-section free-flowing runners use layover design to enhance high-end horsepower



RPM Air-Gap Series

PERFORMER AIR-GAP & RPM AIR-GAP SERIES (Idle to 5500 RPM) (1500 to 6500 RPM)

- Open-air space separates runners from hot engine oil for cooler charge
- Runner design tuned for peak torque at 4500 RPM
- Ideal for high-performance street from 1500 to 6500 RPM



Victor Series

VICTOR SERIES (3500 to 8500+ RPM)

- Includes Victor, Victor Jr., Super Victor, Big Victor manifolds
- Single-plane, high-rise intake
- Designed for max race-winning power at higher engine speeds
- Victor Jr. is lower profile with angled carb pad for better fit
- Victor and Super Victor sized for race-prepped aftermarket heads/big cams
- For use in racing applications



Fuel Injection Manifolds

ELECTRONIC FUEL INJECTION

- Complete selection of multi-point fuel injection manifolds for all popular makes
- Improved performance, drivability, and economy
- Enhanced engine breathing and balanced cylinder-to-cylinder air/fuel distribution



Pro-Flo XT

PRO-FLO XT AND CROSS-RAM LS3 (1500 to 7000 RPM)

- Unique manifold combining great looks with outstanding performance
- Great looks with powder-coat finishes and contrast machining
- Medium length, large tapered runners for outstanding overall power
- Great for turbo applications

BLACK PLASMA

Smooth and deep, dark glossy finish that takes on character from surrounding colors

**CHROME PLASMA**

Seven-stage pre-wash, followed by four-stage coating process, and a clear powder coat for a long lasting brilliant chrome-like finish

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Performer AMC #2131



RPM Air-Gap #7531

AMC 304-401 V8

PERFORMER AMC

(Idle-5500 RPM)

Designed for 1970-91 street 304/360/401 c.i. V8 engines. Available with or without EGR. Includes PCV grommet #4299.

Installation Notes:

- Manifolds have two center bolt holes offset
- Bracket #8034 required for 1979 and later vehicles

Recommended Intake Gasket:

- Edelbrock #7213
- Fel-Pro MS96011
- #2131/#3731 must use factory style metal valley tray

Carburetor Recommendations:

- AVS2 or Performer, 500-650 CFM
- OEM 4BBL non-EGR square-bore carb
- Requires #8008 or #8024 stud, nut, and washer kit

AMC 290-401 V8

RPM AIR-GAP AMC

(1500-6500 RPM)

Designed for 1970-91 304/401 c.i. 1967-69 290/390 c.i. V8s, RPM Air-Gaps incorporate the same race-winning technology as our Victor Series competition intakes. For square-bore carbs. Includes standard oil-fill and PCV provisions as well as early air-conditioning support bracket accessory bosses. No provisions for exhaust crossover or exhaust-heated chokes. Includes PCV grommet #4299.

Installation Notes

- Includes PCV baffle plate. Factory style metal valley plate will not fit
- #7531 has two center bolt holes offset
- Bracket #8034 required for 1979 and later vehicles

Recommended Intake Gasket

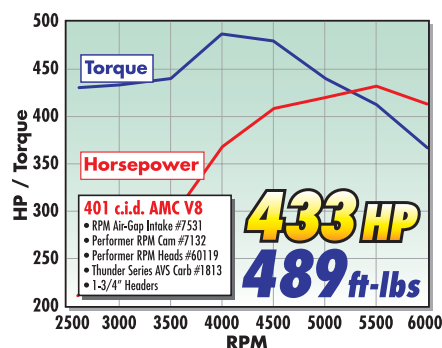
- Edelbrock #7213
- Fel-Pro MS96011

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM



Edelbrock manifolds are
manufactured in the USA
for unsurpassed quality.



Products	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Performer AMC (Non- EGR)	1970-91	AMC/Jeep	304/360/401	Sq. Bore	Idle-5500	4.20"	5.50"	4.85"	1.03" x 2.07"	●	2131
Performer AMC (EGR)	1970-91	AMC/Jeep	304/360/401	Sq. Bore	Idle-5500	4.20"	5.50"	4.85"	1.03" x 2.07"	●	3731
RPM Air-Gap AMC (Non- EGR)	1967-69	AMC	290/343/390	Sq. Bore	1500-6500	4.45"	5.77"	5.11"	1.04" x 2.10"	●●	7530
RPM Air-Gap AMC (Non- EGR)	1970-91	AMC	304/401	Sq. Bore	1500-6500	4.45"	5.77"	5.11"	1.04" x 2.10"	●	7531



Performer Buick V6 #5486



Performer Buick/Rover #2198

BUICK 231 V6 EVEN FIRE

PERFORMER BUICK V6

(Idle-5500 RPM)

Designed for 1979 and later street 231/252 c.i. (252 c.i. 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.

Installation Notes:

- Manifold height is 1.30" taller than stock
- Use 1981 Buick Regal water neck

Recommended Intake Gasket

- Fel-Pro #1200

Carburetor Recommendations

- AVS2 or Performer, 500 CFM

BUICK/ROVER 215 V8

PERFORMER ROVER

(Idle-5500 RPM)

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

Installation Notes

- Manifold height is measured to engine block
- Throttle bracket #8031 or #8036 will fit and accept GM style throttle, kickdown, and cruise-control cables

Recommended Intake Gasket

- Fel-Pro #MS96002

Carburetor Recommendations

- AVS2 or Performer, 500 CFM



Performer Buick 455 #2146



Performer Buick B-4B #2515

BUICK 400-455 V8

PERFORMER BUICK 455

(Idle-5500 RPM)

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

Installation Notes

- Accepts divorced choke-type Quadrajet only

Recommended Intake Gaskets

- 1967-71: Fel-Pro #MS96005
- 1972-76: Fel-Pro #MS96014

Carburetor Recommendations

- OEM 4BBL, AVS2, or Performer, 650-800 CFM

PERFORMER BUICK B-4B

(Idle-5500 RPM)

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

Recommended Intake Gaskets

- 1967-76: Edelbrock #7246
- 1967-76: Fel-Pro #MS96005
- 1972-76: Fel-Pro #MS96014

Carburetor Recommendations

- OEM 4BBL, AVS2, or Performer, 650-800 CFM

Products	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
					Front (A)	Back (B)				
Performer Buick V6 (Non- EGR)	1979-Later	Buick 231 Even Fire	231/252	Idle-5500	4.67"	5.45"	5.06"	.80" x 1.85"	●	5486
Performer Rover 215 V8 (Non- EGR)	1968-Later	Buick 400-455	400/430/455	Idle-5500	3.80"	4.75"	4.27"	1.14" x 2.26"	●●	2198
Performer Buick 455 (Non- EGR)	1967-76	Buick 400-455	400/430/455	Idle-5500	3.80"	4.75"	4.27"	1.14" x 2.26"	●●	2146
Performer Buick B-4B (Non- EGR)	1967-76	Buick 400-455	400/430/455	Idle-5500	3.80"	4.75"	4.27"	1.14" x 2.26"	●●	2515

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Performer Cadillac #2115



Performer 4V 60° V6 #3785/#3789

CADILLAC 472-500 V8

PERFORMER CADILLAC

(Idle-5500 RPM)

Designed for standard heads on 472/500 c.i. engines with either square- or spread-bore carbs. The Performer Cadillac is 3" taller than stock for massive gains. Ideal for high-performance street and engine-swap applications. Stock air-conditioning compressor will not fit.

Installation Notes

- Accepts divorced or electric choke only when using Quadrajet

Carburetor Recommendations

- AVS2 or Performer, 750-850 CFM
- OEM 4BBL

Recommended Intake Gasket

- Fel-Pro #MS96028

CHEVROLET 2.8 L V6

PERFORMER 4V 60° V6

(Idle-6000 RPM)

Designed for longitudinal-mount engines used in light-duty pickups and cars. Design features one manifold base and two interchangeable tops. #3789 accepts standard flange 4BBL carbs.

Installation Notes

- Linkage and bracketry come with top
- With 4BBL carb #0-8007 and auto trans, a GM transmission cable #25515598 is required

Recommended Intake Gasket

- Fel-Pro #1270
- Fel-Pro #MS91022

Carburetor Recommendations

- Holley #0-8007 (390 CFM)



Performer 4.3 L #3713



Performer 90° #2111



Performer Vortec V6 #2114

CHEVROLET 90° V6

PERFORMER 4.3 L T.B.I. V6

(Idle-5500 RPM)

The Performer 4.3 L intake manifold provides outstanding throttle response and torque increases. Designed for street with factory throttle body injection in the stock location. Accepts all factory accessories/hardware. Not for 1994 and later engines equipped with flash memory computer. Flash memory ECM is located underhood.

Recommended Intake Gasket

- GM #12510908

Injector Recommendations

- Use stock throttle body injection unit

PERFORMER 90° V6

(Idle-5500 RPM)

Designed for street and marine 1985-95 200/229/262 c.i. (3.8 and 4.3 L) Chevrolet V6s. Dual bolt pattern water neck fits both automotive and marine applications. Will not accept stock automotive carbs or 262 c.i. TBI unit.

Marine version #2519 includes brass inserts in all areas exposed to cooling water.

Recommended Intake Gasket

- Edelbrock #7209
- Fel-Pro #1202

Carburetor Recommendations

- AVS2 or Performer, 500 CFM

PERFORMER VORTEC V6

(Idle-5500 RPM)

Designed for the engine swap market with the Vortec head design with provisions for external water bypass. May be used on either Vortec blocks or 1995 and earlier blocks. It will accept a late model water neck, alternator, HEI, and air-conditioning.

Installation Notes

- Port exit is 2.05" tall with slanted side walls

Recommended Intake Gasket

- GM #89017866

Carburetor Recommendations

- AVS2 or Performer, 500 CFM

Products	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
					Front (A)	Back (B)				
Performer Cadillac (Non- EGR)	1968-76	Cadillac	472-500	Idle-5500	4.88"	5.81"	5.34"	1.25" x 2.00"	●	2115
Performer 4V 60° V6 Base	1982-85	Chevrolet	2.8 L	Idle-6000	4.90"	5.95"	5.42"	1.00" x 1.28"	●	3785
Performer 4V 60° V6 Top	1982-85	Chevrolet	2.8 L	Idle-6000	4.90"	5.95"	5.42"	1.00" x 1.71"	●	3789
Top Gasket (Included with top #3789)										6942
Performer 4.3 L T.B.I. V6 (EGR)	1987-94	Chevrolet	4.3 L (262) V6	Idle-5500	3.93"	5.15"	4.54"	1.10" x 1.92"	●	3713
Performer 90° V6 (Non-EGR)	1980-95	Chevrolet	200/229/262 V6	Idle-5500	3.50"	4.18"	3.84"	1.15" x 1.87"	●	2111
Performer Vortec V6 (Non-EGR)	1996-02	Chevrolet	4.3 L (262) V6	Idle-5500	3.50"	4.18"	3.84"	2.05" tall w/ slanted sides	●	2114
Performer Vortec V6 Marine	1996-02	Chevrolet	4.3 L (262) V6	Idle-5500	3.50"	4.18"	3.84"	2.05" tall w/ slanted sides	●	2519



Performer #2701



Performer #2101

CHEVROLET 262-400 SMALL-BLOCK V8**PERFORMER EPS**

(Idle-5500 RPM)

This dual-plane manifold is designed for 1986 and earlier 262-400 c.i. Small-Block Chevrolet. Optimized for Edelbrock square-bore Performer Series carburetors, it delivers peak torque at 3500 RPM on a 350 c.i. engine, and ideal for power from off-Idle to 5500 RPM. Dyno tests showed a 5 HP and 9 ft-lbs torque increase over the Performer #2101. Only available for non-EGR applications with a front-mounted oil-fill tube with breather cap (#2703) or without (#2701).

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM

PERFORMER

(Idle-5500 RPM)

Designed for street 1955-86 Small-Block Chevrolets. Performers accept late-model choke, water neck, air-conditioning, alternator, and H.E.I. Has provisions to machine hole for oil-fill tube. Not for 1987 and later cast iron or Chevrolet Bowtie heads. Will fit 1987 and later stock aluminum heads.

Installation Notes:

- Use adapter #8035 for clamp-on EGR valve
- For 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

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM
- OEM 4BBL (Q-Jet), use choke rod #9171
- Use bracket #8031 or #8036 for 1972-78

Products	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.				
						Front (A)	Back (B)				Satin	Polished	Black Powder	Chrome Plasma	Black Plasma
Performer EPS (non-EGR)	1955-86	Chevrolet	262-400	Sq. Bore	Idle-5500	3.74"	4.80"	4.27"	1.15" x 1.87"	●●●●	2701	27011	27013	2701-CP	2701-BP
Performer EPS (non-EGR) with Oil-Fill Tube Included	1955-86	Chevrolet	262-400	Sq. Bore	Idle-5500	3.74"	4.80"	4.27"	1.15" x 1.87"	●●●●	2703	27031	27033	2703-CP	2703-BP
Performer (non-EGR)	1955-86	Chevrolet	Small-Block	Universal	Idle-5500	3.50"	4.60"	4.05"	1.14" x 1.88"	●●●●	2101	21011	-	-	-
Performer (EGR)	1973-86	Chevrolet	Small-Block	Universal	Idle-5500	3.50"	4.60"	4.05"	1.14" x 1.88"	●●●●	3701	-	-	-	-



Manifold Installation Kit #2041

INTAKE MANIFOLD INSTALLATION KITS

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

MANIFOLD INSTALLATION KITS

Products	Year	Intake Manifold	Intake Gasket	Intake Bolt Kit	Carb Stud Kit	Carb Base Gasket	RTV Sealant	Emissions Code	Kit Part No.
Performer EPS Manifold Kit	1957-86	#2701	#7201	#8504	#8008	Included	Included	●●●●	2040
Performer RPM Manifold Kit	1957-86	#7101	#7201	#8504	#8008	Included	Included	●●●●	2041
Performer RPM Air-Gap Manifold Kit	1957-86	#7501	#7201	#8504	#8008	Included	Included	●●●●	2042

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Performer #2104



Performer #2604

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

PERFORMER FOR GEN II CAST IRON CYLINDER HEADS

(Idle-5500 RPM)

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

Installation Notes

- 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

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM
- #2104: OEM 4BBL (pre-1981 only), use choke rod #9171, bracket #8031 or #8036 for 1972-78
- #3706: OEM 4BBL, Edelbrock Performer Series #1400, 600 CFM

PERFORMER AIR-GAP

(Idle-5500 RPM)

Designed for 1955-86 262-400 c.i. Small-Block Chevrolet, this manifold's high-velocity runners deliver excellent throttle response and ultimate street performance in the idle to 5500 RPM range, making it an ideal choice for street rods and street machines with spread-bore or square-bore carburetors.. For 1987-95 cast-iron heads with canted center-bolt holes, choose #2604. There are no provisions for an exhaust crossover or exhaust-heated chokes, and it will not fit under stock Corvette hoods.

Recommended Intake Gasket

- Edelbrock #7201 (#2601); GM #10159409 (#2604)

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM
- Use bracket #8031 or #8036 for 1972-78



Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.		
						Front (A)	Back (B)				Satin	Polished	Black Powder
Performer (non-EGR)	1987-95	Chevrolet	262-400	Universal	Idle-5500	3.50"	4.60"	4.05"	1.14" x 1.88"	●	2104	21041	21043
Performer (EGR)	1987-95	Chevrolet	262-400	Q-Jet	Idle-5500	3.50"	4.60"	4.05"	1.14" x 1.88"	●	3706	-	-
Performer Air-Gap (non-EGR)	1955-86	Chevrolet	262-400	Universal	Idle-5500	3.72"	4.92"	4.32"	1.14" x 1.88"	●●	2601	26011	-
Performer Air-Gap Cast Iron Heads (non-EGR)	1987-95	Chevrolet	262-400	Universal	Idle-5500	3.72"	4.92"	4.32"	1.14" x 1.88"	●●	2604	-	-

*.27" taller than stock



Performer RPM #7101



Performer RPM Q-Jet #7104



RPM Air-Gap #7501

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

PERFORMER RPM

(1500-6500 RPM)

Designed for 1955-86 262-400 c.i. Chevrolet V8s for maximum power and a broad torque curve in 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.

Installation Notes

- Use #8504 Edelbrock bolt kit available with a installation kit as #2041 (see page 32)

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- VRS-4150 650-750 CFM
- AVS2 or Performer, 650-800 CFM
- Use bracket #8031 or #8036 for 1972-78

PERFORMER RPM Q-JET

(1500-6500 RPM)

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

Installation Notes

- Use rod #9172 for divorced choke with Q-Jet

Recommended Intake Gasket

- Edelbrock #7201, for #2506 use GM #10159409

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- Use bracket #8031 or #8036 for 1972-78
- #2504 and #2506 use #1409/#1410 marine carburetor

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. Chevrolet V8s, the award-winning RPM Air-Gap incorporates the same race-winning technology that's used on our Victor Series competition intakes. 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. Not for 1987 and later cast-iron heads and will not fit under stock Corvette hood. Will not fit L98 cylinder heads.

Installation Notes

- Accepts all 1976 and later alternator and A/C brackets
- Use #8504 Edelbrock bolt kit
- For square-bore carburetors only. No provision for exhaust-heated chokes and no exhaust crossover
- Available with an Installation Kit as #2042 (see page 32)

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150, 750 CFM
- Use #8041 throttle bracket for VRS-4150
- Use bracket #8031 or #8036 for 1972-78

Marine



Performer RPM Q-Jet Marine #2506



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.				
						Front (A)	Back (B)				Satin	Polished	Black Powder	Chrome Plasma	Black Plasma
Performer RPM (non-EGR)	1955-86	Chevrolet	262-400	Sq. Bore	1500-6500	4.20"	5.25"	4.72"	1.16" x 1.92"	●●	7101	71011	71013	7101-CP	7101-BP
Performer RPM Q-Jet (non-EGR)	1955-86	Chevrolet	262-400	Universal	1500-6500	4.20"	5.25"	4.72"	1.16" x 1.92"	●●	7104	-	-	-	-
Performer RPM Q-Jet Marine Application (non-EGR)	1955-86	Chevrolet	262-400	Universal	1500-6500	4.20"	5.25"	4.72"	1.16" x 1.92"	●●	2504	-	-	-	-
Performer RPM Q-Jet Marine Application (non-EGR)	1987-95	Chevrolet	262-400	Universal	1500-6500	4.20"	5.25"	4.72"	1.16" x 1.92"	●●	2506	-	-	-	-
RPM Air-Gap (non-EGR)	1955-86	Chevrolet	262-400	Sq. Bore	1500-6500	4.20"	5.25"	4.72"	1.14" x 1.95"	●●	7501	75011	75013	7501-CP	7501-BP

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Torker II #5001



C-26 Dual Quad #5425



RPM Air-Gap Dual-Quad #7525

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

TORKER II

(2500-6500 RPM)

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

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- AVS2 or Performer, 600-750 CFM
- Use bracket #8031 or #8036 for 1972-78

C-26 DUAL-QUAD

(1500-5500 RPM)

For 1955-86 262-400 c.i. Small-Block Chevrolets, this dual-quad has a low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil-filler tube boss included. Stock alternator brackets do not fit. Carb center to carb center: 6-7/16". Accepts oil-fill tube and breather #4803. Use with Performer-Plus cam #2103 for low-end torque or Torker-Plus camshaft kit #5002 for top-end power.

Installation Notes

- H.E.I.

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- AVS2 Series #1903 rear, and #1904 front, 500 CFM
- Use #7094 Dual Quad Progressive linkage Kit
- Use #8088 Dual Line Fuel Hose Kit

RPM AIR-GAP DUAL-QUAD

(1500-6500 RPM)

Designed for 1955-86 Small-Block Chevrolets, this intake stands 1-5/8" taller than the low-profile C-26 intake and offers performance improvements in the 1500-6500 RPM range. Also available as a complete carb and manifold kit, see page 120. Will not fit under stock Corvette hood.

Installation Notes

- H.E.I. will not fit
- Carb center-to-center distance: 6-7/16"

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- AVS2 #1903 rear/#1904 front, 500 CFM
- Use #7094 Progressive Linkage Kit
- Use #8088 Dual Quad Fuel Hose Kit



Chevrolet C-357-B #5418



Chevrolet C-357-B #5419

C-357-B TRIPLE-DEUCE

(Idle-5500 RPM)

Designed for 1955-86 262-400 c.i. Small-Block Chevrolets, 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". #5418 & #5419 accept oil-fill tube and breather #4803.

Installation Notes

- H.E.I. will not fit
- Requires progressive linkage kit #1033

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- Rochester 2GC (small 1-7/16" bore) for #5419
- Stromberg 97 or Holley 94 for #5418

Product	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.	
					Front (A)	Back (B)				Satin	Polished
Torker II (non-EGR)	1955-86	Chevrolet	262-400	2500-6500	3.53"	4.63"	4.08"	1.09" x 1.73"	●●	5001	-
C-26 Dual-Quad (non-EGR)	1955-86	Chevrolet	262-400	1500-5500	2.95"	3.55"	3.25"	1.18" x 1.90"	●●	5425	-
RPM Air-Gap Dual-Quad (non-EGR)	1955-86	Chevrolet	262-400	1500-6500	4.57"	5.25"	4.89"	1.16" x 1.92"	●●	7525	75251
C-357-B for 3-Bolt Carbs Only (non-EGR)	1955-86	Chevrolet	262-400	Idle-5500	3.90"	4.60"	4.25"	1.12" x 1.87"	●●	5418	-
C-357-B for 4-Bolt Carbs Only (non-EGR)	1955-86	Chevrolet	262-400	Idle-5500	3.77"	4.88"	4.325"	1.12" x 1.87"	●●	5419	-
Progressive Linkage Kit (for 3-carbs only)										1033	-



Street Tunnel Ram #7110



Pro-Flo XT #7137



Performer TBI EGR #3704

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

STREET TUNNEL RAM

(3500-7500 RPM)

Designed for 302/327/350/400 c.i. Small-Block Chevrolet V8s operating below 7500 RPM where low-end torque is not a prime factor. Great for engines with slightly modified heads. Will not fit 1987 and later cast iron heads.

Installation Notes

- Distance from carb center to carb center: 8.875"
- Top has vacuum outlet for power brakes
- Manifold will accept forward and sideways mounted carbs
- H.E.I. ignition will not clear manifold
- Use #7097 linkage for forward mounted carb set-up

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- AVS2 or Performer, 500 CFM for forward mount only.



Throttle Linkage Kit #7097

PRO-FLO XT EFI

(1500-7000 RPM)

Pro-Flo XT intake manifolds are engineered with a large plenum and long tapered runners to deliver maximum horsepower and a broad torque band throughout the RPM range. Choose satin or black powder coated finish for 1957-86 Small-Block Chevrolet with standard heads.

Recommended Gasket

- Edelbrock #7201

Throttle Body Recommendations

- Edelbrock #3970 or #39703

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

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center. Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6 AN fittings



Pro-Flo XT - Black Powder #71373

PERFORMER TBI

(Idle-5500 RPM)

Designed for 1987-95 305/350 c.i. 5.0/5.7 L Chevrolet throttle body injected (TBI) engines. Accepts all OEM equipment and small-bore (1-11/16") throttle body injectors only. Will not fit Caprice, Buick, or Cadillac "B" bodies.

Recommended Intake Gasket

- GM #10159409

Throttle Body Recommendations

- Use stock throttle body injection unit



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.

Product	Year	Engine	RPM Range	Manifold Height			Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.		
				Front (A)	Back (B)	Length (C)				Satin	Polished	Black Powder
Street Tunnel Ram (Complete manifold: base and top)	1957-86	302/327/350/400	3500-7500	9.00"	9.60"	-	9.30"	1.12" x 2.12"	●●	7110	71101	-
Throttle Linkage for Forward Mounted Carbs										7097		
Throttle Linkage for Sideways Mounted Carbs										7071		
Gasket (included with base and top)										6999		
Pro-Flo XT EFI	1955-86	Small-Block	1500-7000	9.00"	8.20"	14.80"	-	1.15" x 1.95"	●●	7137	-	71373
Fuel Rail Kit for Small-Block Chevrolet (compatible with standard or compact injectors)										3627		
Performer TBI (EGR)	1987-95	305/350/5.0/5.7 L	Idle-5500	3.70"	5.10"	-	4.40"	1.13" x 1.87"	●	3704	-	-

*.250" taller than stock.

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Victor Jr. Sportsman 2V #2901



Victor Jr. #2975



Super Victor #2925

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

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

Manifold #2901 is a dedicated design with runners specially sized for 2V racers for the ultimate combination of torque and better fuel distribution, providing outstanding performance from 3500 to 7000 RPM. 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. Accepts standard restrictor plates and carb adapters.

Recommended Intake Gasket

- Edelbrock #7217
- Fel-Pro #1206

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 locations, iron, and aluminum cylinder heads. The low profile of #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, #2999 should be used. The Victor Jr. port-matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1206.

Recommended Intake Gasket

- Edelbrock #7201
- Fel-Pro #1206

Carburetor Recommendations:

- VRS-4150 650-850 CFM

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). Overall, #2925 is approximately 1" taller than our Victor Jr. intake #2975. Runners have a 2.80 square-inch cross-section. For standard displacement engine builds.

Recommended Intake Gasket

- Edelbrock #7201

Carburetor Recommendations

- VRS-4150 650-750 CFM
- Standard flange square-bore racing carb



Super Victor 4500 #2970

SUPER VICTOR 4500 23° (3500-8000 RPM)

Designed for Small-Block Chevrolets 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 sq in) and a highly efficient cloverleaf-plenum design. In dyno tests on a 358 c.i. Small-Block, #2970 made 10 horsepower more than the competitor's best manifold!

Recommended Intake Gasket

- Edelbrock #7217
- Fel-Pro #1206 or larger (for #2970) and Fel-Pro #1263 (for #2971)

Carburetor Recommendations

- VRS-4150 850-950 CFM

Product	Make	Engine	RPM Range	Bolt Hole Centerline to port		Width (W)	Height (H)	Carb Pad Height (CH)	Carb Angle (CA)	Emissions Code	Part No.		
				Roof (R)	Floor (F)						Satin	Chrome Plasma	Black Plasma
Victor Jr. Sportsman 2V	Chevrolet	350	3500-7000	0.89"	1.15"	1.18"	2.04"	5.98"	0°	●	2901	-	-
Replacement Carb Base Gaskets for Victor Jr. Sportsman 2V (6 gaskets)											6940		
Victor Jr.	Chevrolet	350-400	3500-8000	0.80"	1.10"	1.10"	1.90"	4.58"	3°	●	2975	2975-CP	2975-BP
Victor Jr. Port Matched	Chevrolet	350-400	3500-8000	0.84"	1.23"	1.26"	2.07"	4.58"	3°	●	2900	-	-
Victor Jr. Tall (1" taller)	Chevrolet	350	3500-8000	0.80"	1.10"	1.10"	1.90"	5.58"	0°	●	2999	-	-
Super Victor for 23° Heads	Chevrolet	355	3500-8000	0.85"	1.15"	1.20"	2.00"	5.50"	0°	●	2925	-	-
Super Victor 4500 for 23° Heads	Chevrolet	350-427	3500-8500	0.87"	1.15"	1.21"	2.02"	6.36"	0°	●	2970	-	-
Super Victor 4500 for Raised Port 23° Heads	Chevrolet	355-427	4000-8500	1.06"	0.96"	1.21"	2.02"	6.77"	0°	●	2971	-	-



Super Victor II Manifold #2892



Victor E EFI #29785



Victor Ram #7070 with Top #7073

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

SUPER VICTOR II

(4000-8500 RPM)

This Small-Block Chevrolet 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.

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").

Recommended Intake Gasket

- Edelbrock #7217
- Fel-Pro #1206

VICTOR E 23° EFI

(2500-7500 RPM)

The Victor E EFI manifold is used in all of our popular Pro Flo 4 multipoint EFI kits. Single-plane design for excellent cylinder-to-cylinder air distribution. Large free flowing runners can handle up to 700 HP naturally aspirated. Team up with 4V throttle body #4150 for best results.

Recommended Intake Gasket

- Edelbrock #7201
- Fel-Pro #1205, #1206

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center to O-ring center
- Compact injectors measure 1.50" from the O-ring center to O-ring center
- Ends are tapped for use with -6AN fittings

VICTOR RAM 23°

(6500-10,000 RPM)

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

Installation Notes

- Carburetor center-to-center: 8.88"
- Assembled manifold height: 9.25"
- H.E.I. ignition will not clear manifold

Recommended Intake Gasket

- Fel-Pro #1206

Carburetor Recommendations

- VRS-4150 650 CFM or equivalent



Victor Glidden 18° #2859

VICTOR GLIDDEN 15°-18° CHEVROLET

(5000-8500 RPM)

For all-out nitrous-assisted drag race applications, the Victor Glidden (#2859) single plane, high-rise intake was designed with noted drag racer Billy Glidden. It features large 3.2 sq-in cross-section intake runners for maximum high-end horsepower operating from 5000 to 8500 RPM with GM or Edelbrock 18° heads.

Recommended Intake Gasket

- Edelbrock #7218 or Fel-Pro #1282

Carburetor Recommendations:

- VRS-4150 850-950 CFM
- 4500 Series carburetors

Product	Engine	RPM Range	Mount	Manifold Height	Bolt Hole Centerline to port		Width (W)	Height (H)	Carb Angle (CA)	Carb Height (CH)	Port exit Dimensions	Emissions Code	Part No.
				(A) (B)	Roof (R)	Floor (F)							
Super Victor II Small-Block Chevy	262-400	4000-8000	4150	6.56"	0.94"	1.16"	1.21"	2.10"	0°	6.56"	1.28" x 2.19"	●	2892
Victor E EFI	327-400	1500-7000	4150	–	0.80"	1.10"	1.10"	1.90"	3°	4.58"	–	●	29785
Victor E EFI Fuel Rail Kit (compatible with standard or compact injectors)													3630
Victor Ram (base only)	327-400	6500-10,000	–	–	0.96"	1.24"	1.20"	2.20"	0°	7.13"	–	●	7070
Victor Ram - 2 Standard-Flange, Sideways (top only)													7073
Throttle Linkage for Sideways Mounted Carbs													7071
Top Gasket (included with top)													6988
Victor Glidden (for 15° and 18°)	355-427	5000-8500	4500	–	1.76"	1.21"	1.20"	2.04"	0°	7.03"	–	●	2859

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Victor Glidden Spider #2858



Super Victor Vortec Bowtie #2814



RPM Air-Gap for LT1 #7107

CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

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 sq-in area at the opening.

Installation Notes

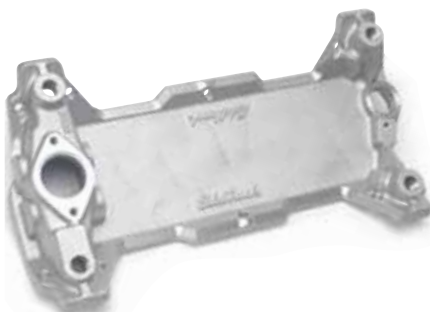
- Must be used with Edelbrock base plate #2992

Recommended Intake Gasket

- Edelbrock #7218
- Fel-Pro #1282 (Spider & manifold)
- Fel-Pro #1254 (Base only)

Carburetor Recommendations

- VRS-4150 950 CFM
- 4500 Series



Victor Glidden 18-Degree Manifold Base #2992

SUPER VICTOR BOWTIE

(4000-8000 RPM)

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

Matching intake gaskets are available in two thicknesses 0.060 (#7206) and 0.120" (#7207) for a precise fit.

Recommended Intake Gasket

- Edelbrock #7206
- Edelbrock #7207 (see pages 83 for gasket specs)

Carburetor Recommendations

- 4150-style square-bore

CHEVROLET LT1 V8

RPM AIR-GAP

(1500-6500 RPM)

This short-runner, tunnel-ram style Air-Gap manifold provides next-level performance for 1992-97 LT1 owners, delivering a cooler and denser airstream for maximum power output. Designed to match our Performer cylinder heads (#61905/#61919), it will also work with OEM LT1 cylinder heads with some minor head-port matching. It will accept early and late OEM LT1 throttle bodies and fuel rails but is designed to work with 52 mm or 58 mm throttle bodies.

Recommended Intake Gasket

- Edelbrock #7243
- GM #12524653



Product	Year	Make	Engine (c.i.)	Mount	RPM Range	Manifold Height		Carb Pad Height	Port exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Victor Glidden Spider-Type Manifold (for 15° and 18° heads)	-	Chevrolet	375+	4500	5000-8500	-	-	7.03"	1.21" x 2.04"	●	2858
Victor 18° Base (base of two-piece manifold)	-	Chevrolet	Small-Block	4150	-	-	-	-	-	●	2992
Super Victor Bowtie	-	Chevrolet	350	4150	4000-8000	6.77"	6.77"-	6.77"	1.14" x 2.20"	●	2814
RPM Air-Gap for LT1	1992-97	Chevrolet	5.7 L	OEM 2V Throttle Body	1500-6500	6.00"	6.00"	-	1.15" x 2.06"	●	7107



Performer EPS Vortec #2716



Performer Vortec #2116



Performer RPM Vortec #7116

1996 - LATER CHEVROLET 262-400 SMALL-BLOCK V8

PERFORMER EPS VORTEC

(Idle-5500 RPM)

This dual-plane manifold is optimized to deliver superior performance for Small-Block Chevrolets with Vortec or Edelbrock E-Tec cylinder heads and square-bore Performer Series carburetors. The runner design is tuned for peak torque around 3500 RPM on a 350 c.i. 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. Will not fit under stock Corvette hood.

Recommended Intake Gasket

- Edelbrock #7235

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM

PERFORMER VORTEC

(Idle-5500 RPM)

Based on the popular #2101, this dual-plane intake is designed for the street rod, industrial, and engine-swap market using 262-400 c.i. Chevrolet V8s with 1996-later cast-iron Vortec (L31) or Edelbrock E-Tec aluminum heads. This manifold has provisions for an external water bypass but does not include provisions for exhaust-heated chokes. It may be used on either Vortec or 1995-earlier blocks and accepts both square- and spread-bore carbs, late-model water necks, alternators, HEI, and A/C brackets. It will not fit under stock Corvette hoods.

Installation Notes

- Throttle bracket #8032
- Stock brackets require modification to fit the upright manifold bolt holes

Recommended Intake Gasket

- Edelbrock #7235

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM
- OEM 4BBL (pre-1981, electric choke only)
- Use our #8032 throttle bracket

PERFORMER RPM VORTEC

(1500-6500 RPM)

Based on the the powerful #7101, this single 4BBL intake is designed for the street rod and engine-swap market using 262-400 c.i. Chevrolet V8s with 1996-later cast-iron Vortec (L31) or Edelbrock E-Tec aluminum heads. Manifold #7116 accepts square-bore carbs only. Will not fit under stock Corvette hood.

Installation Notes

- Use Edelbrock Vortec throttle bracket #8032, see page 20
- Stock brackets require modification to fit the upright manifold bolt holes

Recommended Intake Gasket

- Edelbrock #7235
- GM #89017465

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM



Performer RPM Marine Vortec #2516

PERFORMER RPM VORTEC MARINE (1500-6500 RPM)

Based on the the powerful #7104, this single 4BBL intake is designed for marine using 262-400 c.i. Chevrolet V8s with 1996-later cast-iron Vortec (L31) or Edelbrock E-Tec aluminum heads. The marine intake features a brass-lined water crossover with an external water-bypass boss machined into the front for 1996-later Vortec production engines and brass-flange inserts to cover the rear openings.

Installation Notes

- Use Edelbrock Vortec throttle bracket #8032, see page 20

Recommended Intake Gasket

- Edelbrock #7235
- GM #89017465

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- #2516 use #1409/#1410 Edelbrock carburetor

Product (non-EGR)	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.			
						Front (A)	Back (B)				Satin	Black Powder	Chrome Plasma	Black Plasma
Performer EPS Vortec	1996-Later	Chevrolet	262-400	Sq. Bore	Idle-5500	3.96"	5.08"	4.52"	2.05" Tall w/ slanted walls	●	2716	27163	2716-CP	2716-BP
Performer Vortec	1996-Later	Chevrolet	262-400	Universal	Idle-5500	3.87"	5.28"	4.57"	2.05" Tall w/ slanted walls	●	2116	21163	-	-
Performer RPM Vortec	1996-Later	Chevrolet	262-400	Sq. Bore	1500-6500	4.20"	5.25"	4.72"	2.05" Tall w/ slanted walls	●	7116	-	-	-
Performer RPM Vortec Marine	1996-Later	Chevrolet	262-400	Universal	1500-6500	4.20"	5.25"	4.72"	2.05" Tall w/ slanted walls	●	2516	-	-	-

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RPM Air-Gap Vortec #7516



Pro-Flo XT #7138



Victor E-TEC EFI Manifold #29145

1996 - LATER CHEVROLET 262-400 SMALL-BLOCK V8 (CONT.)

RPM AIR-GAP VORTEC
(1500-6500 RPM)

Based on the powerful #7116 Performer RPM Vortec, this single 4BBL intake is designed for 262-400 c.i. Chevrolet V8s with 1996-later cast-iron Vortec (L31) or Edelbrock E-Tec aluminum heads using a square-bore carb. The open space of the Air-Gap separates the runners from hot engine oil, resulting in a denser charge for more power. It includes a machined external water bypass on the front cover of the water crossover for use on 1996-later Vortec production engines, rear water outlets, two distributor clamp locations, nitrous bosses, a temp sensor boss, and a heater outlet boss angled for proper fit over the valve cover. There is no exhaust crossover or provisions for exhaust-heated chokes. It accepts 1976-later alternator and A/C brackets for street installations, but will not fit under the hood of stock Corvettes.

Installation Notes

- Use Edelbrock Vortec throttle bracket #8032, see page 20

Recommended Intake Gasket

- Edelbrock #7235 or GM #89017465

Carburetor Recommendations

- AVS2 or Performer 600-800 CFM
- VRS-4150 650-750 CFM

Camshaft Recommendations

- Performer RPM #7102, #2201, and #2204

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

Pro-Flo XT intake manifolds are engineered with a large plenum and long tapered runners to deliver maximum horsepower and a broad torque band throughout the RPM range.

Installation Notes

- 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
- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings
- Part #3627 is black with engraved highlights

Recommended gasket

- Edelbrock #7235

Throttle Body Recommendations

- Edelbrock #3970 or #39703

VICTOR E-TEC EFI
(2500-7500 RPM)

The #29145 is a Vortec/E-Tec version of our popular Victor E 23° EFI manifold and is intended for applications like our Pro-Flo 4 EFI system. Compatible with standard, square-bore, throttle bodies, this manifold is one inch shorter than the Super Victor E-Tec EFI #29135. It also has provisions for water bypass so it can be used on Vortec engine blocks and accepts OEM alternator brackets.

Fuel Rail PN 3630 Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Recommended Intake Gasket

- Edelbrock #7235
- GM #89017465

Throttle Body Recommendations

- #4150 4V 1000 CFM

SUPER VICTOR VORTEC
(3500-7500 RPM)

For racers using cast-iron Vortec or Edelbrock E-Tec aluminum cylinder heads, offers the same awesome top-end horsepower, throttle response, and advanced design features as Super Victor #2925. Designed to enhance the performance of the Vortec cylinder heads (L31), #2913 is the most powerful intake available. Runners have a 2.60 sq-in cross-section.



Super Victor Vortec #2913

Recommended Intake Gasket

- Edelbrock #7235
- GM #89017465

Carburetor Recommendation

- VRS-4150 650-750 CFM

Product	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.			
					Front (A)	Back (B)				Satin	Black Powder	Chrome Plasma	Black Plasma
RPM Air-Gap Vortec (non-EGR)	1996-Later	Chevrolet	262-400	1500-6500	4.20"	5.25"	4.72"	2.05" Tall w/ slanted walls	●	7516	75163	7516-CP	7516-B P
Pro-Flo XT EFI Vortec	1996-Later	Chevrolet	262-400	1500-6500	9.20"	8.40"	-	1.15"x1.95"	●●	7138	71383	-	-
Fuel Rail Kit for Small-Block Chevrolet (compatible with standard or compact injectors)										3627	-	-	-
Victor E-Tec EFI	1996-Later	Chevrolet	262-400	2500-7500	4.32"	5.20"	4.76"	2.05" Tall w/ slanted walls	●	29145	-	-	-
Victor E EFI Fuel Rail Kit (compatible with standard or compact injectors)										3630	-	-	-
Super Victor for E-Tec Vortec Heads	-	Chevrolet	350-400	3500-7500	5.63"	5.63"	5.63"	2.09" Tall w/ slanted walls	●	2913	-	-	-



Performer RPM LS1 Manifold
and Timing Control Module #7118



Pro-Flo XT
LS1 #71403



Victor Jr. LS1 EFI #29086

CHEVROLET LS1 V8

PERFORMER RPM LS1

(1500-6500 RPM)

Designed for the popular Chevrolet LS1 (5.7 L) Small-Block V8 originally used in 1997 and later Corvette, 1998-02 Camaros, Firebirds, Corvette LS6 engine, and any other Gen III engine including the LM7 (5.3 L), LR4 (4.8 L) and LQ4 (6.0 L) with cathedral port cylinder heads. It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve from 1500 to 6500 RPM. The Performer RPM LS1 is available with an optional wiring harness and electronic timing control module that works with OE sensors to fire the coil-on-plug ignition system and offers a choice of six timing curves. A special throttle and trans bracket that works with 700R4, 200-4R, and Turbo 350 transmissions is included, making the LS1 engine an easy retro-fit into any muscle car, street rod, or marine application.

Installation Notes

- Uses LS1/LS6 style individual port O-ring seals or Edelbrock #7386
- TCI crankshaft sleeve #399753PE and flexplate #399753 or 399754 are required when using a TH350, TH400, or 700R4 with an LS1

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM

PRO-FLO XT LS EFI

(1500-7000 RPM)

Engineered with a large plenum and tapered runners to deliver maximum horsepower and broad torque band throughout the RPM range (1500-7000 RPM), this manifold features a 90 mm throttle-bore opening and cathedral port exit to produce 30 more horsepower over a stock LS6 manifold at 6500 RPM. #7139 accepts Pro-Flo XT throttle body #3970 or adapter #2737 and standard LS1 throttle bodies. #7140 (LS2) accepts GM OEM 90 mm or Edelbrock #3970 throttle bodies. Compatible with LS1 Fuel Rail Kit #3629 (sold separately), which features -6AN inlet and outlet.

Installation Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Throttle Body Recommendations

- Edelbrock #3970 or #39703

Recommended gasket

- Uses LS1/LS6 style individual port O-ring seals
- Edelbrock #7386

VICTOR JR. LS1 EFI

(3500-7500 RPM)

The Edelbrock Victor Jr is a compact single-plane manifold capable of supporting up to 650 HP naturally aspirated. It is available for use with a carburetor as a manifold only (#29087) or with 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 (#2908). Also available machined for EFI applications as a manifold only (#29085) or complete with fuel rail and throttle bracket.

Installation Notes

- Uses LS1/LS6 style individual port O-ring seals or Edelbrock #7386
- See page 155 for EFI elbow applications
- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings
- #4150 4V 1000 CFM throttle Body
- #3848 EFI Elbow and #3970 90 mmm throttle Body

Installation Notes Carbureted

- Uses standard LS1/LS6 individual port O-ring seals or Edelbrock #7386

Carburetor Recommendations:

- Performer or AVS2 750-800 CFM
- VRS-4150 650-750 CFM

Product	Engine	RPM Range	Manifold Measurements					Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.			
			A	B	C	D	E				Satin	Polished	Chrome Plasma	Black Plasma
Performer RPM LS1 Manifold & Timing Control Module	LS1	1500-6500	4.50"	5.40"	-	-	-	4.95"	0.98"x2.72"	●●	7118	-	-	-
Performer RPM LS1/LS2 Manifold Only	LS1	1500-6500	4.50"	5.40"	-	-	-	4.95"	0.98"x2.72"	●●	71187	711871	71187-CP	71187-BP
Pro-Flo XT LS1 Series Gen III Manifold	LS1	1500-7000	10.20"	10.00"	16.90"	3.2"	15°	-	-	●●●	7139	71393	-	-
Pro-Flo XT LS2 Series Gen III Manifold	LS2	1500-7000	9.70"	10.00"	16.90"	3.1"	15°	-	-	●●●	7140	71403	-	-
Fuel Rail Kit for Pro-Flo XT LS Series Chevrolet (compatible with standard or compact injectors)											3629	-	-	-

Product	Engine	RPM Range	Manifold Measurements		Bolt Hole Center-line to port		Width (W)	Height (H)	Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
			A	B	F	R						
Victor Jr. Carbureted Intake Manifold with Timing Control Module	LS1	3500-7500	4.95"	4.95"	1.39	1.35	0.98	2.74	4.95"	0.998"x2.74"	●●●	2908
Victor Jr. Carbureted Intake Manifold Only	LS1/LS2	3500-7500	4.95"	4.95"	1.39	1.35	0.98	2.74	4.95"	0.998"x2.74"	●●●	29087
Victor Jr. Competition EFI Intake Manifold Only	LS1/LS2	3500-7500	4.95"	4.95"	1.39	1.35	0.98	2.74	4.95"	0.998"x2.74"	●●●	29085
Victor Jr. Competition EFI Intake Manifold and Fuel Rail Kit	LS1/LS2	3500-7500	4.95"	4.95"	1.39	1.35	0.98	2.74	4.95"	0.998"x2.74"	●●●	29086
Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands)												3638

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Super Victor LS1/LS2 #28097



Performer RPM LS3 #71197



Pro-Flo XT LS3 #7142

CHEVROLET LS1 V8 (CONT.)

SUPER VICTOR LS1 (3500-8000 RPM)

Offering greater airflow potential for even bigger power gains, this manifold has been accepted by NASCAR for use in the ARCA series. The carb mount pad is 1.12" taller than the Victor Jr. LS1, and the port exits have been increased to 1.08" x 2.74". Compatible with MSD ignition timing control module #6014.

Super Victor EFI LS1/LS2 manifold #28095 is for high-output competition EFI systems and features machined injector bosses. It's compatible with either our #4150 4V throttle body series or any of our square-bore EFI elbows, see page 155.

Installation Notes

- Use Fel-Pro #1312-3 intake gasket

Throttle Body Recommendations

- For EFI use #4150 4V throttle body

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings



Super Victor LS1/LS2 EFI Manifold #28095

CHEVROLET LS3 V8

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 1500 - 6500 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 optimized for square-bore carburetors, and weighs only 14 pounds.

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

Installation Notes

- Uses LS3/ L92/L76 style individual port O-ring seals GM #19256623 or Edelbrock #7395
- Carb height (CH) is measured from the valley cover flange to the carb pad

Carburetor Recommendations

- AVS2 or Performer 600-800 CFM
- VRS-4150 750 CFM

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

Engineered with a large plenum and 6.25" tapered runners to deliver maximum power and a broad torque band from 1500-7000+ RPM, this manifold features a 90 mm throttle-bore opening that can be ported to 105 mm as needed. Machined for use with a stock LS3-style MAP sensor or #36019 mounted directly to the manifold. It accepts GM OEM 90 mm or Edelbrock #3970/#39703 throttle bodies. Compatible with LS3 fuel rail kit #3648 (sold separately), which features -8AN inlet and outlet. Not intended as direct replacement for late-model vehicles due to hood and cowl clearance. The Pro-Flo XT LS3 intake manifold is the best choice for your boosted or nitrous-powered LS3 engine.

Installation Notes

- Uses LS3/ L92/L76 style individual port O-ring seals GM #19256623 or Edelbrock #7395

Throttle Body Recommendations

- Edelbrock #3970/#39703 or OEM drive-by-wire style

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -8AN fittings

Product	Engine	RPM Range	Manifold Measurements		Bolt Hole Centerline to port		Width (W)	Height (H)	Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
			A	B	F	R						
Super Victor LS1/LS2 Manifold (for use with carburetor)	LS1	3500-8000	6.07"	6.07"	1.35	1.39	1.08	2.74	6.07"	1.08" x 2.74"	●	28097
Super Victor LS1/LS2 EFI Manifold	LS1	3500-8000	6.07"	6.07"	1.35	1.39	1.08	2.74	6.07"	1.08" x 2.74"	●	28095
Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands)												3638
Performer RPM LS3 Intake Manifold	LS3, L92, L76	1500-6500	4.66"	5.56"	–	–	–	–	5.11"	1.16" x 2.40"	●	71197
Performer RPM LS3 Intake Manifold with Timing Control Module	LS3, L92, L76	1500-6500	4.66"	5.56"	–	–	–	–	5.11"	1.16" x 2.40"	●	71196
Product	Engine	RPM Range	Manifold Measurements					Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.	
			A	B	C	D	E					
Pro-Flo XT LS3 Series Gen IV Manifold	LS3, L92, L76	1500-7000	9.28"	9.68"	17.40"	3.02"	15°	–	1.23" x 2.52"	●	7142	
Pro-Flo XT LS3 Fuel Rail Kit												3648



Cross-Ram LS3 #7141



Cross-Ram LS3 #71413



Victor Jr. LS3 #28457

CHEVROLET LS3 V8 (CONT.)

CROSS-RAM LS3

(1500-7000 RPM)

Designed for Gen IV engines with LS3-style rectangular-port cylinder heads. The Cross-Ram LS3 is ideal for anybody looking to combine great looks and outstanding performance between 1500 - 7000 RPM. The unique dual-plenum design features 13" long runners with flanges that will accept two, 90 mm GM LS3 throttle bodies. The unique cross-ram dual-plenum design is ideal for twin-turbo applications. When matched with high-flowing air filters and inlet tubes, the dual-plenum system gives neck-snapping performance with plenty of options for engine builders and tuners. The fuel rails mount to the bottom of the runners, which is ideal for optimum fuel targeting and also gives the intake manifold a custom clean look. Dyno testing resulted with gains of 27 horsepower and 28 ft-lbs of torque over a popular aftermarket manifold. Throttle body center-to-center measures 14.50", while overall width measures 19.75" from outside of the throttle bodies.

Installation Notes

- Uses LS3/L76 style individual port O-ring seals GM #19256623 or Edelbrock #7395
- Plenum gaskets use Edelbrock #7271

Throttle Body Recommendations

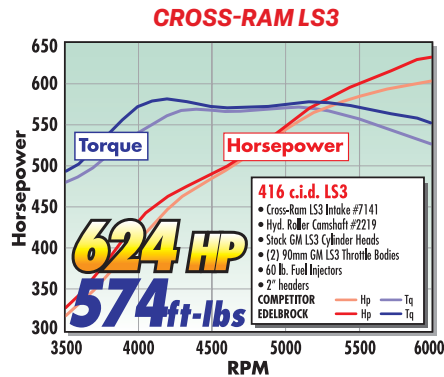
- 2x GM LS# 90 mm

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Fuel Rail Recommendations

- Use Edelbrock fuel rail kit #3654



VICTOR JR. LS3

(3500-7500 RPM)

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

Installation Notes

- Uses LS3/L76/L92 style individual port O-ring seals GM #19256623 or Edelbrock #7395
- L92 heads are intended for 4.00" bores and will not work with 5.7 L blocks without valve reliefs

Carburetor Recommendations

- VRS-4150, 750 CFM

Throttle Body Recommendations

- Edelbrock #4150

Manifold Dimensions

- Carb height (CH) for this manifold is measured from the valley cover flange to the carb pad

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Product	Engine	RPM Range	Manifold Measurements					Port Exit Dimensions	Emissions Code	Part No.
			Front (A)	Back (B)	C	D	E			
Cross-Ram LS3 Manifold (red powder finish)	LS3, L92, L76	1500-7000	9.35"	8.01"	17.50"	2.65"	0° vertical x 5° inward	1.19" x 2.48"	●	7141
Cross-Ram LS3 Manifold (black powder finish)	LS3, L92, L76	1500-7000	9.35"	8.01"	17.50"	2.65"	0° vertical x 5° inward	1.19" x 2.48"	●	71413
Cross-Ram LS3 Fuel Rail Kit (standard injectors, -6 AN ends)										3654
Product	Engine	RPM Range	Bolt Hole Center-line to port		Width (W)	Height (H)	Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
			F	R						
Victor Jr. LS Series Gen IV Carbureted Manifold for LS3 Heads	LS3, L92, L76	3500-7500	0.57"	1.85"	1.17	2.42"	7.40"	1.17" x 2.42"	● ●	28457
Victor Jr. LS Series Gen IV EFI Manifold for LS3 Heads	LS3, L92, L76	3500-7500	0.57"	1.85"	1.17	2.42"	7.40"	1.17" x 2.42"	● ●	28455
Victor Jr. LS Series Gen IV EFI Manifold for LS3 Heads with Timing Control Module	LS3, L92, L76	3500-7500	0.57"	1.85"	1.17	2.42"	7.40"	1.17" x 2.42"	● ●	28456
Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands)										3638
LS1/LS6 Valley Plate										7788

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Super Victor LS3 #2821



Super Victor LS3 #28265



Super Victor LS7 #2890



Super Victor LS7 #28875

CHEVROLET LS3 V8 (CONT.)

SUPER VICTOR LS3

(3500-7500 RPM)

Designed for Gen IV LS engines equipped with L3, L92, and L76 with rectangular-port cylinder heads, these Super Victor intake manifolds are ideal for anyone building a 700+ HP carbureted or EFI large-displacement racing engine operating between 3500 - 7500+ RPM.

These manifolds are designed with 24% larger runners than our Victor Jr. #28457 along with a larger 4500-style plenum, 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 manifold 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.

Installation Notes

- Uses LS3/L76/LS92 style individual port O-ring seals GM #19256623 or Edelbrock #7395
- Carb height (CH) is measured from the valley cover flange to the carb pad

Carburetor Recommendations

- VRS-4150, 750-950 CFM
- Any 4500 series

Throttle Body Recommendations

- Edelbrock #4150

Fuel Rail Recommendations

- Use Edelbrock fuel rail kit #3655

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center to center
- Ends are tapped for use with -8AN fittings



Super Victor LS3
Fuel Rail Kit #3655

CHEVROLET LS7 V8

SUPER VICTOR LS7

(3500-8000 RPM)

These manifolds are designed for Gen IV LS engines equipped with LS7 cylinder heads or Edelbrock Pro-Port Victor Jr. cylinder heads. These manifolds are .75" taller than our LS3 Super Victor intakes.

The Super Victor intake manifold #2887 is capable of airflow demands of 750+ HP on naturally aspirated engines. The larger plenum version #2890 for 4500-series carburetors has an increased intake runner area and is capable of 800+ HP, operating in the 3500-8000 RPM range. Super Victor #28905 and #28875 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

Installation Notes

- Uses standard intake Edelbrock bolt kit #8515
- LS Carb Height (CH) is measured from the valley cover flange to the carb pad

Recommended Intake Gasket

- LS7 style individual port O-ring seals GM #89017852

Carburetor Recommendations

- VRS-4150, 750-950 CFM can be used on either #2890 or #2887 manifolds

Throttle Body Recommendations

- Edelbrock #4150

Fuel Rail Recommendations

- Use Edelbrock fuel rail kit #3649

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center to center
- Ends are tapped for use with -8AN fittings



Super Victor LS7
Fuel Rail Kit #3649

Product	Engine	RPM Range	Manifold Measurements		Bolt Hole Center-line to port		Width (W)	Height (H)	Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
			A	B	F	R						
Super Victor LS3 Carbureted Manifold for 4500-Series Carbs	LS3, L92, L76	3500-7500	7.67"	7.67"	1.22	0.98	1.29"	2.20"	7.67"	1.27" x 2.58"	●	2821
Super Victor LS3 EFI Manifold for 4500-Style Throttle Bodies	LS3, L92, L76	3500-7500	7.67"	7.67"	-	-	-	-	7.67"	1.27" x 2.58"	●	28215
Super Victor LS3 Carbureted Manifold for 4150-Series Carbs	LS3, L92, L76	3500-7500	7.67"	7.67"	-	-	-	-	7.67"	1.27" x 2.58"	●	2826
Super Victor LS3 EFI Manifold for 4150-Style Throttle Bodies	LS3, L92, L76	3500-7500	7.67"	7.67"	-	-	-	-	7.67"	1.27" x 2.58"	●	28265
Super Victor LS3 EFI Fuel Rail Kit (standard injectors, -8AN ends)												3655
Super Victor LS7 Carbureted Manifold for 4500-Series Carbs	LS7	3500-8000	8.42"	8.42"	1.16"	1.22"	1.34"	2.38"	8.43"	1.34" x 2.38"	●	2890
Super Victor LS7 EFI Manifold for 4500-Style Throttle Bodies	LS7	3500-8000	8.42"	8.42"	-	-	-	-	8.42"	1.34" x 2.38"	●	28905
Super Victor LS7 Carbureted Manifold for 4150-Series Carbs	LS7	3500-8000	8.42"	8.42"	1.16"	1.22"	1.34"	2.38"	8.43"	1.34" x 2.38"	●	2887
Super Victor LS7 EFI Manifold for 4150-Style Throttle Bodies	LS7	3500-8000	8.42"	8.42"	-	-	-	-	8.42"	1.34" x 2.38"	●	28875
Super Victor LS7 EFI Fuel Rail Kit (standard injectors, -8AN ends)												3649



Performer RPM #7158



Performer RPM Dual-Quad Large Port #5409



Black Powder Coated Performer 2-O #21613

CHEVROLET 348/409 W-SERIES V8

PERFORMER RPM

(1500-6500 RPM)

These Performer RPM intake manifolds are designed to fit 1958-1965 Chevrolet Big-Block 348/409 "W" 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 carburetors. Includes oil-fill tube (not installed) and matching push-in breather cap. For square-bore carburetors only. Machined for PCV provision.

#7158 Recommended Intake Gasket

- Edelbrock #7242
- Fel-Pro MS9459B

#7159 Recommended Intake Gasket

- Edelbrock #7240
- Fel-Pro MS9788B

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM

PERFORMER RPM

DUAL-QUAD (1500-6500 RPM)

Designed to fit 1958-1965 Chevrolet "W" Big-Block engines 348/409, this manifold delivers with Performer or AVS2 dual-quad carbs. It includes an oil-fill tube (not installed) with matching breather and accepts our dual-quad fuel lines, throttle linkage, and air cleaners. Carb center-to-center measurement is 6-7/16". This intake manifold is a great match with our Performer RPM W-series heads #60809, #60815, or #60819 cylinder heads.

Recommended Intake Gasket

- Edelbrock #7240
- Fel-Pro MS9788B

Carburetor Recommendations

- AVS2 #1903 and #1904, 500 CFM
- Use #7094 Progressive throttle linkage

CHEVROLET 396-454 V8

PERFORMER 2-O

(Idle-5500 RPM)

Designed for street 396-454 c.i. Chevrolet Big-Block V8s using general duty oval-port cylinder heads. Does not fit with "tall-block" V8s and will not fit under stock Corvette hoods. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval-port heads.

Installation Notes

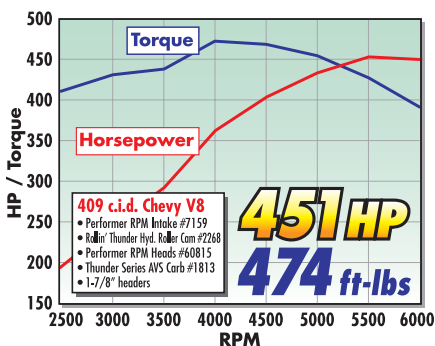
- Choke plate #8961 included

Recommended Intake Gasket

- Edelbrock #7203

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- Stock 4V Quadrajet
- #2161 use choke rod #9179 (if needed)
- Use bracket #8031 for 1972-78



Available as a Power Pack



Performer RPM Chevrolet 409 Power Pack #2039
Go to page 117

Product (Non-EGR)	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.			
						Front (A)	Back (B)				Satin	Black Powder	Chrome Plasma	Black Plasma
Performer RPM Small Port	1958-1965	Chevrolet	348/409 "W"	Sq. Bore 4150	1500-6500	4.35"	5.54"	4.94"	2.06" x 1.16"	●	7158	-	-	-
Performer RPM Large Port	1958-1965	Chevrolet	348/409 "W"	Sq. Bore 4150	1500-6500	4.35"	5.54"	4.945"	2.39" x 1.16"	●	7159	-	-	-
Performer RPM Dual-Quad Large Port	1958-1965	Chevrolet	348/409 "W"	Sq. Bore 4150	1500-6500	4.03"	5.21"	4.62"	2.39" x 1.15"	●	5409	-	-	-
Performer 2-O	1965-1990	Chevrolet	396-454 Oval Port	Q-jet	Idle-5500	4.30"	5.40"	4.85"	1.70" x 1.68"	●●	2161	21613	2161-CP	2161-BP

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Performer 454 T.B.I. Manifold #3764



Performer RPM Oval Port #7161



Performer RPM Rectangular Port #7163

CHEVROLET 396-502 V8

PERFORMER 454 T.B.I.

(Idle-5500 RPM)

Designed for street 454 c.i. Chevrolet V8s from 1987-90. It features an EGR in the stock location, so 1991-95 EGR valves will not fit. Add our Performer high-compression head #60499 for even greater power gains.

Recommended Intake Gasket

- GM #10181398

Injector Recommendations

- Use stock throttle body injection unit

PERFORMER RPM OVAL PORT

(1500-6500 RPM)

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

Installation Notes

- Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro

Recommended Intake Gasket

- Edelbrock #7203

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150 750 CFM

PERFORMER RPM RECTANGULAR PORT

(1500-6500 RPM)

Designed for street 396-502 c.i. Chevrolet V8s with high-performance rectangular-port cylinder heads, this dual-plane high-rise manifold offers maximum horsepower with a broad torque curve. No provisions for exhaust-heated chokes. 0.25" taller than stock high rise AL manifold. Accepts late-model waterneck, air-conditioning, alternator, and HEI equipment.

Installation Notes

- Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro

Recommended Intake Gasket

- Edelbrock #7202

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150 750 or 850 CFM
- Use bracket #8031 for 1972-78



Performer RPM Q-Jet #7164



Performer RPM Q-Jet Marine #2561

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. Chevrolet V8s with large oval-port (1975 and earlier) heads or aftermarket heads such as #60459. #2561 is for marine applications and features brass-lined front water crossover and brass flange inserts to cover rear water openings. No provisions for hot-air-style chokes. Accepts divorced choke, late-model waterneck, air-conditioning, alternator, and HEI equipment.

Installation Notes

- For divorced choke use #9178
- Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro

Recommended Intake Gasket

- Edelbrock #7203

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- OEM Rochester Q-Jet
- Use bracket #8031 for 1972-78
- For Marine applications use #1410 750 CFM marine carb

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Performer 454 T.B.I. Mark IV (EGR)	1987-90	Chevrolet	454	OEM TBI	Idle-5500	4.30"	6.45"	5.37"	1.41" x 1.59"	●	3764
Performer RPM Oval Port (non-EGR)	1966-75	Chevrolet	396-502	Sq. Bore	1500-6500	4.45"	6.0"	5.22"	1.60" x 1.94"	●●	7161
Performer RPM Rectangular Port (non-EGR)	-	Chevrolet	396-502	Sq. Bore	1500-6500	4.45"	6.0"	5.22"	1.56" x 2.24"	●●	7163
Performer RPM Q-Jet (oval-port, non-EGR)	1966-75	Chevrolet	396-502	Universal	1500-6500	4.45"	6.0"	5.22"	1.61" x 1.93"	●●	7164
Performer RPM Q-Jet Marine Manifold (oval-port, non-EGR)	1966-75	Chevrolet	396-502	Universal	1500-6500	4.45"	6.0"	5.22"	1.61" x 1.93"	●●	2561



RPM Air-Gap Oval Port #7561



RPM Air-Gap Rectangular Port #7562



Torker II 2-O #5061

CHEVROLET 396-502 V8 (CONT.)

RPM AIR-GAP OVAL PORT (1500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i. Chevrolet V8s with large oval-port cylinder heads or Edelbrock Performer/Performer RPM heads. The RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for decades. Includes rear water outlets, two distributor clamp locations, and nitrous bosses. Accepts all late-model alternator and A/C brackets for the street. For square-bore carburetors only. No provision for exhaust-heated chokes and no exhaust crossover.

Installation Notes

- Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro

Recommended Intake Gasket

- Edelbrock #7203

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150, 750-850 CFM
- Use bracket #8031 for 1972-78

RPM AIR-GAP RECTANGULAR PORT (1500-6500 RPM)

Designed for street 396-502 c.i. Chevrolet V8s with high-performance rectangular-port heads, the RPM Air-Gap incorporates our race-winning technology. 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.

Installation Notes

- Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro

Recommended Intake Gasket

- Edelbrock #7202

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150, 750-850 CFM
- Use bracket #8031 for 1972-78

TORKER II 2-O (2500-6500 RPM)

Designed for 1975 and earlier street 396-502 c.i. Chevrolet V8s with large oval-port cylinder heads. Manifold not equipped with EGR. Will not fit "tall-block" V8 engines. Best for applications with limited hood height.

Recommended Intake Gasket

- Fel-Pro #1212
- Edelbrock #7203

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- Use bracket #8031 for 1972-78



RPM Air-Gap Dual-Quad #7520

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

Designed for street 396-502 c.i. Chevrolet V8s. These intakes stand 7/8" taller than the low-profile C-66-O/R dual-quad intake and offer performance improvements in the 1500-6500 RPM range. These intakes are also available as a complete manifold and carb kit, see page 120 for more information. Use #7094 Progressive throttle linkage.

Installation Notes

- Neither HEI or mechanical tach drive distributors will fit on #7520

Carburetor Recommendations

- AVS2 #1903 and #1904, 500 CFM

Recommended Intake Gasket:

- Edelbrock #7203

Product (non EGR)	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.				
					Front (A)	Back (B)				Satin	Polished	Black Powder	Chrome Plasma	Black Plasma
RPM Air-Gap Oval Port	Early-1975	Chevrolet	396-502	1500-6500	4.45"	6.0"	5.22"	1.60" x 1.94"	●●	7561	75611	75613	7561-CP	7561-BP
RPM Air-Gap Rectangular Port	-	Chevrolet	396-502	1500-6500	4.45"	6.0"	5.22"	1.56" x 2.24"	●●	7562	75621	-	7562-CP	7562-BP
Torker II 2-O (non-EGR)	Early-1975	Chevrolet	396-502	2500-6500	3.05" *	4.60" *	3.82"	1.35" x 1.90" 1.60" x 1.90"	●●	5061	-	-	-	-
RPM Air-Gap Dual-Quad Oval-Port	Early-1975	Chevrolet	396-502	1500-6500	4.81"	5.56"	5.19"	1.60" x 1.93"	●●	7520	-	-	-	-

*.25" taller than stock Corvette

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Street Tunnel Ram 2-O #7115



Pro-Flo XT EFI #71363



Victor Jr. 454-R #2902

CHEVROLET 396-502 V8 (CONT.)

STREET TUNNEL RAM OVAL PORT

(3500-7500 RPM)

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

Installation Notes

- Top has vacuum outlet for power brakes
- Manifold will accept forward mounted carbs
- Distance from carb center to carb center: 9.38"
- H.E.I. ignition will not clear manifold

Recommended Intake Gasket

- Edelbrock #7203

Carburetor Recommendations

- Performer, 600 CFM
- AVS2, 650 CFM

PRO-FLO XT EFI

(1500-6500 RPM)

This Pro-Flo XT intake is engineered for high-performance 396-502 c.i. Chevrolet V8s with rectangular-port cylinder heads.

A large plenum and tapered runners deliver maximum horsepower and broad torque throughout the RPM range (1500-6500 RPM). It features a 90 mm throttle body opening for maximum performance.

Recommended gasket

- Edelbrock #7202

Throttle Body Recommendations

- Edelbrock #3970 or #39703

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -8AN fittings



Pro-Flo XT Fuel Rail Kit #3658

VICTOR JR. 454-R AND VICTOR JR. 454-O CARBURETED OR EFI

(3500-7500 RPM)

Designed for competition 396-502 Big-Block Chevrolets. Designed to optimize the flow characteristics of an 850 CFM standard-flange carburetor. Features include extended runner dividers, smaller plenum chambers, and unique runner design for better 60-foot times and max power from 3500 to 7500 RPM. These intake manifolds are especially suited to 502 c.i. and smaller competition engines. Intake manifold #2904 fits 1975 and earlier large oval-port cylinder heads. Victor Jr. 454-R #2902 will fit rectangular-port heads and all standard OE and aftermarket rectangle port heads.

Installation Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Recommended Intake Gasket

- Edelbrock #7208 (for #2902)
- Edelbrock #7203 (for #2904)

Carburetor Recommendations

- VRS-4150, 750-950 CFM

Throttle Body Recommendations

- Use #4150 4V series or #3849 EFI elbow and #3970 90 mm throttle body

Product				Engine	RPM Range	Port Exit Dimensions		Emissions Code	Part No.		
Street Tunnel Ram 2-O (base and top)				396-502	3500-7500	1.56" x 1.89"		<div><div></div><div></div></div>	7115		
Top Gasket fits the #7115 (included with base and top)								<div><div></div><div></div></div>	6989		
Throttle Linkage for Forward Mounted Carbs									7097		
Product	Engine	RPM Range	Manifold Measurements					Port Exit Dimensions	Emissions Code	Part No.	
			Front (A)	Back (B)	C	D	E			Satin	Polished
Pro-Flo XT EFI manifold (rectangular-port, non-EGR)	396-502	1500-6500	9.80"	10.00"	17.80"	0.0"	-10°	1.67" x 2.34"	<div><div></div><div></div><div></div></div>	7136	71363
Fuel Rail Kit for Big-Block Chevrolet Rectangular-Port (compatible with standard or compact injectors)									3658		
Product		Make	Engine	RPM Range	Manifold Height		Emissions Code	Part No.			
					Front (A)	Back (B)		Satin	Polished		
Victor Jr. 454-R		Chevrolet	396-502	3500-7500	5.90"	5.90"	<div><div></div></div>	2902	29021		
Victor Jr. 454-R EFI		Chevrolet	396-502	3500-7500	5.90"	5.90"	<div><div></div></div>	29025	–		
Victor Jr. 454-O		Chevrolet	396-502	3500-7500	5.90"	5.90"	<div><div></div></div>	2904	–		
Victor Jr. 454-O EFI		Chevrolet	396-502	3500-7500	5.90"	5.90"	<div><div></div></div>	29045	–		
Victor Jr. 454-R & 454-O EFI Fuel Rail Kit (standard injectors with stands)								3633	–		

CHEVROLET BIG-BLOCK **MANIFOLDS**



Victor Tunnel Ram Carbureted Base #7085



Victor Tunnel Ram EFI Base #70855

CHEVROLET 396-582 V8 (CONT.)

VICTOR TUNNEL RAM

(4500-8500 RPM)

Designed for use with 468-582 c.i. 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 previous 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 #77419, #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 manifold 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 features a black anodized finish. Crossover not included.

Installation Notes

- Distance from carb center to carb center: 9.40"

Recommended Intake Gasket

- Edelbrock #7208
- Fel-Pro #1275

Carburetor Recommendations

- Use appropriate 4500 or VRS-4150 carburetor

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -8AN fittings



Fuel Rail Kit #3659



Victor Tunnel Ram Top Only #7086



Replacement gasket #7355

Product	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
				Front (A)	Back (B)				
Victor Tunnel Ram Base/ Carbureted	Chevrolet	468-582	3500-8500	10.75"	-	4.33"	1.78" x 2.50"	●	7085
Victor Tunnel Ram Base Only for EFI	Chevrolet	468-582	3500-8500	10.75"	-	4.33"	1.78" x 2.50"	●	70855
Victor Tunnel Ram Top Only for 4500-series carb or throttle body (gasket and hardware)									7086
Victor Tunnel Ram Fuel Rail Kit (standard injectors)									3659
Side-Mount Throttle Linkage for Big-Block Chevrolet Victor 2-R Manifold									7077
Victor Tunnel Ram Base to Top Replacement Gasket (for #7085, #7086, #70855)									7355

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Super Victor BBC #2927



Super Victor II #2896

CHEVROLET 502+ V8 (CONT.)

SUPER VICTOR BIG-BLOCK CHEVROLET
(3500-8500 RPM)

Designed for Big-Block Chevrolets with rectangular-port cylinder heads, this single-plane manifold is ideal for 500+ c.i. or any big-block drag race engine with high-airflow requirements. Super Victor Tall-Deck #2916 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors.

Recommended Intake Gasket

- Edelbrock #7208
- Fel-Pro #1275

Carburetor Recommendations

- Use appropriate 4500 or VRS-4150 carburetor

Throttle Body

Recommendations

- Use 4500 style or #3814 EFI elbow and #3970 90 mm throttle body

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

SUPER VICTOR II
(3500-8500 RPM)

Designed for use with large cubic-inch Big-Block Chevrolet engines using the latest design conventional-port heads. These single-plane intake manifolds are ideal for any 1000+ HP drag race engines with high-airflow requirements. Manifold #2895 features thicker flanges, resulting in a .080" increase in port exit height. Manifold #2896 features an improved runner design with an incredible 5.0 sq-in of runner area in the plenum. #28962 is CNC port matched for Edelbrock/Musi Victor 24° CNC 377 cc cylinder heads #61409. Tall deck manifold #2897 features 5.38 sq-in 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 sq-in of runner area at the plenum. #28978 is machined for use on tall-deck (10.2") blocks with Brodix SR20 cylinder heads with no out-of-the-box modifications. Accepts standard height distributors. All manifolds have an extra large carburetor outer flange with a 5" x 5" opening to fit high-flow carburetors and throttle stops. Modern casting techniques create smooth, thin, extended divider walls for out-of-the-box performance, just port match and go!

Recommended Intake Gasket:

- #2896, #2897 use Fel-Pro #1275



Super Victor BBC EFI Manifold #29165



Super Victor II #2897

Product	Engine	RPM Range	Manifold Height		Bolt Hole Centerline to port		Width (W)	Height (H)	Carb Height (CH)	Carb Angle (CA)	Emissions Code	Part No.	
			A	B	F	R						Satin	Polished
Super Victor Big-Block Chevy (9.8")	500 +	3500-8500	6.20"	6.20"	1.00"	1.30"	1.55"	2.30"	6.20"	0°	●	2927	29271
Super Victor Big-Block Chevy EFI (9.8")	500 +	3500-8500	6.20"	6.20"	1.00"	1.30"	1.55"	2.30"	6.20"	0°	●	29275	292751
Super Victor Big-Block Chevy Tall-Deck (10.2")	500 +	3500-8500	6.95"	6.95"	1.00"	1.30"	1.55"	2.30"	6.95"	0°	●	2916	29161
Super Victor Big-Block Chevy EFI Tall-Deck (10.2")	500 +	3500-8500	6.95"	6.95"	1.00"	1.30"	1.55"	2.30"	6.95"	0°	●	29165	-
Super Victor Big-Block Chevy EFI Fuel Rail Kit (standard injectors with stands)												3633	-
Super Victor II Big-Block Chevy Standard-Deck (9.8" with .080" raised ports)	540 +	3500-8500	7.62"	7.62"	0.98"	1.40"	1.66"	2.38"	7.62"	0°	●	2895	-
Super Victor II Big-Block Chevy Standard-Deck (9.8")	540 +	3500-8500	7.56"	7.56"	1.06"	1.36"	1.66"	2.42"	7.56"	0°	●	2896	-
Super Victor II Big-Block Chevy Standard-Deck CNC (9.8")	540 +	3500-8500	7.56"	7.56"	1.06"	1.36"	1.66"	2.42"	7.56"	0°	●	28962	-
Super Victor II Big-Block Chevy Tall-Deck (10.2")	572 +	3500-8500	7.50"	7.50"	1.06"	1.38"	1.72"	2.45"	7.50"	0°	●	2897	-
Super Victor II Big-Block Chevy Tall-Deck CNC (10.2")	632	3500-8500	7.50"	7.50"	1.06"	1.38"	1.72"	2.45"	7.50"	0°	●	28972	-
Super Victor II Big-Block Chevy Tall-Deck (10.2") for use with Brodix SR20 Heads (includes end seal spacers)	572 +	3500-8500	7.50"	7.50"	1.06"	1.38"	1.72"	2.45"	7.50"	0°	●	28978	-



Big Victor 2 Spread-Port Tall-Deck #28002



Big Victor 2 CNC Spread-Port Tall-Deck #28009

CHEVROLET 565/632 V8

BIG VICTOR 2 SPREAD-PORT STANDARD & TALL-DECK (3500-8500 RPM)

Designed for large cubic-inch or high-RPM drag racing big-blocks with Edelbrock Big Victor, Dart Big Chief, or Brodix Big Duke cylinder heads, these manifolds have an average runner area of approximately 4.75 sq in. The port exits have been reduced to accommodate the wide variety of intake port sizes and require port matching. The runners have a minimum corner radius of .500" from the plenum to the exit allowing the popular oval-port shape to be used. The outside runners are shorter and straighter than competitor's manifolds and the plenum is longer front to back. These features, combined with approximately 5% taper in the runner cross-sectional area, give better top-end horsepower while maintaining consistency and throttle response off the stop. All applications are equipped with a 4500-series flange and will accept 2.25" throttle body butterflies without a spacer or modification. #28001 is for standard-decks and #28002 is for tall-decks.

Recommended Intake Gasket

- Fel-Pro #1298

Carburetor Recommendations

- Use appropriate 4500-series racing carburetor

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

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

Recommended Intake Gasket

- Fel-Pro #1298

Carburetor Recommendations

- Use appropriate 4500-series racing carburetor



Big Victor 2 Spread Port
Standard-Deck #28001

Product	Engine	Mount	RPM Range	Manifold Height		Bolt Hole Centerline to port		Width (W)	Height (H)	Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
				A	B	F	R						
Big Victor 2 Spread-Port Standard-Deck (9.8" deck)	565	4500	3500-8500	9.21"	9.21"	1.38"	1.06"	1.74"	2.44"	9.21"	1.74" x 2.44"	●	28001
Big Victor 2 Spread-Port Tall-Deck (10.2" deck)	632	—	3500-8500	9.53"	9.53"	1.38"	1.06"	1.74"	2.44"	9.53"	1.74" x 2.44"	●	28002
Big Victor 2 CNC Tall-Deck for Edelbrock Big Victor heads #618268 & #618368 (10.2" deck)	632	4500	3500-8500	9.53"	9.53"	—	—	—	—	9.53"	1.91" x 2.50"	●	28009

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Performer 318/360 #2176



Performer RPM 340/360 #7176



RPM Air-Gap 340/360 #7576

CHRYSLER 318-360 V8

PERFORMER 318/340/360

(Idle-5500 RPM)

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

Recommended Intake Gasket

- Edelbrock #7276

Carburetor Recommendations

- AVS2 or Performer, 600-650 CFM
- OEM 4BBL
- Use #1481 or 1843 throttle/transmission lever kit

Camshaft Recommendations

- Performer Plus #2177

PERFORMER RPM 340/360

(1500-6500 RPM)

Designed for 340/360 c.i. Chrysler V8s and 318 c.i. 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.

Installation Notes

- 1979 and later rotary A/C compressor will not clear waterneck

Recommended Intake Gasket

- Edelbrock #7276

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- Use #1481 or #1843 throttle/transmission lever kit

Camshaft Recommendations

- Performer RPM #7177

RPM AIR-GAP 340/360

(1500-6500 RPM)

Designed for 340/360 c.i. Chrysler V8s and 318 c.i. engines with 340/360 cylinder heads, the RPM Air-Gap incorporates the same race-winning technology used on our Victor Series competition intakes. 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.

Installation Notes

- 1979 and later rotary A/C compressor will not clear waterneck

Recommended Intake Gasket

- Edelbrock #7276

Carburetor Recommendations

- AVS or Performer, 650-800 CFM
- VRS-4150, 650-750 CFM
- Use #1481 or #1843 throttle/transmission lever kit

Available as a Power Pack



Performer RPM 417 HP Power Packs #2049
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Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.			
						Front (A)	Back (B)				Satin	Black Powder	Chrome Plasma	Black Plasma
Performer (non-EGR)	1966-91	Chrysler	318-360	TQ	Idle-5500	4.13"	5.13"	4.63"	0.97" x 1.95"	●●●	2176	21763	-	-
Performer (EGR)	1972-86	Chrysler	318-360	TQ	Idle-5500	4.13"	5.13"	4.63"	0.97" x 1.95"	●●●	3776	-	-	-
Performer RPM (non-EGR)	1966-91	Chrysler	340/360	Sq. Bore 4150	1500-6500	4.9"	5.8"	5.35"	1.01" x 2.17"	●●●	7176	-	-	-
RPM Air-Gap (non-EGR)	1966-91	Chrysler	340/360	Sq. Bore 4150	1500-6500	4.9"	5.8"	5.35"	0.98" x 2.16"	●●●	7576	75763	7576-CP	7576-BP



Torker II 340/360 #5076



Victor 340/360 #2915



RPM Air-Gap for Chrysler Magnum V8 #7577

CHRYSLER 318-360 V8 (CONT.)

TORKER II 340/360

(2500-6500 RPM)

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

Recommended Intake Gasket

- Not for heavy vehicles
- Edelbrock #7276
- Fel-Pro #1213

Carburetor Recommendations

- AVS2 or Performer, 650-750 CFM
- Use #1481 or #1843 throttle/transmission lever kit



Super Victor Chrysler #2815

SUPER VICTOR

(3500-8000 RPM)

Designed for Small-Block Chrysler engines with conventional rectangular-port heads like Edelbrock Performer RPM 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 are cast to ensure enough metal thickness to allow for gasket matching and porting. Accepts 1975 and earlier waterneck only.

Recommended Intake Gasket

- Edelbrock #7276

VICTOR 340/360

(3500-8000 RPM)

Designed for 340-360 c.i. Chryslers using standard rectangular-port heads for oval track and drag race engines operating from 3500-8000 RPM. Will not fit 1992 and later Magnum engines. Accepts 1975 and earlier waterneck only.

Recommended Intake Gasket

- Edelbrock #7276
- Fel-Pro #1213

Carburetor Recommendations

- VRS-4150, 650-850 CFM

CHRYSLER MAGNUM V8

RPM AIR-GAP MAGNUM

(1500-6500 RPM)

Designed for 1992-later 5.2 L (318 c.i.) and 1993-later 5.9 L (360 c.i.) Chrysler Magnum V8s, the RPM Air-Gap manifold allows the use of a carburetor for engine swaps in early muscle cars and street rods. This dual-plane manifold design incorporates the same race-winning Air-Gap technology used on our Victor Series competition intakes for outstanding performance in the 1500-6500 RPM. Match with Performer RPM Magnum cylinder heads #61779 for maximum performance.

Installation Notes

- Accepts Magnum water neck only

Recommended Intake Gasket

- Edelbrock #7277

Carburetor Recommendations

- AVS2, Performer, 650-800 CFM
- VRS-4150, 650-750 CFM
- Use #1481 or #1843 throttle/transmission lever kit

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Torker II (non-EGR)	1966-91	Chrysler	340/360	Sq. Bore 4150	2500-6500	5.25"	6.19"	5.72"	1.00" x 2.17"	●	5076
Victor (non-EGR)	—	Chrysler	340/360	Sq. Bore 4150	3500-8000	4.15"	5.70"	4.92"	—	●	2915
Super Victor	—	Chrysler	Small-Block	4150	3500-8000	6.30"	6.30"	6.30"	0.98" x 2.15"	●	2815
Super Victor EFI	—	Chrysler	Small-Block	4150	3500-8000	6.30"	6.30"	6.30"	0.98" x 2.15"	●	28155
Super Victor EFI Fuel Rail Kit (Standard injectors with stands)											3641
RPM Air-Gap Magnum (non-EGR)	1992-Later	Chrysler	5.2 L/5.9 L	4150	1500-6500	4.75"	5.8"	5.27"	1.08" x 2.10"	●	7577

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Performer 383 #2186



Performer RPM Big Block #7186



Performer 440 #2191

CHRYSLER 361-400 V8

PERFORMER 383

(Idle-5500 RPM)

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

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- OEM 4BBL, Performer, 600-800 CFM
- Use #1481 or #1843 throttle/transmission lever kit

PERFORMER RPM 383

(1500-6500 RPM)

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

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- Use #1481 or #1843 throttle/transmission lever kit



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.). 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.

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- VRS-4150, 650-850 CFM

CHRYSLER 413-440 V8

PERFORMER 440

(Idle-5500 RPM)

Designed for street 413/426/440 c.i. Chrysler V8s that measure 8.75" across the block. It includes provisions for EGR valve, and plugs to seal the passages if EGR is not needed. Comes with adapter plate for square-bore carburetors. Will not fit 1962-64 Max Wedge heads.

Installation Notes

- May require different EGR valve, see installation instructions

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- OEM 4BBL
- Use #1481 or #1843 throttle/transmission lever kit

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Performer 383 (EGR/non-EGR)	1958-78	Chrysler	361/383/400	Universal	Idle-5500	3.65"	4.35"	4.00"	1.14" x 2.12"	●●●	2186
Performer RPM 383 (non-EGR)	1958-78	Chrysler	361/383/400	Sq. Bore 4150	1500-6500	4.90"	5.80"	5.35"	1.13" x 2.13"	●●●	7186
Victor 383 (non-EGR)	—	Chrysler	383-505	4150	3500-7500	6.13"	6.13"	6.13"	1.15" x 2.17"	●●●	2886
Performer 440 (EGR/non-EGR)	1958-78	Chrysler	413/426/440	Universal	Idle-5500	3.80"	4.80"	4.30"	1.12" x 2.14"	●●●	2191
Valley Cover for B-Series Big-Block Chrysler 383 or 400 Engines (required with Edelbrock Victor Series heads)											7799

BIG-BLOCK CHRYSLER MANIFOLDS



Performer RPM 440 #71933



Torker II 440 #5091

CHRYSLER 413-440 V8 (CONT.)

PERFORMER RPM 440

(1500-6500 RPM)

Designed for 413/426/440 c.i. Chrysler V8s. Dual-plane design results in excellent low-RPM torque and outstanding high-RPM HP. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

Installation Notes

- 1.7" taller than stock
- Measures 8.75" across block

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150, 650-750 CFM
- Use #1481 or #1843 throttle/transmission lever kit

TORKER II 440

(2500-6500 RPM)

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

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- AVS2 or Performer, 750-800 CFM
- VRS-4150, 650-750 CFM
- Use #1481 or #1843 throttle/transmission lever kit



Chrysler CH-28 #5440



CH-6B #2475

CHRYSLER CH-28 DUAL-QUAD

(1500-6000 RPM)

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

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- AVS2 #1903 (rear) and #1904 (front)

CH-6B CHRYSLER 6-PACK

(2500-6500 RPM)

Designed for 440 c.i. Chrysler engines with 3x2BBL carbs, but also fits 413 and 426 Wedge. #2475 is stock replacement/street legal part for 440 V8s with OEM 3x2BBL carbs; 1968-71. This manifold was original equipment on Chrysler 440 Six-Pack engines, Chrysler #P4529056. Will not fit 1962-64 Max Wedge heads.

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations

- OEM 3x2BBLs (bolt pattern 3.46" x 5.16")

Product (non-EGR)	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.		
						Front (A)	Back (B)				Satin	Polished	Black Powder
Performer RPM 440	1959-79	Chrysler	413/426/440	Sq. Bore/4150	1500-6500	4.60"	5.80"	5.35"	1.13" x 2.09"	●●	7193	71931	71933
Torker II 440	1959-79	Chrysler	413/426/440	Sq. Bore/4150	2500-6500	4.15"	5.20"	4.67"	1.10" x 2.17"	●●	5091	-	-
						measured to engine block							
Chrysler CH-28	1959-79	Chrysler	413/426/440	EPS/AVS2	1500-6000	4.45"	4.88"	4.66"	1.14" x 2.10"	●●	5440	-	-
						measured to engine block							
CH-6B	1968-71	Chrysler	413/426/440	2V	2500-6500	4.875"	5.63"	5.25"	1.10" x 2.12"	●●	2475	-	-
						measured to engine block							

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Pro-Flo XT
Chrysler 440
EFI #71443



Victor 440 #2954



Super Victor Max Wedge Intake #2893

CHRYSLER 413-440 V8 (CONT.)

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 1500-7000 RPM range. Features include a 90 mm throttle bore opening. This intake manifold produced 20 more horsepower over our #36520 manifold at 5500 RPM. Accepts Pro-Flo XT throttle body #3970. Compatible with Big-Block Chrysler XT fuel rail kit #3644 (sold separately).

Recommended gasket

- Edelbrock #7225

Throttle Body Recommendations

- Edelbrock #3790 or #39703

Fuel Rail Notes

- Fuel rail #3644 is compatible with standard or compact length injectors
- Ends are tapped for use with -6AN fittings



Victor Big Block EFI
Manifold #29545

VICTOR 440

(3500-7500 RPM)

For competition and high-RPM 413/426/440 c.i. Chrysler V8s, the Victor 440 has an all-new runner design that delivers maximum power from 3500 to 7500 RPM. This single-plane intake manifold includes nitrous bosses and is designed for square-bore carburetors. Dual-carburetor bolt hole patterns are provided for both standard and Thermo-Quad carbs, with sufficient carburetor pad material for conversion to a Thermo-Quad carburetor for Super Stock applications. Match this race-winning manifold with Performer RPM Chrysler 440 aluminum cylinder heads #60189 or #60929 or Victor heads #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 Victor Series heads.

Recommended Intake Gasket

- Edelbrock #7225

Carburetor Recommendations (#2954)

- VRS-4150, 750-850 CFM

Throttle Body Recommendations (PN 29545)

- 4V progressive 1000 CFM #4150
- EFI elbow #3848 & 90 mm throttle body #3970

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings
- For compact injectors use fuel rail stand kit #3619

SUPER VICTOR 440/MAX WEDGE

(3500-8000 RPM)

The Super Victor 440 #2891 and Max Wedge #2893 single-plane intake manifolds are designed for competition and high-RPM Chrysler 413/426/440/500+ RB V8s using 4500-series carburetors. Their runner design delivers max power from 3500-8000 RPM for drag racing. #2891 features standard 440 port exit sizes 1.13" x 2.17" to match with Victor 440 aluminum cylinder heads #77919 or #77929. The #2893 features CNC-machined port exits of 1.30" x 2.58" designed to fit 1962-64 Max Wedge heads or the Victor Max Wedge cylinder heads #77939 or for maximum performance #77949. The #7798 valley cover is required when used with Victor Series cylinder heads.

Recommended Intake Gasket

#2891

- Edelbrock #7225
- Fel-Pro #1216 or equivalent 1.23" x 2.27", for an area of 2.76 sq in

#2893

- Fel-Pro #1218 or equivalent 2.63" x 1.34" for an area of 3.52 sq in
- Custom gasket trimming is needed if larger area is desired

Carburetor Recommendations

- VRS-4150, 850-950 CFM or any appropriate 4500-series racing carburetor

Product	Engine	RPM Range	Manifold Height					Bolt Hole Centerline to port		W	H	CH	Port exit Dimensions	Emissions Code	Part No.	
			A	B	C	D	E	F	R						Satin	Black Powder
Pro-Flo XT Chrysler 440 EFI Manifold	440	1500-7000	9.70"	9.60"	15.90"	4.0"	15°	-	-	-	-	-	1.12" x 2.12"	●●●●	7144	71443
Fuel Rail Kit for Big-Block Chrysler (compatible with standard or compact injectors)															3644	-
Victor 440 (non-EGR)	413/426/440	3500-7500	6.25"	6.25"	-	-	-	1.01"	1.16"	1.15"	2.17"	6.25"	1.15" x 2.17"	●	2954	-
Victor 440 EFI (non-EGR)	413/426/440	3500-7500	6.25"	6.25"	-	-	-	1.01"	1.16"	1.15"	2.17"	6.25"	1.15" x 2.17"	●	29545	-
Valley Cover for RB Big-Block Chrysler Engines (413-440) (required w/ Edelbrock Victor Series heads)															7798	
Victor 440 EFI Fuel Rail Kit (standard injectors with stands)															3640	
Super Victor 440 for 4500 Series Carb	413/426/440	3500-8000	6.40"	6.40"	-	-	-	1.01"	1.16"	1.15"	2.17"	6.40"	1.15" x 2.17"	●	2891	-
Super Victor Max Wedge for 4500 Series Carb	413/426/440	3500-8000	6.40"	6.40"	-	-	-	1.19"	1.39"	1.30"	2.58"	6.40"	1.30" x 2.58"	●	2893	-
Valley Cover for RB Big-Block Chrysler Engines (413-440) (required w/ Edelbrock Victor Series heads)															7798	

HEMI MANIFOLDS



Dual-Quad Chrysler EFI #75245



Victor EFI #7179

CHRYSLER 426-572 V8

DUAL-QUAD HEMI

(2500-6500 RPM)

These Dual-Quad HEMI intake manifolds are intended for use with Mopar Gen II (1964-71) 426-572 HEMI engines operating in the 2500-6500+ RPM 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 coil bracket #8079 for use with OE-style coils.

Recommended Intake Gasket

- Edelbrock #7278

Carburetor Recommendations

- AVS2 or Performer (600-800 CFM)

Throttle Body Recommendations

- Edelbrock #4150 with progressive linkage #7094

Fuel Rail Recommendations

- Use Edelbrock fuel rail kit #3660 with Edelbrock injectors #3686

CHRYSLER 5.7 L & 6.1 L HEMI V8

VICTOR II EFI

(1500-6500 RPM)

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

Installation Notes

- Port flanges have machined grooves to accept stock port seals
- Includes manifold to cylinder head bolt kit

Fuel Rail Notes (#3647)

- Ends are tapped for use with -6AN fittings
- Includes front crossover and fuel inlet hose

Throttle Body Recommendations

- Factory OEM or aftermarket



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Victor EFI Fuel Rail Kit #3647
See page 157 for more info

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Dual-Quad HEMI Intake Manifold Carbureted	1964-71	Chrysler	426-572	EPS/AVS2	2500-6500	4.68"	5.51"	5.10"	1.80" x 1.98"	●●	7524
Dual-Quad HEMI Intake Manifold EFI	1964-71	Chrysler	426-572	4150	2500-6500	4.68"	5.51"	5.10"	1.80" x 1.98"	●●	75245
Victor EFI Fuel Rail Kit (tall 60mm injectors or Edelbrock #3686)											3660
Coil Bracket (for use with Gen II HEMI, B and RB)											8079
Victor II EFI Manifold for Gen III HEMI	-	Chrysler	5.7 L, 6.1 L	STD 80 mm Hellcat 92 mm	1500-6500	6.06"	7.85"	-	1.83" X 1.85"	●	7179
Victor II EFI Fuel Rail Kit											3647

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Single Dual-Carb #1103



Triple Deuce #1108



Ford Flathead 4-Barrel #1107

1938-53 FORD/MERCURY FLATHEAD V8

SLINGSHOT

This is a reproduction of the original intake manifold designed by Vic Edelbrock Sr. in 1938. The Slingshot is a real show stopper and even includes stainless acorn nuts for mounting the two halves. Match with our block-letter heads for a classic look. Will fit Ford and Mercury engines made from 1938 to 1953. Installation on 1949-1953 engines will require modification to the fuel pump mount to accommodate an oil filler and breather tube. Includes assembly hardware and gasket #8700.

Recommended Intake Gasket

- Edelbrock #7234
- Fel-Pro #MS2853

Carburetor Recommendations

- 94 or 97 2BBL with 3-bolt flange

TRIPLE DEUCE

This is a reproduction of the vintage Edelbrock manifold that allows the use of three 2-barrel carburetors on 1949-1953 Ford Flathead engines. #1109 features front road draft, 1-3/8" diameter oil-fill bosses, and a raised fuel pump boss. It accepts Stromberg 3-bolt (97 type), Holley 3-bolt, and Demon 98 carburetors.

Carburetor Recommendations

- 94 or 97 2BBL with 3-bolt flange

Installation Notes

- Offset generator bracket #1146 required to clear front carburetor
- Generator stud kit #8506

Recommended Intake Gasket

- Edelbrock #7234
- Fel-Pro #MS2853

FORD FLATHEAD 4-BARREL

This manifold allows the use of square-bore carbs such as the AVS2 or Performer Series 500 CFM on the 1949-1953 Ford Flathead engine. This is a reproduction of the vintage Edelbrock two-piece manifold with a new carb adapter flange and includes #1106 adapter.

Carburetor Recommendations

- AVS2 or Performer 500 CFM

Installation Notes

- See page 99 for cylinder heads

Recommended Intake Gasket

- Edelbrock #7234
- Fel-Pro #MS2853



Carb Adapter Flange #1106



Generator Bracket #1144



Generator Bracket #1146



Stud Kit #8506

Product	Year	Make	Manifold Height		Port Exit Dimensions	Emissions Code	Part No.
			Front (A)	Back (B)			
Slingshot Manifold	1938-53	Ford/Mercury	7.75"	7.75"	1.35" x 2.00"	●	1103
Slingshot Manifold Gasket (located between manifold top and bottom pieces)							8700
Triple Deuce Manifold	1949-53	Ford Flathead	3.66"	3.66"	1.35" x 2.00"	●	1109
Ford Flathead 4-Barrel Manifold	1949-53	Ford Flathead	4.06"	6.06"	1.35" x 2.00"	●	1107
Carb Adapter Flange							1106
GENERATOR BRACKETS							
Generator Bracket (straight)	1940-41	—	—	—	—	—	1144
Generator Bracket (offset)	1942-48	—	—	—	—	—	1145
Generator Bracket and Water Neck 1-1/4" Kit (offset)	1949-53	—	—	—	—	—	1146
Generator Bracket Stud Kit	1938-48	—	—	—	—	—	8506



Performer 289 #21213



Performer 302 4V EGR #3721



Performer RPM 302 #7121

FORD 260-289-302 V8

PERFORMER 289

(Idle-5500 RPM)

Designed for street 260/289/302 c.i. Ford V8s without EGR. Will not fit Boss 302 or 255 c.i. V8s. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket #SRK-4000.

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844

PERFORMER EGR 302

(Idle-5500 RPM)

Designed for carbureted 302 c.i. Ford V8s with EGR. Replaces the stock 4V EGR manifold using the stock 4V adapter. Can be adapted for 4V use by using our #8053 4V EGR plate (see page 18) and the OEM EGR valve and gasket. Our #8017 adapter kit and Ford #E4ZZ9A-589E spacer may be substituted for #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.

Installation Notes

- Includes gaskets & 4BBL plate #8017 for sealing of OEM EGR plate and carburetor

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- OEM 4BBL use #8011 (if necessary)
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844

PERFORMER RPM 302

(1500-6500 RPM)

Designed for street 289/302 c.i. Ford V8s. This dual-plane high-rise manifold has excellent high-RPM power while retaining throttle response. No provisions for exhaust-heated choke. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket #SRK-4000.

Installation Notes

- Will not fit 255 c.i. V8

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 600-750 CFM
- VRS-4150, 650-750 CFM
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844

MATCHING EDELBROCK PARTS FOR SMALL-BLOCK FORD

DESCRIPTION

Performer Cylinder Heads	100
Valve Covers	192-196




PAGE NO.



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Match Performer RPM intake manifold with Performer RPM cylinder head #60225 see, page 100.

Product	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.				
					Front (A)	Back (B)				Satin	Polished	Black Powder	Chrome Plasma	Black Plasma
Performer 289 (non-EGR)	1962-95	Ford	260/289/302	Idle-5500	3.50"	4.75"	4.12"	1.09" x 1.84"		2121	21211	21213	2121-CP	2121-BP
Performer 302 4V (EGR)	1973-85	Ford	302	Idle-5500	3.13"	4.31"	3.72"	0.90" x 1.90"		3721	-	-	-	-
					without EGR plates installed									
Performer RPM 302 (non-EGR)	1962-95	Ford	302	1500-6500	4.30"	5.50"	4.90"	1.05" x 1.86"		7121	71211	71213	7121-CP	7121-BP

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RPM Air-Gap #75213



Torker II 302 #5021



RPM Air-Gap Dual-Quad #7535

FORD 260/289/302/347 V8 (CONT.)

RPM AIR-GAP 302
(1500-6500 RPM)

Designed for street 289-302-347 c.i. Ford V8s, the RPM Air-Gap incorporates the same race-winning technology used on our Victor Series competition intakes. 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.

Installation Notes

- Will not fit 255 c.i. V8

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- VRS-4150, 650-750 CFM
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844

TORKER II 302
(2500-6500 RPM)

Designed for street 289/302 c.i. Ford V8s. Will not fit Boss 302. Manifold not equipped with EGR. Will not fit 255 c.i. Ford V8 engines. Not for heavy vehicles. Works well in low hood clearance applications.

Installation Notes

- Will not fit 255 c.i. Ford V8

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 600-650 CFM
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844

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

Designed for 289/302/347 c.i. Small-Block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 RPM range. Also available in complete manifold and carb kits, see page 120.

Recommended Intake Gasket

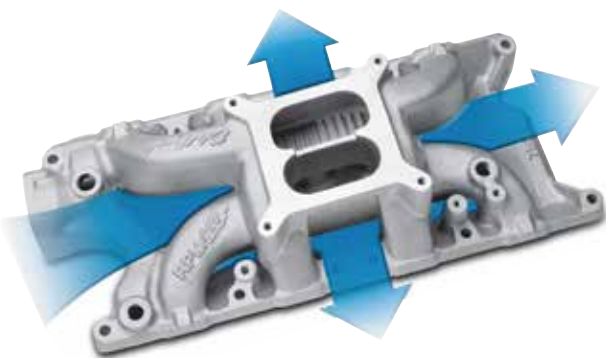
- Edelbrock #7220

Carburetor Recommendations

- AVS2 #1903 and #1904, 500 CFM

Edelbrock offers thermostats and water necks for Small-Block Fords

See page 190 for more information.



RPM Air-Gap #7521



Product (Non EGR)	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.				
				Front (A)	Back (B)				Satin	Polished	Black Powder	Chrome Plasma	Black Plasma
RPM Air-Gap 302	Ford	289/302/347	1500-6500	4.30"	5.50"	4.90"	1.04" x 1.85"	●●	7521	75211	75213	7521-CP	7521-BP
Torker II 302	Ford	289/302	2500-6500	4.00"	5.18"	4.59"	1.03" x 1.93"	●●	5021	-	-	-	-
RPM Air-Gap Dual-Quad	Ford	289/302/347	1500-6500	4.85"	5.70"	5.25"	1.05" x 1.90"	●●●	7535	-	-	-	-



Victor Jr. 302 #2921



Super Victor 8.2 #2928



Super Victor EFI 8.2 #29285

FORD 260/289/302 V8 (CONT.)

VICTOR JR. 302

(3500-7500 RPM)

These intakes are designed for Ford 289/302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as #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 extra material to accommodate a 1.18" x 2.10" opening. The Victor Jr. 302 EFI #29215 is based on the Victor Jr. #2921 which was modified for the Edelbrock Pro-Flo 4 EFI.

Recommended Intake Gasket

- Edelbrock #7220
- Fel-Pro #1250

Carburetor Recommendations

- VRS-4150, 650-750 CFM
- For EFI #4150 4V throttle body

Fuel Rail Notes

- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings
- Low profile for better throttle arm clearance

SUPER VICTOR 8.2

(4000-8500 RPM)

Designed for high-RPM and competition 302-347 engines with aftermarket Windsor-style racing cylinder heads such as the Victor #77219 or Victor Jr. #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 Victor Jr. #2921.

Carburetor Recommendations

- VRS-4150, 750-850 CFM

Throttle Body Recommendations

- Use 4150 4V throttle body or #3849 EFI elbow and #3970 90 mm throttle body

Recommended Intake Gasket

- Fel-Pro #1262
- Fel-Pro #1262R

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

MATCHING EDELBROCK PARTS FOR SMALL-BLOCK FORD

DESCRIPTION

DESCRIPTION	PAGE NO.
Performer RPM Cylinder Heads.....	100
Valve Covers.....	192-196
Fuel Pump.....	199-206



Match with Intake Elbow #3848



Low-Profile Fuel Rail Kit #3625



Fuel Rail Kit #3620

Product	Engine	RPM Range	Manifold Height		Bolt Hole Centerline to port		W	H	CH	CA	Port exit Dimensions	Emissions Code	Part No.	
			A	B	F	R							Satin	Polished
Victor Jr. 302 Carbureted	289-331	3500-7500	5.50"	5.50"	1.00"	0.90"	1.08"	1.90"	5.50"	0°	1.90" x 1.08"	●	2921	-
Victor Jr. 302 EFI	289-302-347	1500-7500	5.50"	5.50"	1.00"	0.90"	1.08"	1.90"	5.50"	0°	1.90" x 1.08"	●	29215	-
Victor Jr. Fuel Rail Kit (compact injectors with stands)													3625	-
Super Victor 8.2	302-347	4000-8500	6.35"	6.35"	1.00"	1.00"	1.18"	6.35"	2.00"	6.35°	1.18" x 2.00"	●	2928	-
Super Victor EFI for 8.2	302-347	2500-8500	6.35"	6.35"	1.00"	1.00"	1.08"	6.35"	2.00"	6.35°	1.18" x 2.00"	●	29285	292851
Ford Fuel Rail Kit (standard injectors with stands)													3620	-

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Edelbrock

MANIFOLDS FORD SMALL-BLOCK



Performer Truck 5.0 L #3841



Performer RPM II 5.0 L #71233



Performer Truck 5.8 L #3881

FORD 5.0 L V8

PERFORMER TRUCK 5.0 L

(Idle-5500 RPM)

This intake manifold fits 1987-96 Ford 5.0 L EFI V8 truck engines. The modular design incorporates the latest airflow 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 an 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.

Recommended Intake Gasket

- #7220

PERFORMER RPM II 5.0 L

(1500-6500 RPM)

Ideally suited for street/strip applications, this manifold fits 1986-95 5.0 L Mustang engines for significant gains in the 1500-6500 RPM range. It consists of a V-shaped crossover with an increasing cross-sectional area, which passes over to eight large tapered runners. Will work with stock fuel rails. Our 70 mm throttle body is recommended (75 mm will require port matching). 1994-95 Mustang engines require throttle body adapter #38353 and adapter kit #8025 (see page 63). May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended.

Installation Notes

- 1/2" upper to lower spacer kit is #8729 (see page 18)
- Throttle body location is 0.30" higher and 0.50" forward from stock

Recommended Intake Gasket

- #7220

FORD 5.8 L EFI V8

PERFORMER TRUCK 5.8 L

(Idle-5500 RPM)

Designed for 1988-96 Ford 5.8 L, EFI, truck engines (under 8,600 GVW), the modular design of this manifold incorporates the latest airflow 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 allows access to runners; base manifold is CNC port matched to upper manifold for maximum power; and accepts all stock hardware. The upper and plenum cover are powder-coated light titanium gray. The base is satin aluminum and not powder-coated. Use with stock or stock-replacement twin throttle body. Will not fit vans.

Recommended Intake Gasket

- Edelbrock #7220



Throttle Body Adapter #38353

THROTTLE BODY ADAPTERS FOR 1994-95 MUSTANGS

These adapters are required to install Edelbrock 5.0 L manifold #3821/#7123 on 1994-95 Mustang engines. They must be used with Edelbrock 65 mm, 70 mm, or stock throttle bodies. The powder coating is the same titanium gray used on the Performer 5.0 L, and the Performer RPM II 5.0 L manifolds are black for a matched set.

Product	Year	Engine	RPM Range	Overall Height	Port exit Dimensions	Emissions Code	Part No.	
							Satin	Black Powder
Performer 5.0 L (EGR)	1987-96	5.0 L	Idle-5500	13.25"	1.02" x 2.85"	●	3841	-
Performer Truck 5.0 L Gasket Set (includes base-to-upper and plenum cover gaskets)							3833	-
Performer RPM II 5.0 L (EGR, complete, base and upper)	1986-95	5.0 L	1500-6500	11.13"	1.16" x 2.00"	●●	7123	71233
Performer RPM II 5.0 L Gasket Kit							7233	-
Fuel Rail Kit for #7123							3628	-
Performer 5.8 L (EGR)	1988-96	5.8 L	Idle-5500	13.25"	1.04" x 1.85"	●	3881	-
Performer 5.8 L Upper Plenum Only (includes plenum cover)							3882	-
Performer 5.8 L Base Only with Rear PCV (for 1986-93 Mustang 351W engine swaps with #3822 upper)							3884	-
Replacement Gasket Set (includes base-to-upper and plenum cover gaskets)							3833	-
Mustang Throttle Body Adapter for Edelbrock 5.0 L Manifolds #3821, #7123 & #7126	1994-95	-	-	-	-	●	3835	38353
1994-95 Mustang EGR Supply Spacer for #7123 (use with #3835 or #38353)							8025	-

FORD SMALL-BLOCK **MANIFOLDS**



Performer 351W #2181



Performer RPM 351W #7181

FORD 351 WINDSOR V8

PERFORMER 351W

(Idle-5500 RPM)

Designed for street 351 c.i. Ford Windsor V8s. Will not fit Boss 351. Aftermarket 4BBL carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

Installation Notes

- 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

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 600-650 CFM
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844

PERFORMER RPM 351W

(1500-6500 RPM)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with 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 4BBL carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket #SRK-4000.

Installation Notes

- For van installations use OEM Ford "van" intake gasket set
- Fits early 16-bolt head with Ford 16-bolt intake gasket set

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150 carb, 650-800 CFM
- For auto. trans. use throttle cable bracket #1490 and throttle lever #1483 or #1844



Manifold #7181 is approved for IMCA sanctioned racing events. See rulebook for details. (imca.com)



Product	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.		
					Front (A)	Back (B)				Satin	Polished	Black Powder
Performer 351W (non-EGR)	1969-87	Ford	351W	Idle-5500	3.40"	4.75"	4.07"	1.10" x 1.80"	●	2181	-	21813
					with 1" EGR adapter #8053							
Performer RPM 351W (non-EGR)	1969-Later	Ford	351W	1500-6500	4.30"	5.30"	4.80"	1.12" x 1.86"	●●	7181	71811	-

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RPM Air-Gap 351W #7581



Torker II 351W #5081



RPM Air-Gap Dual-Quad #7585

FORD 351 WINDSOR V8 (CONT.)

RPM AIR-GAP 351W

(1500-6500 RPM)

Designed for street and 351-427 c.i. 351W Ford V8s, the RPM Air-Gap has a 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.

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- Performer, 600-800 CFM
- VRS-4150, 650-850 CFM
- For auto. trans. use throttle cable bracket #1491 and throttle lever #1483 or #1844

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.

Installation Notes

- For van installations use OEM Ford "van" intake gasket set
- Fits early 16-bolt head with Ford 16-bolt intake gasket set
- 1" open carburetor spacer, #8710 is recommended when hood clearance permits.

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- VRS-4150, 650 CFM
- For auto. trans. use throttle cable bracket #1491 and throttle lever #1483 or #1844

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. Includes bosses for rear water crossover.

Installation Notes

- For van installations use OEM Ford "van" intake gasket set

Recommended Intake Gasket

- Edelbrock #7220

Carburetor Recommendations

- AVS2 500 CFM



Dual-Quad Linkage Kit #7094



Victor Jr. 351W #2981

VICTOR JR. 351W

(3500-7500 RPM)

Designed for competition 351 Windsor Ford V8s from 1969 and later with the following heads: Performer RPM #60259, Victor Jr. #77169, Victor #77219 or similar heads. This manifold 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.

Recommended Intake Gasket:

- Edelbrock #7220
- Fel-Pro #1262

Carburetor Recommendations

- VRS-4150, 750-850 CFM



Manifold #2981 is approved for IMCA sanctioned racing events. See rulebook for details.

Product (non-EGR)	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.			
						Front (A)	Back (B)				Satin	Polished	Chrome Plasma	Black Plasma
RPM Air-Gap 351W (non-EGR)	1969-Later	Ford	351W-427	4150	1500-6500	5.31"	6.19"	5.75"	1.07" x 1.88"	●	7581	75811	7581-CP	7581-BP
Torker II 351W (non-EGR)	1969-Later	Ford	351W	4150	2500-6500	3.55"	4.75"	4.15"	1.02" x 1.82"	●	5081	-	-	-
RPM Air-Gap Dual-Quad (non-EGR)	1969-Later	Ford	351W	EPS/AVS2	1500-6500	4.93"	5.56"	5.37"	1.05" x 1.89"	●	7585	-	-	-
Victor Jr. 351W (9.5" deck)	1969-Later	Ford	351W	4150	3500-7500	5.75"	5.75"	5.75"	-	●	2981	29811	-	-



Super Victor 351W #2924



Glidden Victor 351W #2828

FORD 351 WINDSOR V8 (CONT.)

SUPER VICTOR 351W

(4500-8500 RPM)

Designed for high-RPM or large-displacement competition 351 Windsor Ford V8s with a deck height of 9.5" 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 Victor Jr. #77169 or Victor #77219 for ultra-high horsepower. Runners have a 3.20 square-inch cross sectional area.

Installation Notes

- MSD distributor #8578 must be used to clear the front water crossover

Recommended Intake Gasket

- Fel-Pro #1262
- Fel-Pro #1262R

Carburetor Recommendations

- Any size or type of carburetor class allows

Throttle Body Recommendations

- #4150 4V 1000 CFM progressive TB
- #3849 EFI elbow and Ford-style single 90 mm throttle body #3970

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

GLIDDEN VICTOR 351W

(5000-9000 RPM)

Developed in conjunction with noted Ford drag racer Billy Glidden, this manifold is a larger version of our popular Super Victor 351W. Featuring a 4500-series carb pad, it is intended for high-RPM and large-displacement Windsor headed Small-Block Fords with a 9.5" deck height. The runner area has been enlarged to 3.6 square inches and the plenum has been increased to produce more high-RPM power. To maintain optimum runner shape and location, the front water cross-over has been eliminated, but water fittings have been provided on the intake flange for external plumbing of a thermostat if desired. The carburetor pad height on this manifold is only 0.620" taller than the #2924, making it ideal for single-carb all-out drag racing vehicles.

Recommended Intake Gasket

- Fel-Pro #1262
- Fel-Pro #1262R

Carburetor Recommendations

- 4500-Style 4V or VRS-4150, 850-950 CFM



Super Victor EFI 351W #29245

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Emissions Code	Part No.
						Front (A)	Back (B)			
Super Victor 351W (9.5" deck)	1938-53	Ford	351W	4150	4500-8500	6.25"	6.25"	6.25"	●	2924
Super Victor EFI for 351W (9.5" deck)	1938-53	Ford	351W	4150	4500-8500	6.25"	6.25"	6.25"	●	29245
Ford Fuel Rail Kit (standard injectors with stands)										3620
Glidden Victor 351W for 4500-series Carb (9.5" deck)	-	Ford	351W	4500	5000-9000	6.87"	6.87"	7.08"	●	2828
Valley Cover for Victor II or Victor SC-1 Pro-Port Raw Heads on a 9.2" Deck	-	Ford	351Y	-	5000-8500+	-	-	-	●	2832

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Performer 351-4V #2665



Performer RPM
E-Boss 302 #7129



Performer 400 #2171

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".

Installation Notes

- Choke block-off plate included with Performer 351-2V #2750

Recommended Intake Gasket

- Fel-Pro #1228 (for #2665)
- Fel-Pro #1240
- Edelbrock #7265 (2V) (for #2750)

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- For auto. trans. use throttle cable bracket #1493 and throttle lever #1483 or #1844

RPM AIR-GAP 351C

(1500-6500 RPM)

Designed to improve performance on the street or racetrack, 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.

Installation Notes

- Requires #8565 bolt kit (see page 77)

Recommended Intake Gasket

- Edelbrock #7265

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- VRS-4150 650-750 CFM
- For auto. trans. use throttle cable bracket #1493 and throttle lever #1483 or #1844



RPM Air-Gap 351-C #7564

FORD 351M/400 V8

PERFORMER 400 NON-EGR

(Idle-5500 RPM)

Designed for 400 c.i. Ford V8s produced from 1971 to 1982 with 2V Cleveland heads and 351M V8s produced from 1975 to 1982. Will not fit 1974 and earlier 351C V8s. Valley width measures 8-17/32".

Installation Notes

- Carburetor flange plate #2732 is included

Recommended Intake Gasket

- Fel-Pro #MS96020

Carburetor Recommendations

- AVS2 or Performer, 600-650 CFM
- For auto. trans. use throttle cable bracket #1493 and throttle lever #1483 or #1844



Performer EGR 400 #3771

Product	Year	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.	
					Front (A)	Back (B)				Satin	Polished
Performer 351-4V (non-EGR)	-	Ford	351C/Boss 351	Idle-5500	3.50"	4.30"	3.90"	1.37" x 2.15"	●	2665	-
Performer 351-2V (non-EGR)	-	Ford	351C/Boss 351	Idle-5500	3.50"	4.30"	3.90"	1.30" x 1.86"	●	2750	-
Performer RPM E-Boss 302 Ford Manifold	-	Ford	302	1500-6500	4.42"	5.70"	5.06"	1.42" x 2.07"	●	7129	-
RPM Air-Gap 351C (non-EGR)	-	Ford	351C	Idle-5500	4.48"	5.56"	5.02"	1.42" x 2.04"	●	7564	75641
Performer 400 (non-EGR)	1971-82	Ford	351M/400	Idle-5500	3.60"	4.75"	4.17"	1.24" x 1.70"	●	2171	-
Performer 400 EGR (2V EGR or 4V off-road)	1975-82	Ford	351M/400	Idle-5500	3.60"	4.75"	4.17"	1.24" x 1.70"	●	3771	-



Victor Jr.
Ford 4.6 L
SOHC #2838



Performer 390 #21053



Performer RPM FE #7105

FORD 4.6 L V8

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

The Victor Jr. intake for Ford 4.6 L SOHC Modular engines allows the customer to take any 1999-2004 SOHC Modular 4.6 L engine and convert it for use with a carburetor. Timing control module available separately. Not intended as a stock-replacement intake manifold.

Carburetor Recommendations

- AVS2 or Performer, 500-650 CFM

Recommended Intake Gasket

- OEM factory gaskets

Throttle Body Recommendations (#28385)

- #4150 4V throttle body
- #3848 competition EFI elbow
- #3970 90 mm throttle body

Fuel Rail Kit #3639 Notes

- Fits stock injectors length
- Ends are tapped for use with 3/8" pipe fittings

FORD 332-428 V8

PERFORMER 390 (Idle-5500 RPM)

Designed for street 332/352/360/390/406/410/427/428 c.i. Ford V8s with medium- or low-rise cylinder heads. Manifold not equipped with EGR; will not accept stock Motorcraft spread-bore carburetor or fit heavy-duty 361 c.i. and 391 c.i. Ford truck V8s.

Recommended Intake Gasket

- Edelbrock #7224
- Fel-Pro #1247

Carburetor Recommendations

- Performer, 600-800 CFM
- For auto. trans. use throttle lever #1483 or #1844

PERFORMER RPM FE (1500-6500 RPM)

Designed for high-performance street 390/406/410/427/428 c.i. Ford FE V8s with standard 390-428 c.i., 427 low/medium-rise or Edelbrock Performer RPM FE heads. The dual-plane constant cross-sectional area design builds low-and mid-range acceleration, while optimized runner paths make exceptional top-end horsepower. Has provision for adding the PCV or breather flange at rear. No exhaust crossover passage. Some installations may require modification to the pushrod holes. Also available as a complete manifold and carb kit, see page 119.

Recommended Intake Gasket

- Edelbrock #7224

Carburetor Recommendations

- Performer, 650-800 CFM
- VRS-4150, 750-850 CFM
- For auto. trans. use throttle lever #1483 or #1844



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

Designed for 1960-later high-performance street 390/406/410/427/428 c.i. Ford FE engines with low/medium rise or Performer RPM FE heads #60059 or #60069. The manifold carb pad is setup to fit Edelbrock carburetors only, will not work with other square-flange carburetors. 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 120.

Carburetor Recommendations

- AVS2 #1903 and #1904, 500 CFM
- Progressive linkage #7094

Recommended Intake Gasket

- Edelbrock #7224

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.	
						Front (A)	Back (B)				Satin	Polished
Victor Jr. Carb Manifold for 4.6 L Ford SOHC	1999-04	Ford	351M, 400	4150	Idle-5500	4.75"	4.75"	4.17"	1.42" x 1.72"	●	2838	-
Victor Jr. Ford 4.6 L SOHC EFI Manifold Only	1999-04	Ford	SOHC Mod 4.6L V8	4150	3500-7500	4.75"	4.75"	4.17"	1.42" x 1.72"	●	28385	-
Fuel Rail Kit for #28385											3639	-
Performer 390 (non-EGR)	1958-76	Ford	332/352/360 390/406/410 427/428	4150	Idle-5500	4.35"	5.50"	4.92"	1.06" x 1.75"	●●	2105	21053
Performer RPM FE (non-EGR)	1960-76	Ford	390/406/410 427/428	4150	1500-6500	4.89"	6.04"	5.46"	1.16" x 1.97"	●●	7105	71053
RPM Air-Gap Dual-Quad FE (non-EGR)	1960-76	Ford	390/406/410 427/428	4150	1500-6500	4.85"	5.70"	5.28"	1.05" x 1.90"	●●	7505	-

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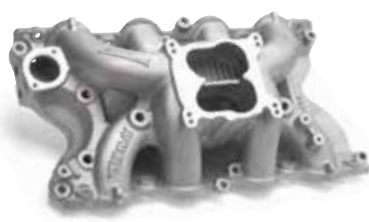
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Victor FE #29365



Performer 460 #2166



RPM Air-Gap 460 #7566

FORD 332-428 V8

VICTOR FE

(3500-7500 RPM)

Designed for high-performance 390/406/410/427/428 c.i. Ford FE engines. The single-plane design provides race-winning power for many types of competition. Carb flange height is equal to the Ford Hi-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 Hi-Riser and tunnel-port heads. Match with Edelbrock FE cylinder heads #60059 or #60069.

Installation Notes

- Available for carbureted (#2936) or EFI applications (#29365)
- The EFI version is the same manifold used in our popular Pro Flo 4 EFI kits

Recommended Intake Gasket

- Fel-Pro #1247

Carburetor Recommendations

- VRS-4150, 750-950 CFM

EFI Recommendations

- #4150 4V 1000 CFM throttle body or #3848 elbow and #3970 90 mm throttle body

FORD 429/460 V8

PERFORMER 460

(Idle-5500 RPM)

Designed for street 429/460 c.i. Ford V8s. Will not fit 429 Cobra Jets or 1966-68 462 c.i. Lincolns and will not accept stock spread-bore carb. Will not fit 1988 and later models. Must use stock OE EGR plate.

Recommended Intake Gasket

- Edelbrock #7223
- Fel-Pro #MS96018

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- For auto. trans. use throttle cable bracket #1495 and throttle lever #1483 or #1844



Performer RPM 460 #7166

PERFORMER RPM 460 (1500-6500 RPM)

Designed for high-performance street 429/460 Ford V8s with standard or Cobra Jet cylinder heads. Latest technology in dual-plane design results in excellent low- and mid-range torque and outstanding horsepower on appropriately equipped engines. Will accept square-bore or spread-bore carburetors. Will not fit 1988 and later models. Note: Early Cobra Jets came with Quadrajets.

Recommended Intake Gasket

- Edelbrock #7223
- Fel-Pro #1230/#1231

RPM AIR-GAP 460

(1500-6500 RPM)

Designed for street and high-performance 429/460+ c.i. Ford V8s with standard or Cobra Jet 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. It also features a larger cross-sectional area (3.3 sq-in) 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.

Recommended Intake Gasket

- Edelbrock #7223
- Fel-Pro #1230/#1231

Carburetor Recommendations

- AVS2 or Performer, 750-800 CFM
- VRS-4150, 750-800 CFM
- For auto. trans. use throttle cable bracket #1495 and throttle lever #1483 or #1844

Product	Make	Engine	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
				Front (A)	Back (B)				
Victor FE (for square-bore carbs)	Ford	390/406 410/427/428	3500-7500	6.49"	6.49"	6.49"	1.20" x 1.98"	●	2936
Victor FE EFI (for standard square-bore throttle bodies – based on #2936)	Ford	390/406 410/427/428	2500-7500	6.49"	6.49"	6.49"	1.20" x 1.98"	●	29365
Ford FE Fuel Rail Kit (standard injectors with stands)									3632
Performer 460 (non-EGR)	Ford	429/460	Idle-5500	3.75"	4.49"	4.12"	1.65" x 1.96"	●	2166
Performer RPM 460 (non-EGR)	Ford	429/460	1500-6500	4.81"	6.15"	5.48"	1.76" x 2.06"	●	7166
RPM Air-Gap 460 (non-EGR)	Ford	429/460/514	1500-6500	4.81"	6.15"	5.48"	1.76" x 2.06"	●	7566



Torker II 460 #5066



Victor 460 EFI #50665



Victor 460 #2965

FORD 429/460 V8 (CONT.)

TORKER II 460

(2500-6500 RPM)

Designed for 429/460 c.i. Ford V8s used in 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.

Recommended Intake Gasket

- Edelbrock #7223
- Fel-Pro #1230/#1231

Carburetor Recommendations

- AVS2 or Performer, 750-800 CFM
- For auto. trans. use throttle cable bracket #1495 and throttle lever #1483 or #1844

VICTOR 460 EFI

(1500-6500 RPM)

This EFI intake manifold is based on our popular Torker II #5066 for 429/460 c.i. Ford V8 applications. It has cast and vertically machined fuel injector bosses for proper fuel injector placement. It is also drilled to accept fuel rail kit #3645 and support brackets, for easy attachment. Designed to accept standard-flange throttle bodies. This manifold is used in our popular Pro Flo 4 complete EFI kits. Will not fit 1988-later models or 429 Cobra Jets. Excellent results for limited hood height applications where a Performer RPM or RPM Air Gap is not possible to fit.

Throttle Body Recommendations

- #4150, 1000 CFM 4V

Recommended Intake Gasket

- Edelbrock #7223
- Fel-Pro #1230/#1231

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center to center
- Ends are tapped for use with -6AN fittings

VICTOR 460

(3500-8000 RPM)

Available for both 4150 and 4500 applications the Victor 460 manifolds are 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.

Recommended Intake Gasket

- Fel-Pro #1231

Carburetor Recommendations

- #2965, use 4500-style race carb or VRS-4150, 850-950 CFM
- #2966, use VRS-4150, 850-950 CFM

FORD 7.3L GODZILLA ENGINE



XTS Intake Manifold #7483

85 mm Stock Orientation Adapter #74832

XTS 102 MM

(4500-7500 RPM)

The new Edelbrock XTS manifold for the Ford 7.3 L Godzilla engine is a lightweight, sheet-metal construction with billet flanges in a durable black powder coat finish. It features shorter-than-stock tapered runners tuned for high-RPM gains. The XTS comes with common vacuum take-off ports found on the rear of the manifold with all mounting and routing hardware included. The horizontal throttle body mount solves the most common swap fitment issues and fits the 102 mm throttle body with the included spacer.

Product	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
					Front (A)	Back (B)				
Torker II 460 (non-EGR)	Ford	429/460	Sq. Bore/4150	2500-6500	3.50"	4.25"	3.87"	1.75" x 2.10"	●	5066
Victor Ford 460 EFI (non-EGR)	Ford	429/460	4150	1500-6500	3.50"	4.25"	3.87"	1.75" x 2.10"	●	50665
Victor Ford Fuel Rail Kit (compatible with standard and compact injectors)										3645
Victor 460 (for square-bore carburetors)	Ford	429/460/514	4150	3500-8000	6.30"	6.30"	6.30"	1.88" x 2.16"	●	2966
Victor 460 (for 4500-series carburetors)	Ford	460-532	4500	3500-8000	6.30"	6.30"	6.30"	1.88" x 2.16"	●	2965
Cloverleaf 1" Spacer (for maximum performance with #2965)	-	-	4500	-	-	-	-	-	●	8718
XTS Intake Manifold for Ford 7.3 Godzilla Engine	Ford	7.3 L	-	-	7.2"	6.7"	-	-	● ●	7483
85 mm Stock Orientation Adapter	Ford	-	-	-	-	-	-	-	● ● ●	74832

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Holden Performer #2194



Holden Torker #2790



Holden Air-Gap EFI #75945

HOLDEN

PERFORMER

(Idle-5500 RPM)

Designed for street 253/304/308 c.i. Holden V8 engines. This dual-plane design is tuned for excellent throttle response from idle to 5500 RPM. The Performer Holden manifold is designed to fit both cylinder head bolt hole patterns. Pilot holes are drilled on each side of the exhaust crossover for early or late-model cylinder heads and will need to be drilled out depending on application. Will not fit EFI heads (see #7594). Accepts both square-bore and spread-bore carbs. Fits Red/Blue/Black engines. Does not have a provision for external heat crossover. Includes Edelbrock square-bore carb adaptor plate #2732, carb gasket, and carb studs.

Carburetor Recommendations

- AVS2 or Performer, 600-750 CFM
- OEM 4BBL

Recommended Intake Gasket

- Stock gasket set or equivalent

TORKER 308

(2500-6500 RPM)

Designed for Holden 253/304/308 c.i. V8 engines with Red engine cylinder heads only (with single bolt in center of manifold); will not fit on Blue/Black cylinder head engines. The single-plane design is recommended for street high-performance and race engines operating between the 2500 to 6500 RPM range where low-end torque is not required. Accepts square-bore carbs only.

Carburetor Recommendations

- OEM 4BBL
- AVS2 or Performer, 600-650 CFM

RPM AIR-GAP

(1500-6500 RPM)

Designed for street and high-performance 308/383 c.i. Holden V8 engines that utilize the 1988-98 Holden VN cylinder heads. This dual-plane design is tuned for both excellent throttle response and greater horsepower from 1500 to 6500 RPM. This manifold has been designed to fit both stock 1988-1998 EFI style heads and the Edelbrock Holden VN RPM cylinder heads. Available for carbureted or EFI applications.

Carburetor Recommendations

- AVS2 or Performer, 600-750 CFM
- VRS-4150, 650-750 CFM

EFI Recommendations (75945)

- Edelbrock #4150 1000 CFM 4V TB

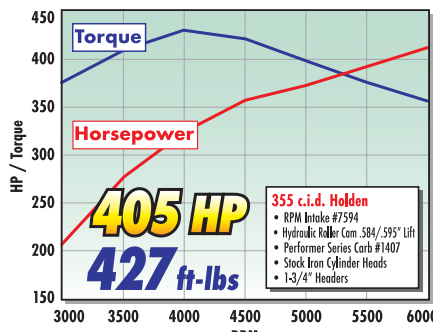
Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings



RPM Air-Gap Holden EFI #75945

Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Performer Holden	-	Holden	253/304/308	Universal	Idle-5500	3.25"	4.67"	3.96"	1.07" x 1.83"	●	2194
Torker 308	-	Holden	253/304/308	4150	2500-6500	2.95"	4.50"	3.73"	1.03" x 1.88"	●	2790
RPM Air-Gap Holden Carbureted	1988-98	Holden	308/383	4150	1500-6500	4.80"	5.82"	5.31"	1.16" X 2.00"	●	7594
RPM Air-Gap Holden EFI	1988-98	Holden	308/383	4150	1500-6500	4.80"	5.82"	5.31"	1.16" X 2.00"	●	75945
Holden Fuel Rail Kit											3504

HONDA/ACURA STREET & RACE **MANIFOLDS**



Holden Victor Jr. #28945



Victor X #4764

HOLDEN

VICTOR JR. (3500-7500 RPM)

For use with competition 355+ c.i. Holden V8 engines utilizing the 1988-98 Holden VN cylinder heads, this single-plane design is tuned for maximum airflow from 3500 to 7500 RPM and is available for both carbureted and EFI applications. It features a taller design with long tapered runners for a broad operating RPM range. Will fit both stock 1988-1998 EFI-style cylinder heads and the Edelbrock Holden VN RPM cylinder heads. It also features a 4150 flange for use with square-bore carburetors and throttle bodies. Includes extra material for porters to modify for use with 4500-series applications. The water outlet is machined for use with a Small-Block Chevrolet waterneck.

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- VRS-4150, 750-850 CFM
- OEM 4BBL

Fuel Rail Notes

- Standard injectors measure 2.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Throttle Body Recommendations (75945)

- #4150 1000 CFM 4V TB
- #3848 EFI elbow and #3970 90 mm throttle body



Victor Jr. Holden
Carbureted Manifold #2894

HONDA/ACURA B SERIES

VICTOR X (6500-9500 RPM)

Optimized for maximum power from 6500 to 9500 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.

Recommended Intake Gasket

- Edelbrock #15043
- 1994-2000 B18B motors, #15042
- 1994-2000 B18C1 motors, #15041
- 1994-2000 B16 / B18C5 motors



Victor X #4764



Honda/Acura intake gaskets also available, see page 83 for more info.

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Victor Jr. Holden Carbureted Manifold	1988-98	Holden	355+	4150	3500-7500	6.95"	6.95"	6.95"	1.18" X 2.02"	●	2894
Victor Jr. Holden EFI Manifold	1988-98	Holden	355+	4150	3500-7500	6.95"	6.95"	6.95"	1.18" X 2.02"	●	28945
Holden Fuel Rail Kit											3504
Victor X	-	Honda/Acura	B18C	-	6500-9500	-	-	-	-	●	4760
Victor X	-	Honda/Acura	B16A, Type R B18C5	-	6500-9500	-	-	-	-	●	4764

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Performer Oldsmobile 350 #2711



Performer RPM Oldsmobile 350 #7111



Victor Oldsmobile 350-403 #2812

OLDSMOBILE 307-403 V8

PERFORMER OLDSMOBILE 350

(Idle-5500 RPM)

Designed for street 307/330/350/403 c.i. Oldsmobile V8s, 1964-85. For non-EGR, the #2711 manifold comes with a universal pad to fit most carburetors with electric chokes. Will fit 1980-1/2 to 1985 307 c.i. V8s with 5A heads (casting #3317).

Installation Notes

- Performer (AVS2 and Carter AFB carburetors will not fit #3711)
- For 403 Pontiac Trans Am, use OEM 4BBL 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

Recommended Intake Gasket

- Fel-Pro #MS96027

Carburetor Recommendations

- #2711: AVS2 or Performer, 500-650 CFM
- #3711: OEM Quadrajet

PERFORMER RPM OLDSMOBILE 350

(1500-6500 RPM)

Designed for 330/350/403 c.i. Oldsmobiles and 1980-1/2 to 1985 307 c.i. engines with 5A heads (casting #3317). The Performer RPM Oldsmobile 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 Performer RPM heads #60519. Has clearance for HEI distributor. Carb pad accepts square-bore carbs without adapters.

Installation Notes

- No provision for OEM choke
- Will not clear hood on 403 Olds, Firebird/TA. OEM carb requires conversion to electric/manual choke

Recommended Intake Gasket

- Fel-Pro #MS96027

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM

VICTOR OLDSMOBILE 350-403

(3500-7500 RPM)

This manifold provides power levels never before available for competition single-carb 350-403 Oldsmobile engines. Featuring a single-plane "Air-Gap" design, it accepts square-bore carb and offers significant horsepower increases over existing intakes in the 3500 to 7500 RPM range. It features a carb mount pad height of 7" and high-flow constant area 3.2-square-inch runners optimized to match the flow characteristics of Performer RPM aluminum cylinder heads #60519. The exit size, as-cast, is 1.28" by 1.94" with plenty of metal thickness for gasket matching and porting.

Installation Notes

- No provision for OEM choke
- Will not clear hood on 403 Olds, Firebird/TA

Recommended Intake Gasket

- Fel-Pro #MS96027

Carburetor Recommendations

- VRS-4150 750-850 CFM



Performer Oldsmobile 350 (EGR) #3711

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Performer Oldsmobile 350 (non-EGR)	1964-85	Oldsmobile	307/330/350/403	Universal	Idle-5500	2.50"	3.90"	3.20"	1.18" x 1.86	●●●	2711
Performer Oldsmobile 350 (EGR)	1964-85	Oldsmobile	307/330/350/403	Q-Jet	Idle-5500	2.50"	3.90"	3.20"	1.18" x 1.86"	●●●	3711
Performer RPM Oldsmobile 350 (non-EGR)	1980-85	Oldsmobile	330/350/403	Universal	1500-6500	4.80"	5.80"	5.30"	1.22" x 1.86"	●●●	7111
Victor Oldsmobile 350-403 (non-EGR)	-	Oldsmobile	350/403	4150	4500-7500	7.00"	7.00"	7.00"	1.28" x 1.94"	●●●	2812



Performer Oldsmobile 455 #2151



RPM Air-Gap Oldsmobile #7551



Victor 455 Oldsmobile #2810

OLDSMOBILE 400-455 V8

PERFORMER 455

(Idle-5500 RPM)

Designed for street 400/425/455 c.i. Oldsmobiles. Ideal for cars, 4x4s, tow vehicles, RVs, and boats. Carb adapter plate #2732, which allows the use of square-bore carburetors, is included in the kit. Includes exhaust crossover plugs #2733 which must be used for marine and off-road use.

Installation Notes

- Manifold has no provision for OEM choke
- Will not fit Toronado or 4-4-2 Ram-Air scoop without hood modification or 1964-67 Cutlass
- HEI will clear

Recommended Intake Gasket

- Edelbrock #7284

Carburetor Recommendations

- AVS2 or Performer, 750-800 CFM
- Stock or Performance Quadrajet 750+ CFM

RPM AIR-GAP 455

(1500-6500 RPM)

Intended for aggressive street/strip Big-Block Oldsmobile applications, this manifold is designed to optimize horsepower production from 1500 to 6500 RPM. It performs best on engines with an aggressive camshaft profile to take advantage of the increased flow provided from this manifold. It is also compatible with stock heads but achieves optimal performance with our RPM cylinder heads (#60519). Not compatible with EGR or spread-bore carburetors.

Installation Notes

- Retention of OEM A/C requires bracket modification or fabrication

Recommended Intake gasket

- Edelbrock #7284

Carburetor Recommendations

- Performer, 750-800 CFM
- VRS-4150, 750-850 CFM

VICTOR 455

(3500-7500 RPM)

Power levels never before available for competition single-carb 455 Oldsmobile engines. In independent flow testing, our port-matched design outflowed the best fully ported manifold on the market. It features a single-plane "Air-Gap" design that offers significant horsepower increases over existing intakes in the 3500 to 7500 RPM range. With a carb mount pad height of 8.2", these manifolds stand more than 3" taller than the Torker manifold and incorporate a high-flow 3.4 sq-in runner. We've removed the intake bolts between the runners, thus creating a smoother and higher airflow path for more power. Also features a port size and shape optimized to match the flow characteristics of Performer RPM #60519 aluminum cylinder heads.

Installation Notes

- HEI will clear

Carburetor Recommendations

- VRS-4150, 750-950 CFM



Product	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
					Front (A)	Back (B)				
Performer 455 (non-EGR)	Oldsmobile	400/425/455	Q-Jet	Idle-5500	4.40"	5.50"	4.95"	1.22" x 2.22"	●●●	2151
RPM Air-Gap 455 (non-EGR)	Oldsmobile	455	4150	1500-6500	5.04"	6.04"	5.54"	1.28" x 2.30"	●●●	7551
Victor 455 (for Standard Flange Square-Bore Carb)	Oldsmobile	455	4150	3500-7500	8.20"	8.20"	8.20"	1.25" x 2.24"	●	2810

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Performer Pontiac #21563



Performer RPM Pontiac #7156



Torker II Pontiac #5056

PONTIAC 326-455 V8

PERFORMER PONTIAC

(Idle-5500 RPM)

Designed for 1965-79 Pontiac 326-455 c.i. V8s (except Ram Air V and 265/301 V8s). Provides great throttle response for performance you can feel. #2732 carb adapter included for square-bore applications.

Installation Notes

- For 1968-71 use our #8015 throttle bracket
- For Trans Am use OEM 4BBL carb for shaker hood clearance
- Choke plate included
- HEI will clear

Recommended Intake Gasket

- Edelbrock #7280

Carburetor Recommendations

- AVS2 or Performer, 600-800 CFM
- OEM 4BBL

PERFORMER RPM PONTIAC

(1500-6500 RPM)

Designed for 1965-79 street 326-455 c.i. Pontiac V8s (except Ram Air V and 265/301 V8s). Recommended for high-performance street, strip, and marine. Provides maximum high-RPM power while maintaining good throttle response for street. Has clearance for HEI distributor. Will not fit under Trans Am shaker hood without modifications. Also available as a complete manifold and carb kit, see page 119.

Installation Notes

- For drop base shaker assembly use, contact Butler Performance Pontiac (866) 762-7527 or visit www.butlerperformance.com
- No provisions for OEM choke
- OEM carb requires conversion to electric/manual choke
- For 1968-71 use #8015 throttle bracket

Recommended Intake Gasket

- Edelbrock #7280

Carburetor Recommendations

- AVS2 or Performer, 650-800 CFM
- VRS-4150, 650-850 CFM

TORKER II PONTIAC

(2500-6500 RPM)

Designed for 1965-79 street 350-455 c.i. Pontiac V8s. Can be used with Ram Air IV heads. Will not fit Ram Air V and 265/301 V8s or under Trans Am Shaker hood.

Installation Notes

- 1968-71 use our #8015 throttle bracket
- HEI will clear
- Stock air conditioning brackets will not fit on Torker II #50565
- For drop base shaker assembly use, contact butler Performance Pontiac (866) 762-7527 or visit www.butlerperformance.com

Intake gasket

- Edelbrock #7280

#5056 Carburetor Recommendations

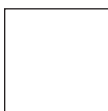
- AVS2 or Performer, 750-800 CFM

#50565 Throttle Body Recommendations

- #4150 4V throttle body
- #3970 90 mm throttle body
- #3849 EFI elbow

Fuel Rail Notes

- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings



Edelbrock manifolds are manufactured in the USA for unsurpassed quality.



Torker II EFI Pontiac #50565

Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.				
						Front (A)	Back (B)				Satin	Polished	Black Powder	Chrome Plasma	Black Plasma
Performer	1965-79	Pontiac	326-455	Q-Jet	Idle-5500	5.50"	6.60"	6.05"	1.06" x 1.92"	●●	2156	21561	21563	-	-
Performer RPM	1965-79	Pontiac	326-455	Universal	1500-6500	6.88"	8.00"	7.45"	1.10" x 2.06"	●●	7156	-	-	7156-CP	7156-BP
Torker II (non-EGR)	1965-79	Pontiac	389-455	4150	2500-6500	6.03"	7.15"	6.59"	1.03" X 2.03"	●●	5056	-	-	-	-
Torker II EFI (non-EGR)	1965-79	Pontiac	389-455	4150	2500-6500	6.03"	7.15"	6.59"	1.03" X 2.03"	●●	50565	-	-	-	-
Torker II Pontiac EFI Fuel Rail Kit (compact injectors only)											3637	-	-	-	-



Victor Pontiac #2957



Performer Rover #2198

PONTIAC 326-455 V8 (CONT.)

VICTOR PONTIAC

(3500-7500 RPM)

The Victor Pontiac #2957 for 389-455 competition engines accepts standard-flange carburetors and is ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine, or any application requiring maximum power up to 7500 RPM. Compatible with standard Pontiac cast-iron heads, or use with Performer RPM Pontiac aluminum heads for maximum power. Port exit size at head is 1.08" x 2.10" with enough material to open it up to larger port openings. #2957 is machined for EFI and utilizes #4150 4V 1000 CFM throttle body.

Recommended Intake Gasket

- Edelbrock #7280

Fuel Rail Notes (29575)

- Standard injectors measure 2.50" from the O-ring center-to-center
- Compact injectors measure 1.50" from the O-ring center-to-center
- Ends are tapped for use with -6AN fittings

Carburetor Recommendations

- VRS-4150, 750-950 CFM

ROVER 3500CC V8

PERFORMER ROVER

(Idle-5500 RPM)

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

Installation Notes

- Manifold height is measured to engine block
- Throttle bracket #8031 or #8036 will fit and accept GM-style throttle, kickdown, and cruise-control cables

Recommended Intake Gasket

- Fel-Pro #MS96002

Carburetor Recommendations

- AVS2 or Performer, 500 CFM



Product	Year	Make	Engine	Mount	RPM Range	Manifold Height		Carb Pad Height	Port Exit Dimensions	Emissions Code	Part No.
						Front (A)	Back (B)				
Victor Pontiac (for 4150 carburetors)	-	Pontiac	389-455	4150	3500-7500	7.70"	7.70"	7.70"	1.08" x 2.10"	●	2957
Victor EFI Pontiac (based on #2957)	-	Pontiac	389-455	4150	3500-7500	7.70"	7.70"	7.70"	1.08" x 2.10"	●	29575
Victor Pontiac EFI Fuel Rail Kit (standard or compact injectors)											3634
Performer Rover 215 V8 (Non- EGR)	1967-98	Rover 215	3500cc	EPS/	Idle-5500	5.00"	5.92"	5.46"	0.88" x 1.54"	● ●	2198
	1961-63	Buick/Olds	215 V8	AVS2							

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INTAKE MANIFOLD BOLT KITS FOR EDELBROCK INTAKE MANIFOLDS

Designed specifically for Edelbrock manifolds, these bolt kits feature reduced hex or 12-point heads for easy wrench access. Features include cadmium-finished steel bolts and hardened washers.



Application	Engine	Description	Part No.
AMC	290/401	Hex head	8534
Chevrolet	262/400	1986 & earlier only, hex head (8 bolts & 8 washers)	8504
Chevrolet	262/400	Edelbrock E-Tec or Chevrolet Vortec heads 12 pt. head	8516
Chevrolet	5.3 L-6.2 L	LS1, LS2, & LS3 (#7118, #2908(5), #28097, #7518, #7139 & #7140), hex head	8515
Chevrolet	396/409	12 pt. head	8564
Chevrolet	348/409	12 pt. head	8509
Chrysler	318/360	12 pt. head	8579
Chrysler	383/400/440	12 pt. head	8594
Ford	260/302	12 pt. head	8524
Ford	302	E-Boss & 351 c.i. E-Boss 12 pt. head	8529
Ford	351W	12 pt. head	8584
Ford	351M	12 pt. head	8574
Ford	351C	#7564 only, 12 pt. head	8565
Ford	360/390	#2105 only, 12 pt. head	8508
Ford	-	FE #7105 only, 12 pt. head	8507
Ford	-	FE #2936 and #2937 only, 12 pt. head	8536
Ford	429/460	12 pt. head	8569
Oldsmobile	330/403	#2711 and #3711 only, hex and 12 pt. head mix	8514
Pontiac	362/455	hex head	8559



REPLACEMENT CHOKE PLATES FOR EDELBROCK INTAKE MANIFOLDS

Product	Description	Model	Engine	Emissions Code	Part No.
Choke Block-Off-Plate	Includes bolts and gaskets (supplied with manifolds)	Ford	351W/351C	●	8981
Choke Adapter - Open to Divorced	For #2101, #2104, & #3701 (supplied with manifolds)	Chevrolet	Small-Block	● ●	8901
Choke Adapter - Open to Divorced	Includes bolts and gaskets (supplied with manifold #2161)	Chevrolet	Big-Block	● ●	8961
Choke Block-Off - Includes bolts	For #3711 & #2151 (supplied with manifolds)	Oldsmobile	-	● ●	8951



SPACER KITS

FOR EDELBROCK 5.0 L/5.8 L INTAKE MANIFOLDS

These fiber-laminate spacers for Edelbrock 5.0 L/5.8 L 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 5.0 L/5.8 L.

Product	Model	Engine	Emissions Code	Part No.
Spacer Kit for Edelbrock Manifold #3821 & #7126	Ford	5.0 L	●	8727
Spacer Kit for Edelbrock Manifold #7123, #71233	Ford	5.0 L	●	8729

HEATER HOSE ENDS

These heater hose ends are designed to hold up to all coolants. They are made from high-quality aluminum to ensure they won't rust or corrode. They are available in clear anodized or black finishes in a variety of sizes to suit your application.

Product	NPT Size	Barb Size	Part No.	
			Black	Clear
90° Heater Hose End	3/8"	3/8"	8167	8168
90° Heater Hose End	3/8"	1/2"	8163	-
90° Heater Hose End	1/2"	3/8"	8169	-
90° Heater Hose End	1/2"	5/8"	8178	8179
90° Heater Hose End	1/2"	1/2"	8180	-
90° Heater Hose End	1/2"	3/4"	8165	8166
Straight Heater Hose End	1/4"	3/8"	8191	-
Straight Heater Hose End	1/2"	3/8"	8185	-
Straight Heater Hose End	3/8"	3/8"	8117	8118
Straight Heater Hose End	3/8"	1/2"	8114	8115
Straight Heater Hose End	3/8"	5/8"	8187	8188
Straight Heater Hose End	1/2"	1/2"	8119	8121
Straight Heater Hose End	1/2"	5/8"	8159	8160
Straight Heater Hose End	1/2"	3/4"	8183	8184

PLUGS, PIPE FITTINGS, ETC.

Product	Application	Size	Part No.	
			Black	Clear Zinc
Brass Hose Fitting for Intakes	Small-Block Chrysler	1" O.D. Barb x 3/4" -14" NPT	8078	-
Brass Hose Fitting Barb	-	3/8" -18 x 1/4" NPT	8080	-
Cast Iron Exhaust Crossover Plugs	Oldsmobile	-	2733	-
Rubber PVC Grommet	1967-1991 AMC/Jeep with OEM or Edelbrock Intake Manifold	1.0" I.D. Hole	4299	-
Socket Head Pipe Plugs 8-piece Set	-	1/8", 1/4", 3/8", 1/2" NPT	8051	8052
Socket Head Pipe Plug (1 only)	-	1/2"	9126	-
Socket Head Pipe Plugs (1 pair)	-	3/8"	9127	-
Socket Head Pipe Plugs (1 pair)	-	1/4"	9128	-
Socket Head Pipe Plugs (1 pair)	-	1/8"	9129	-

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MANIFOLDS INSTALLATION ITEMS



INSTALLATION ITEMS

Part	Description	Make	Emissions Code	Part No.
Oil-Fill Tube with Breather	Oil-Fill Tube and matching push-in breather is an original style for vintage manifold with a 1-1/4" oil breather hole. Included with select Edelbrock intake manifolds. Chrome Finish	GM	● ●	4803
Distributor Clamp	This hold-down clamp is for 4.3 L V6, Small-Block V8 and Big-Block V8 Chevrolets. It is constructed of die-cast zinc with a chrome finish. Kit includes stud, nut, and a washer.	4.3 L V6 V8 Chevrolet	-	4802
Water Bypass Kit	Provides (2) bypass hoses, fittings, and water neck adapter to plumb from the center of the cylinder heads to the water neck. This is common on circle track 23° high-port, 18°, and 15° heads. NOTE: Not for plumbing front to rear on intake manifolds.	Chevrolet	●	8095



WATERNECKS

These waternecks are a great way to finish off your engine. They feature an O-ring design for an improved seal, which also allows for removal without requiring a new gasket. Fits 1-1/2" diameter outlet hose.

Description	Description	Engine	Part No.		
			Chrome	Polished	Black PC
Straight Aluminum	Chevrolet	4.3 L V6, V8	-	4816	-
15° Steel	Chevrolet	4.3 L V6, V8	4809	-	48093
45° Aluminum Adjustable	Chevrolet	4.3 L V6, V8	-	4817	-
90° Aluminum Adjustable	Chevrolet	4.3 L V6, V8	-	4818	-
Water Outlet Gasket	Chevrolet	Small & Big-Block V8	-	7260	-
15° Aluminum	Ford	Small-Block V8	-	4814	48143

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. Visit www.edelbrock.com/thermostats for a complete listing of vehicle applications available.



Application	Temp (F)	Emissions Code	Part No.	
			53 mm (2-3/32")	63 mm (2-31/64")
High-Performance Thermostats	160°	●●	8603	8606
High-Performance Thermostats	180°	●●	8604	8607
High-Performance Thermostats	195°	●●	8605	-



Thermal Hose Clamp #8460



THERMAL HOSE CLAMPS

Get the ultimate seal with these revolutionary thermal hose clamps. This unique maintenance-free design retains tension and never needs retightening. Plus, they're easy to install and only require an ordinary heat gun. Simply place the thermal clamp over the fittings and hose, then apply heat to seal! They are ideal for preventing leaks on out-of-round applications and conform to any shape of hose, housing, or fitting. These thermal hose clamps are made from a heat-sensitive thermoplastic with a memory to prevent over- or under-tightening. Can be used with all brands of silicone hose and is temperature rated from -40°F to 302°F. Sold individually and for use with coolant hose only.

Description	Outside Diameter	Part No.
Thermal Hose Clamp	1.5" - 1.75"	#8460
Thermal Hose Clamp	1.75" - 2"	#8461



RTB Silicone Sealant #1077



A/B Epoxy #9290

INSTALLATION ITEMS

Item	Description	Size	Part No.
RTV 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.	1/2 oz	1077
		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.	1 lb	9290

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WHY YOU NEED EDELBROCK GASKETS

Any gasket can create a seal, but the best gaskets do it with less clamping force, and for a longer period of time. Edelbrock's extremely high-quality gaskets are specifically designed to fit our intakes and cylinder heads, ensuring they never interfere with the operation of either component. These gaskets also work with most stock aluminum or cast-iron cylinder heads and intakes, as well as other aftermarket components. Top-quality Edelbrock gaskets ensure a perfect seal every time.

COMPLETE HEAD GASKET SETS

These complete sets include every gasket that you'll need for installation: head, intake, exhaust, valve cover (except LT1 & LT4), distributor, and thermostat housing gaskets.

CYLINDER HEAD GASKETS

Edelbrock head gaskets deliver the best sealing solution, perfectly matching Edelbrock cylinder heads for optimal performance. We rely on industry-leading head gasket manufacturers to ensure our gaskets provide the best fit and sealing properties when used with Edelbrock aluminum cylinder heads. Manufactured from high-density materials, they feature a superior design that performs under pressure and provides a long-lasting seal, without retorquing.

INTAKE GASKETS

Matched to Performer, Performer RPM, and Victor Jr. cylinder heads and manifolds, Edelbrock intake gaskets allow for optimum flow and performance. The 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. When compressed, the gasket will conform to any imperfections on the sealing surface, even under lower flange pressures. A nitrile bead around each port opening makes the seal even better.

EXHAUST GASKETS

Edelbrock exhaust gaskets consist of EnCore HTX-900 — a high-density, non-asbestos fiber/metal-core composite material made of two graphite-coated, heat-resistant fiber-blended sheets 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 if your header loses the proper header bolt torque.

VALVE COVER GASKETS

Fabricated from performance core-reinforced-composite (CRC), 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 gaskets are
manufactured in the USA
for unsurpassed quality.**



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.

CARBURETOR GASKETS LINE-UP

Airhorn Gasket
#1499Carburetor Base
Gasket #3899Square-Bore Heat
Insulator Gasket #9265Divided Square-Bore Heat
Insulator Gasket #9266Square-Bore Heat Insulator
Gaskets #9267Airhorn Gasket Set
#1987Carb Base Gasket
#6940EGR Gasket
#3897EGR Plate
Gasket #3898Mustang Replacement
Gasket Sets #3830Throttle Body
Flange #3813

EDELBRICK SQUARE-BORE CARB GASKETS

Product	Description	Part No.
Square-Bore Gasket Set	Includes airhorn and carb-to-manifold gasket	1472
Airhorn Gasket	5 gaskets included	1499
Carburetor Base Gasket	2 gaskets included	3899

HEAT INSULATOR GASKETS

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

Product	Description	Part No.
Square-Bore Heat Insulator Gasket	0.3201" 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

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

AIRHORN GASKET SETS FOR AVS2 AND Q-JET CARBURETORS

Product	Description	Part No.
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

VICTOR JR. 2V SPORTSMAN GASKET

Product	Description	Part No.
Carb Base Gasket for #2901, #2912, #2940, and #2941	6 gaskets included	6940

FORD EGR GASKETS

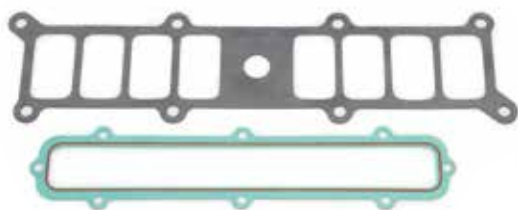
Product	Description	Part No.
EGR Gaskets; OEM 4V	for #3721, #3723, #3781, and #3783 Manifolds	3896
EGR Gasket; OEM 2V	for #3721, #3723, #3781, and #3783 Manifolds	3897
EGR Plate Gasket; OEM 4V	for #3766 Manifold	3898

THROTTLE BODY GASKETS

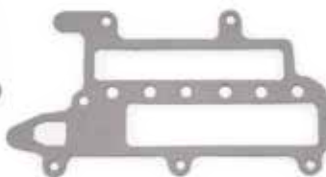
Product	Part No.			
	65 mm	70 mm	75 mm	90 mm
Throttle Body Flange	-	-	-	3813
1986-93 5.0 L Mustang Replacement Gasket Sets	3830	3830	3831	N/A

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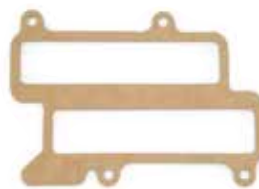
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Performer 5.0 RPM II
Gasket #7233



Chevrolet 2-Piece Manifold
Gaskets #6941



Chevrolet 2-Piece Manifold
Gaskets #6942



Chevrolet 2-Piece
Manifold Gaskets #6950



Pro-Flo 2 System
Gasket #3894



Honda Intake Manifold
Gasket #15005



Pro-Flo 2 System
Gasket #3895

MANIFOLD REPLACEMENT GASKETS

Edelbrock replacement gaskets are made to our high standards of quality and performance. They are the same high-quality gaskets that we supply with our intakes, heads, carbs, and other components.

CHEVY 2-PIECE MANIFOLD GASKETS

Year	Application	Product	Part No.
1982-85	2.8 L 2V V6	Top gasket for #3785/#3787	6941
1982-85	2.8 L 4V V6	Top gasket for #3785/#3789	6942
1985-91	305/350 Small-Block High-Flo T.P.I.	Gasket for runners to base #3865 & #3870	3866
1957-86	302/327/350/400 Small-Block Tunnel Ram	Base to top gasket for #7110	6999
1957-86	302/327/350/400 Small-Block Tunnel Ram	Set of 5 pairs for #7110	6950
1957-86	302/327/350/400 Small-Block Victor Tunnel Ram	Top gasket for #7070	6988
2008-2017	Cross-Ram LS3	Base and plenums gasket for #7141 & #71413	7271
-	396/502 Big-Block 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

Year	Application	Description	Part No.
1986-95	5.0 L	Base and plenum cover gaskets for #3821	3832
1986-95	5.0 L	Base and plenum cover gaskets for #7126	7231
-	5.0 L/5.8 L EFI Victor	Base and plenum cover gaskets for #2945 & #3887	7232
1987-96	5.0 L/5.8 L EFI trucks	Base and plenum cover gaskets for #3841 & #3881	3833
-	Performer 5.0 RPM II	Base and plenum gasket for #7123	7233
-	Slingshot Manifold Gasket	Use with #1103 intake manifold for Ford Flathead	8700

HONDA & ACURA INTAKE MANIFOLD GASKETS

Year	Application	Description	Part No.
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

Year	Application	Description	Part No.
-	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



Front Cover Gasket Set For
Small-Block Chevrolet #6997



Front Cover Gasket Set For
Big-Block Chevrolet #6998



Front Cover Gasket Set For
Small-Block Ford #6991



Water Pump Gaskets For
Big-Block Chevrolet #7252



Water Pump Gaskets For
Small and Big-Block Chrysler #7257



Water Pump Gaskets For
Big-Block Ford & FE #7258



Thermostat Gaskets For
1983-2002 Jeep 4.0 L Inline Six #7274



Thermostat Gaskets For
Small and Big-Block Chevrolet V8 #7260



E-Force Supercharger Lid
Replacement Gasket #7397

Product	Application	Description	Part No.
CARBURETOR ADAPTER REPLACEMENT GASKETS			
Carburetor Adapter Replacement Gaskets	For Edelbrock #2696 and #2697	This is a replacement gasket for carburetor adapter kits #2696 and #2697: allows installation of Performer Series carburetors on vehicles with the OEM spread-bore intake manifold. Includes both the intake manifold-to-spacer and carburetor-to-spacer gaskets.	7261
FRONT COVER GASKET SET			
Front Cover Gasket Set	Small-Block Chevy	Includes front cover gasket and front seal	6997
Front Cover Gasket Set	Big-Block Chevy	Includes front cover gasket and front seal	6998
Front Cover Gasket Set	Small-Block Ford	Includes front cover gasket and front seal	6991
WATER PUMP GASKETS			
Water Pump Gaskets	Small-Block Chevy		7251
Water Pump Gaskets	Big-Block Chevy		7252
Water Pump Gaskets	Small-Block, Big-Block Chrysler		7257
Water Pump Gaskets	Early Small-Block Ford	Standard rotation including 351W, 351C, and 351M/400	7253
Water Pump Gaskets	Late Small-Block Ford	Reverse rotation	7254
Water Pump Gaskets	Big-Block Ford & FE		7258
THERMOSTAT GASKETS			
Thermostat Gaskets	Small-Block, Big-Block Chevy V8		7260
Thermostat Gaskets	Jeep	2 Jeep 4.0 L Inline Six	7274
E-FORCE SUPERCHARGER LID GASKET			
E-Force Supercharger Lid Replacement Gasket	GM, Camaro, Corvette, Truck/SUV	For 2003-14 GM Edelbrock supercharger lid covers. Will fit the following: 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, & #15600.	7397

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AMC Gasket Set
#7372



Chevrolet Gasket Set
#7361



Chrysler Gasket Set
#7366



Ford Gasket Set
#7377

GASKET APPLICATION REFERENCE GUIDE

Year	Application	Head Gaskets (M)				Intake Gasket			Exhaust Gaskets		Valve Cover		Complete Set (A)
		Bore	Compressed	Volume	Part No.	Port size	Thickness	Part No.	Port Size	Part No.	Thickness	Part No.	
AMC													
1967-1969	290/390	4.275"	0.045"	10.60cc	7329	1.13" x 2.21"	0.030"	7213	1.80" x 1.30"	7239	3/16"	7532	7372
1970-1991	290/304/343; 360/390/401	4.275"	0.045"	10.60cc	7329	1.13" x 2.21"	0.030"	7213	1.80" x 1.30"	7239	3/16"	7532	7372
BUICK													
1967-1976	400/455	4.400"	0.050"	12.50cc	7346	1.15" x 2.38"	0.032"	7246 (C)	1.20" x 1.63"	7247	3/16"	7546	7369
CHEVROLET													
1985-1995	V6 200/229/262 (3.8 and 4.3 L)	-	-	-	-	1.28" x 2.10"	0.060"	7209	-	-	-	-	-
1958-1986	302/327/350 Small-Block	4.125"	0.039"	8.70cc	7310	1.28" x 2.09"	0.060"	7201	1.50" x 1.50"	7204	5/16" 1/4"	7549 7548 (L)	7361
1958-1986	400 Small-Block	-	-	-	-	1.28" x 2.09"	0.060"	7201	1.50" x 1.50"	7204	5/16" 1/4"	7549 7548 (L)	-
1958 - 1986	Edelbrock Victor Heads 318/340/360	-	-	-	-	1.31" x 2.02"	0.060"	7217 (K)	-	-	-	-	-
1958 - 1986	Edelbrock 18" Small-Block Victor Jr. and Victor High-Port Intakes	-	-	-	-	1.23" x 2.13"	0.060"	7218 (K)	-	-	-	-	-
1958-1986	E-Tec 170 302/327/350 Small-Block	4.125"	0.039"	8.70cc	7310	1.08" x 2.11"	0.120"	7235 (C)	1.50" x 1.50"	7204	5/16" 1/4"	7549 7548 (L)	7367
1958-1986	E-Tec 200 302/327/350 Small-Block	4.125"	0.039"	8.70cc	7310	1.26" x 2.24"	0.120"	7215(C)	1.50" x 1.50"	7204	5/16" 1/4"	7549 7548 (L)	-
1958-1986	E-Tec 170 400 Small-Block	-	-	-	-	1.08" x 2.11"	0.120"	7235 (C)	1.50" x 1.50"	7204	5/16" 1/4"	7549 7548 (L)	-
1958-Later	Small-Block Vortec Bowtie	4.125"	0.039"	8.70cc	7310	1.14" x 2.20"	0.120"	7207 (E)	1.50" x 1.50"	7204	5/16" 1/4"	7549 7548 (L)	7206

Year	Application	Head Gaskets (M)				Intake Gasket			Exhaust Gaskets		Valve Cover		Complete Set (A)
		Bore	Compressed	Volume	Part No.	Port size	Thickness	Part No.	Port Size	Part No.	Thickness	Part No.	
CHEVROLET (CONTINUED)													
1992-1997	LT1	4.100"	0.052"	11.50cc	7342	2.1" x 1.265"	0.060"	7243	1.385" x 1.40" (D shaped)	7248	–	–	7380
1992-1997	LT4	4.100"	0.052"	11.50cc	7342	2.3" x 1.25"	0.060"	7244	1.385" x 1.40" (D shaped)	7248	–	–	7379
1997-Later	LS1	3.920"	0.051"	10.086cc	7388	(Set of 8 O-Rings)		7386	–	–	–	–	–
1997-Later	LS2	4.080"	0.051"	10.927cc	7387	(Set of 8 O-Rings)		7386	–	–	–	–	–
2005-Later	Edelbrock LS3 Cross Ram and Super Victor	–	–	–	–	(Set of 8 O-Rings)		7395	–	–	–	–	–
–	Edelbrock Super Victor LS-R	–	–	–	–	2.45" x 1.66"	0.060"	7290	–	–	–	–	–
1958-1965	348/409 "W-Series"	4.500"	0.0435"	12.20cc	7359	2.50" x 1.31"	0.060"	7240 (G) 7242 (I)	1.813" x 1.75"	7241 (F)	5/16"	7582	7378
1965-1990	Mark IV, 396/402/427/454 Big-Block Rectangular Port	4.370"	0.039"	9.70cc	7302	1.82" x 2.54"	0.060"	7202	1.940" (round)	7205	5/16"	7580	7362
1965-1990	Mark IV, 396/402/427/454/555 Big-Block Rectangular Port 6-Bolt Flange with No Crossover	–	–	–	–	1.82" x 2.46"	0.060"	7208 (C)	–	–	–	–	–
1965-1990	Mark IV, 396/402/427/454 Big-Block Oval Port	4.370"	0.038"	10.05cc	7302	1.82" x 2.05"	0.060"	7203	1.940" (round)	7205	5/16"	7580	7363
1991-Later	Gen V & VI, 454 Big-Block Rectangular Port	4.370"	0.038"	10.05cc	7375	1.82" x 2.54"	0.060"	7202	1.940" (round)	7205	5/16"	7580	7376
1991-Later	Gen V & VI, 502 Big-Block Rectangular Port	4.540"	0.039"	10.05cc	7356	1.82" x 2.54"	0.060"	7202	1.940" (round)	7205	5/16"	7580	7389
–	Edelbrock Big Victor Big-Block Spread Port Cylinder Heads	–	–	–	–	2.02" x 2.635"	0.060"	7245	–	–	0.130"	7559	–
–	Edelbrock BV3 Big-Block Cylinder Heads	4.840" 5.000"	–	–	–	2.02" x 2.72"	0.060"	7249 7259	–	–	–	–	–
CHRYSLER													
1966-1987	318/340/360	4.180"	0.050"	11.20cc	7326	1.17" x 2.30"	0.060"	7276	1.75" x 1.25"	7236	3/16"	7592	7370
–	Edelbrock Victor Heads 318/340/360	–	–	–	–	–	–	–	–	6938	–	–	–
1992-Later	Magnum	4.140"	0.048"	10.70cc	7327	1.18" x 2.18"	0.060"	7277	1.50" x 1.20"	7237	3/16"	7593	7371
1958-1979	361/383/400,413/426 [except HEMI], and 440 engines	4.505"	0.038"	9.69cc	7325	1.23" x 2.27"	0.030"	7225 (B)	1.84" x 1.33"	7226	3/16"	7591	7366 (B)
1964-1971	426/572 HEMI engines (Gen II)	4.590"	0.051"	14cc	7347	2.00" x 1.84"	0.060"	7278	1.84" x 1.74"	7279	1/4"	7589	7349
FORD													
1938-1948 1949-1953	Ford/Mercury Flathead	3.187" 3.420"	0.062"	14cc	7394 7393	1.35" x 2.00"	0.062"	7234	–	–	–	–	7384 7383
1963-1996	289/302 Small-Block [except Boss]	4.100"	0.045"	9.8cc	7313 (J)	1.20" x 2.00"	0.060"	7220	1.25" x 1.48"	7227	5/16"	7560	7364
1982-1996	5.0 L & 5.8 L 351W												
–	Edelbrock Victor Jr. Cylinder Heads with No Crossover	–	–	–	–	1.28" x 2.10"	0.060"	7219	–	–	–	–	–
–	302 E-Boss and 351W E-Boss (Clevor) Conversions	4.100"	0.047"	10.20cc	7341 (H)	1.52" x 2.16"	0.060"	7265	1.98" x 1.56"	7262	3/16"	7569	7377
1970-1974	351 Cleveland	4.080"	0.038"	8.10cc	7328	1.52" x 2.16"	0.060"	7265	1.98" x 1.56"	7262	3/16"	7569	7374
1958-1976	390/428 FE	4.330"	0.047"	12.7cc	7337	1.40" x 2.10"	0.060"	7224	1.40" x 2.04"	7229	3/16"	7568	7368
1968-1987	429/460 Big-Block	4.500"	0.048"	12.5cc	7314	1.98" x 2.26"	0.060"	7223 (D)	1.50" x 2.10"	7228	5/16"	7563	7365
JEEP													
1987-2006	4.0 L Inline Six	4.005"	0.042"	8.88cc	7348	1.67" x 1.38"	0.060"	7275	1.66" (round)	–	5/32"	7583	7350
OLDSMOBILE													
1965-1976	400/425/455	4.250"	0.042"	9.8cc	7340	1.44" x 2.44"	0.060"	7284	1.95" x 1.56"	7238	3/16"	7598	7373
PONTIAC													
1961-1979	326/389/400/421/428/455	4.300"	0.038"	8.96cc	7381	1.18" x 2.20"	0.060"	7280	1.880"	7281	3/16"	7590	7382

IMPORTANT FOOTNOTES

- (A) Does not include end seals; Edelbrock recommends the use of silicone sealant in place of end seals
- (B) Must be used with OE-style valley pan
- (C) Does not have embossed silicone bead
- (D) Does not fit CJ or SCJ
- (E) For use with Bowtie Vortec #2814 intake
- (F) For use with large port applications, including Edelbrock RPM heads #60809/#60819, will not fit factory heads
- (G) For use with large port applications only

- (H) For use with Edelbrock RPM heads #61699 only
- (I) For use with small port applications only
- (J) Graphite style
- (K) Gasket is trim-to-fit for port matching
- (L) Cork style
- (M) Made by Fel-Pro for Edelbrock to ensure they match perfectly with Edelbrock products

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SELECTING CYLINDER HEADS

FOR THE STREET OR THE STRIP

A cylinder head's primary functions are to seal the combustion chamber, manage airflow into and out of the engine, and facilitate efficient combustion. When selecting cylinder heads to enhance performance, factors such as port and valve size, combustion chamber design, material, and compatibility with the engine's intended use (e.g., street, race, or off-road) play a significant role. Choosing the right head ensures improved airflow, higher compression ratios, and optimal power output.

How to Select the Right Cylinder Head for Your Vehicle

Choosing the right head ensures maximum performance and reliability tailored to your specific vehicle needs.

1. **Engine Compatibility:** Ensure the cylinder head matches your engine type (e.g., Small-Block, Big-Block) and its intended use (street, racing, or towing).
2. **Port and Valve Size:** Select sizes that match your engine's configuration (e.g. bore, displacement, piston design).
3. **Compression Ratio:** Consider the combustion chamber size and piston design to achieve the desired compression ratio.
4. **Intended Use:** Match the cylinder head with your application (e.g., stock replacement, street/strip, or maximum performance).
5. **Budget:** Balance cost with performance level, from stock replacement to all-out racing.

WHY CHOOSE EDELBROCK CYLINDER HEADS?



Edelbrock cylinder heads are designed, engineered, and tested in our Olive Branch, Mississippi, and Southern California facilities. Our investment in people, equipment, and quality processes ensures every cylinder head leaving our facility performs up to our high standards and customer expectations.



Most of our cylinder heads are cast at the Edelbrock Foundry from high-quality A356 aluminum alloy and heat treated to T6 specifications in-house. The T6 heat-treat process results in a strong casting that can handle the demands of your engine.



Highly efficient ports and state-of-the-art combustion chamber designs offer improved performance throughout the RPM range for greater throttle response and top-end horsepower. Other high-quality features include threaded inserts in rocker stud and exhaust bolt holes for superior strength and durability, and proprietary manganese-bronze valve guides.



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 9001:2015 certification for quality. All of Edelbrock's aluminum products, including our cylinder heads are machined by modern multi-axis machining centers. Our cylinder head machining cells use 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 and quality. Our Coordinate Measuring Machines (CMM) in the Edelbrock Quality Control department check all machined products ensuring they meet strict tolerances.

We continually review and update the equipment in all of our manufacturing facilities to ensure that we remain state-of-the-art. These goals have served our customers well for over 86 years and will continue into the future.

WHAT IS HIP PROCESSING?

Select Edelbrock cylinder heads are manufactured with a technique called Hot Isostatic Pressing (HIP). This aerospace process heats raw aluminum castings up to 900° F in a pressurized chamber (up to 30,000 psi), compressing the casting to remove any trapped gases and internal porosity, thereby eliminating these imperfections. The result is an incredibly strong and dense sand casting that has three times the fatigue life and consistency nearly that of billet aluminum. For the engine builders and racers, HIP-processed cylinder heads provide less chance of fatigue failure. They also provide a better, smoother machined surface finish when CNC port and chamber work is applied.



CYLINDER HEADS PRODUCT LINE-UP

E-Street Head for B/B Chevrolet #50459

E-STREET SERIES

E-Street cylinder heads feature as-cast ports and are designed for entry-level street performance applications operating in the **idle-to-5500 RPM range**. Their modern combustion chamber designs improve the combustion process, and larger-than-stock intake and exhaust ports move more air through your engine for improved efficiency. Most E-Street cylinder heads are sold in pairs and are available for popular domestic V8 and V6 engines. For race-only or pre-pollution controlled vehicles.



Performer Pontiac D-Port Head #61579

PERFORMER SERIES

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**, giving you the ultimate in street high-performance.



Performer RPM for Small-Block Ford #60259

PERFORMER RPM SERIES

Performer RPM heads are perfect for street performance, daily drivers, street rods, and muscle cars where seat-of-the-pants performance is needed. These cylinder heads deliver great throttle response and power from **1500 to 6500 RPM**. They also feature the highest quality intake and exhaust valves and valve springs. For race-only or pre-pollution controlled vehicles.



E-Series Head for Small-Block Ford #5028

E-SERIES

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. For race-only or pre-pollution controlled vehicles.



E-CNC for LS1/LS2 Chevrolet #79949

E-CNC SERIES

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 valve springs, heavy-duty hardware, and maintain the stock exhaust port location. E-CNC cylinder heads are available for Small and Big-Block Chevrolet, LS-Series, and Small-Block Ford. For race-only or pre-pollution controlled vehicles.



Victor Jr. Small-Block Chevrolet 23° #61255

VICTOR & VICTOR JR.

Victor Series heads are the best choice for all-out competition. They are the culmination of Edelbrock engineers working closely with leading racers and engine builders to create race-winning technology, right out of the box. Victor Jr. heads are compatible with OE valvetrain and pistons for bolt-on convenience, while Victor heads feature raised runners, revised chambers, and relocated valves for all-out competition. Select heads are 50-state emissions legal.

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Performer RPM AMC/JEEP #60119



Performer AMC/JEEP #60139

AMC 343-401 V8

PERFORMER & PERFORMER RPM

Designed with dual-quench combustion chambers that produce approximately 9.5:1 compression in 401 c.i. V8 engines. These feature a 45° intake seat angle for improved mid- to high-lift flow compared to the stock 30° angle. Complete heads include larger-than-stock valve springs to accommodate many high-lift cams.

Installation Notes

- Use Edelbrock Step Washer Kit #9693 on 1967-69 engines with 7/16" head bolts
- Includes adjustable rocker studs and guide-plates for use with Small-Block Ford-style adjustable 1.6:1-ratio rockers
- Intake flange is dual-drilled to accommodate early- and late-model intake bolt patterns, covering 1967-91
- Direct bolt-on for 1970-later engines with 1/2" head bolts, these heads include step-dowel pins for pre-1970 engines
- 5/8" deck thickness, 3/8" rocker stud diameter, 5/16" pushrod diameter (width of slot in guide-plate)





Performer RPM AMC/JEEP #60119



Performer RPM AMC/JEEP #60119



Edelbrock cylinder heads are manufactured in the USA for unsurpassed quality.

Product	Chamber Volume	Port Volume		HP Range	Intake Flange Style	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Part No. Complete (Single)
		Intake	Exhaust				Intake	Exhaust					
AMC 343-401 V8													
Performer AMC with exhaust crossover	54 cc	185 cc	70 cc	300-450	Standard	Standard	2.02"	1.60"	Flat Tappet	0.580"	1.55"		60139
Performer RPM AMC no crossover	54 cc	185 cc	70 cc	300-450	Standard	Standard	2.02"	1.60"	Flat Tappet	0.580"	1.55"		60119

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation and service parts. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts		Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves		Springs	Retainers	Spark Plug
		Pre-1970	1970-Later						Intake	Exhaust			
Performer/Performer RPM	60139/60119	85312	85322	7329	7213	7239	7532	9637	9765	9766	5792	9644	RC12YC



Performer RPM Buick #60049



Performer RPM Buick #60049

BUICK 400-455 V8

PERFORMER RPM

The Performer RPM head is ideal for street performance, daily drivers, street rods, and muscle cars where responsive performance is essential. Designed for 400/430/455 c.i. Buick engines, this head offers excellent throttle response and power from 1500 to 6500 RPM. It includes an adjustable rocker stud and guide-plate setup for use with Small-Block-Chevy-style adjustable 1.6:1 ratio rockers. The large 68 cc combustion chambers achieve a 9.2:1 compression ratio with stock pistons. Additionally, they feature high-quality intake and exhaust valves along with valve springs.

Installation Notes

- Includes adjustable rocker studs and guide-plates for use with Small-Block-Chevy-style adjustable 1.6:1 ratio rockers
- 5/8" deck thickness, 3/8" rocker stud diameter, 3/8" pushrod diameter (width of slot in guide-plate)




Performer RPM Buick #60049



Performer RPM Buick #60049



Edelbrock cylinder heads are manufactured in the USA for unsurpassed quality.

Product	Chamber Volume	Port Volume		HP Range	Intake Flange Style	Exhaust Port Location	Valve Sizes Intake/Exhaust		Camshaft Type	Max. Lift	Valve Spring Diameter	Emissions Code	Part No. Complete (Single)
		Intaket	Exhaust										
BUICK 400-455 V8													
Performer RPM Buick	68 cc	215 cc	130 cc	400 - 500	Standard	Standard	2.125"	1.75"	Flat Tappet	0.600"	1.55"		60049

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves		Springs	Retainers	Spark Plug
								Intake	Exhaust			
Performer RPM Buick	60049	85032	7346	7246	7247	7546	9605	Call tech		5821	9644	RC12YC

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E-Street #5089



Performer Centerbolt (1987-95) #60859



Performer Centerbolt #60879

CHEVROLET 262-400 V8

The Edelbrock Small-Block Chevrolet cylinder head lineup offers options for street & strip, daily driver, street rod, muscle cars, and all out racing. Assembled with high-quality valvetrain components to ensure maximum performance and reliability.

Description	Chamber Volume	Port Volume		HP Range	Intake Flange Style	Exhaust Port Location	Plug Type	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Complete	
		Intake	Exhaust					Intake	Exhaust						Pair	Single
CHEVROLET 262-400 V8																
E-Street	64 cc	185 cc	60 cc	300-400	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.550"	1.46"	●	A,D	5089	–
E-Street	70 cc	185 cc	60 cc	300-400	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.550"	1.46"	●	A,D	5073	–
Performer Centerbolt (1987-95)	60 cc	165 cc	65 cc	250-425	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,D	–	60859
Performer Centerbolt (1986-91) 5.7 L Corvette	60 cc	165 cc	65 cc	250-425	Standard	Standard	Angled	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,D	–	60879
Performer	64 cc	185 cc	65 cc	300-450	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,D,E	–	60909
Performer	70 cc	185 cc	65 cc	300-450	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,D,E	–	60759
Performer RPM	60 cc	170 cc	62 cc	250-425	Standard	Standard	Straight	1.91"	1.50"	Flat Tappet	0.575"	1.46"	●	C,D,F,G	–	61019
Performer RPM	64 cc	195 cc	65 cc	350-450	Standard	Standard	Straight	2.02"	1.60"	Hyd. Roller	0.575"	1.46"	●	A,D	–	60895
Performer RPM	64 cc	195 cc	65 cc	350-450	Standard	Standard	Angled	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,C,D	–	60999
Performer RPM	64 cc	195 cc	65 cc	350-450	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,D	–	60899
Performer RPM	70 cc	195 cc	65 cc	350-450	Standard	Standard	Straight	2.02"	1.60"	Hyd. Roller	0.575"	1.46"	●	A,D	–	60735
Performer RPM	70 cc	195 cc	65 cc	350-450	Standard	Standard	Straight	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●	A,D	–	60739
E-Series E-210	64 cc	210 cc	75 cc	400-550	Standard	Standard	Straight	2.08"	1.60"	Hyd. Roller	0.650"	1.55"	●●	A,D	5087	–
E-Series E-210	64 cc	210 cc	75 cc	400-550	Standard	Standard	Straight	2.08"	1.60"	Flat Tappet	0.575"	1.46"	●●	A,D	5085	–
E-CNC 185	64 cc	185 cc	75 cc	400-500	Standard	Standard	Straight	2.02"	1.60"	Hyd. Roller	0.575"	1.46"	●●	A,D	–	79895
E-CNC	64 cc	225 cc	88 cc	500-600	Standard	+200"	Angled	2.10"	1.60"	Mech. Roller	0.700"	1.58"	●●	–	–	61209
E-CNC	64 cc	225 cc	88 cc	500-600	Standard	+200"	Angled	2.10"	1.60"	Hyd. Roller	0.680"	1.34"	●●	–	–	61205
E-Tec 170	64 cc	170 cc	70 cc	350-450	Vortec	Standard	Straight	1.94"	1.55"	Hyd. Roller	0.575"	1.46"	●	A,D	–	60975
E-Tec 200	64 cc	200 cc	80 cc	350-500	Vortec	Standard	Straight	2.02"	1.60"	Hyd. Roller	0.575"	1.46"	●●	A,D	–	60985
E-Tec 200	64 cc	200 cc	80 cc	350-500	Vortec	Standard	Straight	2.02"	1.60"	Flat Tappet	0.575"	1.46"	●●	A,D	–	60989
Victor Jr. 23°	64 cc	215 cc	85 cc	450-550	Standard	+125"	Angled	2.08"	1.60"	Hyd. Roller	0.650"	1.55"	●	D	–	77589
Victor Jr. 23°	64 cc	215 cc	85 cc	450-550	Standard	+125"	Angled	2.08"	1.60"	Mech. Roller	0.670"	1.55"	●	D	–	77599
Victor Jr. 23°	64 cc	220 cc	85 cc	450-600	Standard	+300"	Angled	2.10"	1.60"	Hyd. Roller	0.630"	1.55"	●	C,D	–	61255
Performer LT1	54 cc	170 cc	60 cc	300-450	Standard	Standard	Angled	1.94"	1.55"	Hyd. Roller	0.600"	1.46"	●	B	–	61905

Installation Notes

- Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide-plate)
- Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide-plate)
- Bare heads have valve guides and seats installed, but require final sizing and a valve job to match the valves you will be using
- Requires hardened pushrods
- When using hot air choke Q-Jet carbs, choke kit #1932 is required
- Intended for use on small-bore (3.736" - 4.00") 265, 283, 305, & 307 engines
- Deck thickness: 9/16", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide-plate)

Important Notes

- To use stock rockers on Small-Block Chevrolet heads, .100" longer-than-stock pushrods are required
- Edelbrock pushrods #9629 are recommended for use with flat tappet cams only
- Small-Block Chevrolet heads may not be used on engines with less than 4" bore (262, 265, 267, 283, 305, & 307 c.i.) except with cams having less than .450" valve lift. See #61015 and #61019 for use with 3.376 - 4.00" bores
- Performer LT1 compatible with stock or aftermarket exhaust manifolds & headers
- Performer LT1 #61905 is designed for 1992-97 LT1 Gen V engines; features factory-style self-aligning rockers & center-bolt valve covers



Performer #60909



Performer #60759



Performer RPM #61019



Performer RPM #60895



Performer RPM #60999



Performer RPM #60899



Performer RPM #60739



E-Series E-210 #5087



E-CNC 185 #79895



E-CNC #61209



E-CNC #61205



E-Tec 200 #60985



E-Tec 200 #60989



Victor Jr. 23° #77589



Victor Jr. 23° #61255

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Description	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves**		Springs	Retainers	Spark Plug
								Intake	Exhaust			
E-Street	5089	85502	7310	7201	7204	7549	9630	Call Tech		5767	9736	RC12YC
E-Street	5073	85502	7310	7201	7204	7549	9630	Call Tech		5767	9736	RC12YC
Performer Centerbolt	60859, 60879	85502	-	-	7204	-	See Instructions*	9765	9766	5767	9736	RC12YC
Performer	60909, 60759	85502	7310	7201	7204	7549	See Instructions*	9765	9766	5825	9741	RC12YC
Performer RPM	61019	85502	-	-	-	7549	9630	Call Tech		5825	Call Tech	RC12YC
Performer RPM	60895, 60735	85502	7310	7201	7204	7549	See Instructions*	9765	9766	5845	9736	RC12YC
Performer RPM	60999, 60899, 60739	85502	7310	7201	7204	7549	See Instructions*	9765	9766	5825	9741	RC12YC
E-Series E-210	5087	85502	7310	-	-	7549	See Instructions*	Call Tech		5821	9715	RC12YC
E-Series E-210	5085	85502	7310	-	-	7549	See Instructions*	Call Tech		5825	9741	RC12YC
E-CNC 185	79895	85502	7310	7201	7204	7549	See Instructions*	9765	9766	5845	9736	RC12YC
E-Tec 170	60975	85502	7310	7235	7204	7549	See Instructions*	9779	9773	5845	9736	RC12YC
E-Tec 200	60985	85502	7310	7215	7204	7549	See Instructions*	9765	9766	5845	9736	RC12YC
E-Tec 200	60989	85502	7310	7215	7204	7549	See Instructions*	9765	9766	5767	9736	RC12YC
Victor Jr. 23°	77589	85502	-	-	-	7549	See Instructions*	9785	9787	5821	9715	-
Victor Jr. 23°	77599	85502	-	-	-	7549	See Instructions*	9785	9787	5823	9715	-
Victor Jr. 23°	61255	85502	-	-	-	7549	See Instructions*	Call Tech		-	-	-
Performer LT1	61905	85502	-	7342	7243	-	-	Call Tech		Call Tech	9736	RC12YC

* Pushrod recommendations can be found in the installation instructions for these heads on Edelbrock's website. ** Replacement valve part numbers are for sets of 8

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E-CNC 215 (Gen III & IV LS1/LS2) #79949



E-Street LS1/LS6 #7763

CHEVROLET LS1/LS2

E-STREET/E-CNC

- E-CNC heads designed for 1997-later Gen III/IV LS1/LS2 Chevy engines, including 4.8, 5.3, 5.7, & 6.0 L
- E-CNC heads feature fully CNC machined intake ports, combustion chambers, and exhaust ports for enhanced airflow
- E-CNC 215 - Includes high-quality conical beehive springs secured with steel retainers & valve locks for up to .600" valve lift
- Deck thickness: 5/8", pushrod diameter: 5/16"
- Compatible with stock-style rocker arms
- Rocker bolt kit #8597 includes 8 shorter-than-stock rocker bolts to prevent protruding into the intake ports

Description	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Single	
		Intake	Exhaust			Intake	Exhaust						Complete	Bare
LS1/LS2 (GEN III & IV) V8														
E-Street LS1/LS6	64 cc	210 cc	75 cc	300-450	Standard	2.00"	1.55"	Hyd. Roller	0.570"	1.30"	●	–	7763*	–
E-Street LS1/LS6	64 cc	210 cc	75 cc	300-450	Standard	2.00"	1.55"	Hyd. Roller	0.660"	1.30"	●	–	7764*	–
E-CNC 215 (Gen III&IV LS1/LS2)	65 cc	215 cc	76 cc	400-500	Standard	2.02"	1.57"	Hyd. Roller	0.680"	1.30"	●	–	79949	–

* Sold in Pairs



E-Street LS3 #77618



E-CNC 230 LS3 (6-bolt flange) #61329

CHEVROLET LS3

E-CNC/ VICTOR/ VICTOR JR.

- E-CNC LS3 heads are a general-purpose high-performance option for any street/strip LS engine
- E-CNC heads feature fully CNC machined intake ports, combustion chambers, and exhaust ports
- Features a 0.125" raised exhaust port & 0.200" raised spring pockets machined for longer valves
- 13.25° adjusted valve angle & spark plug position optimized for better combustion & efficiency
- Features improved design & casting, providing cylinder head ports with more material than stock heads
- #61319 & #61329 feature unique canted intake valves while still utilizing stock rockers
- Victor 11° heads are compatible with GM LSX blocks & all aftermarket iron or aluminum 6-bolt-per-cylinder LS race blocks
- Compatible with stock-style rocker arms
- #61319 & #61329 heads have higher velocity ports than stock LS3 cylinder heads; perfect upgrade for cathedral port or 3.89" bore LS applications

Description	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Single	
		Intake	Exhaust			Intake	Exhaust						Complete	Bare
LS3 (GEN III & IV) V8														
E-Street LS3	69 cc	260 cc	75 cc	300-450	Standard	2.165"	1.59"	Hyd. Roller	0.570"	1.30"	●	–	77620*	–
E-Street LS3	69 cc	260 cc	75 cc	300-450	Standard	2.165"	1.59"	Hyd. Roller	0.660"	1.30"	●	–	77618*	–
E-CNC 230 LS3 (4-bolt flange)	69 cc	230 cc	80 cc	400-500	Standard	2.135"	1.55"	Hyd. Roller	0.680"	1.30"	●	–	61319	–
E-CNC 230 LS3 (6-bolt flange)	69 cc	230 cc	80 cc	450-550	Standard	2.135"	1.55"	Hyd. Roller	0.680"	1.30"	●	–	61329	–
Victor CNC 11° LS3 (6-bolt flange) Bare	68 cc	263 cc	103 cc	500-650	Standard	2.165"	1.60"	–	–	–	●	–	–	77670
Victor Jr. LS3 (4-bolt flange)	69 cc	290 cc	85 cc	500-650	+125"	2.20"	1.60"	Hyd. Roller	0.680"	1.30"	●	–	61339	–
Victor Jr. LS3 (6-bolt flange)	69 cc	290 cc	85 cc	500-650	+125"	2.20"	1.60"	Hyd. Roller	0.680"	1.30"	●	–	61349	–

* Sold in Pairs

CHEVROLET LS7 AND LT1/LT4 CYLINDER HEADS

Edelbrock



Victor CNC LS7 #77678



Victor CNC LS7 #77678



Victor CNC LS7 #77678

CHEVROLET LS7

VICTOR CNC 12°

- Victor CNC 12° heads designed with .220" raised intake ports & .100" raised exhaust ports offer improved short turn & better line of sight into the cylinders
- Ideal for high-compression naturally aspirated & high-boost
- Compatible with GM LSX block & all aftermarket iron or aluminum 6-bolt-per-cylinder LS race blocks
- The raised-intake-runner design fits stock & aftermarket LS7 intake manifolds; suitable for OEM or aftermarket valvetrains

Description	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Single	
		Intake	Exhaust			Intake	Exhaust						Complete	Bare
LS7 V8 (6-BOLT FLANGE) BARE														
Victor CNC 12° LS7	69 cc	291 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	-	-	77679
Victor CNC 12° LS7	69 cc	291 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	-	-	77678
Victor CNC 12° LS7	69 cc	291 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	-	-	77689
Victor CNC 12° LS7	69 cc	307 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	-	-	77699
Victor CNC 12° LS7	69 cc	307 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	-	-	77698
Victor CNC 12° LS7	69 cc	307 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	-	-	77668
Victor CNC 12° LS7	69 cc	307 cc	93 cc	600+	Standard	2.20"	1.615"	-	-	-	●	B	-	77666

CHEVROLET LT1/LT4

PERFORMER RPM

- Performer RPM LT1 #77119 designed for 2014-later Gen V engines
- CNC-machined combustion chambers

VICTOR JR.

- Victor Jr. exhaust ports relocated 1.5" horizontally to improve airflow & require custom exhaust manifolds or headers
- Victor Jr. is fully CNC machined & boasts an extra thick 3/4" deck



Performer RPM LT1 #77119

Description	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Single	
		Intake	Exhaust			Intake	Exhaust						Complete	Bare
LT1/LT4 (GEN V) V8														
Performer RPM LT1	61 cc	305 cc	115 cc	600+	Standard	2.165"	1.60"	Hyd. Roller	0.650"	1.32"	●	–	77119	–
Performer RPM LT4	64 cc	305 cc	115c	600+	Standard	2.165"	1.60"	Hyd. Roller	0.650"	1.32"	●	–	77279	–
Victor Jr. LT1	59 cc	320 cc	110 cc	750+	+1.5" Horiz.	2.20"	1.60"	Hyd. Roller	0.700"	1.32"	●	–	77139	–
Victor Jr. LT4	62 cc	320 cc	110 cc	750+	+1.5" Horiz.	2.20"	1.60"	Hvd. Roller	0.700"	1.32"	●	–	77249	–

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Description	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves		Springs	Retainers	Spark Plug
								Intake	Exhaust			
E-CNC 215 (Gen III&IV LS1/LS2)	79949	8596 (Gen III) 8595 (Gen IV)	7388 (LS1) 7387 (LS2)	#7395	-	-	-	Call Tech	Call Tech	9707	RC12YC	
E-CNC 230 LS3 (4-bolt flange)	61319	8596 (Gen III) 8595 (Gen IV)	7388 (LS1) 7387 (LS2)	-	-	-	-	Call Tech	Call Tech	9707	RC12YC	
E-CNC 230 LS3 (6-bolt flange)	61329	8596 (Gen III) 8595 (Gen IV)	7388 (LS1) 7387 (LS2)	-	-	-	-	Call Tech	Call Tech	9707	RC12YC	
Victor Jr. LS3 (4-bolt flange)	61339	8596 (Gen III) 8595 (Gen IV)	7388 (LS1) 7387 (LS2)	-	-	-	-	Call Tech	Call Tech	9707	RC12YC	
Victor Jr. LS3 (6-bolt flange)	61349	8596 (Gen III) 8595 (Gen IV)	7388 (LS1) 7387 (LS2)	-	-	-	-	Call Tech	Call Tech	9707	RC12YC	
Performer RPM LT1	77119	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock	
Performer RPM LT4	77279	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock	
Victor Jr. LT1	77139	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock	
Victor Jr. LT4	77249	-	-	-	-	-	-	Call Tech	Call Tech	Call Tech	Stock	

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W-Series RPM #60815



W-Series RPM #60819

CHEVROLET 348/409 W V8

PERFORMER RPM

- (Designed for 348/409 "W" series Big-Block Chevrolet engines from 1958-1965
- Includes the highest quality intake & exhaust valves with valve springs
- Fits 1958-1965 348 c.i. "W" engines only if used with an Edelbrock #5409, #7159, or a stock large port 409 c.i. manifold
- CNC port-matched intake & exhaust ports with enhanced design
- The 1958 348 c.i. may need the cylinder to be notched for intake valve to cylinder wall clearance
- Suitable for 348 engines with valve lifts up to .550"
- Verify proper cylinder wall notching to ensure clearance between exhaust valve & cylinder

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare Single	Complete Single
		Intake	Exhaust			Intake	Exhaust							
348/409 W-SERIES														
Performer RPM 348/409	16 cc	220 cc	115 cc	400-600	Standard	2.19"	1.72"	Hyd. Roller	0.650"	1.55"	●	A	–	60815
Performer RPM 348/409	16 cc	220 cc	115 cc	400-600	Standard	2.19"	1.72"	Flat Tappet	0.600"	1.55"	●	A	–	60819

INSTALLATION NOTES: (A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide-plate)



Performer RPM-O #60459



E-Street #50459














Performer RPM-R #60559

CHEVROLET 396-502 V8

E-STREET/PERFORMER RPM/E-CNC/ VICTOR JR.

- All Performer and Performer RPM Big-Block Chevrolet heads have spark plugs relocated closer to center of bore which will interfere with high-dome pistons for open chamber heads.
- Use pistons designed for our heads
- Deck thickness: 9/16", pushrod diameter: 7/16"
- Replacement valve part numbers are for sets of 8

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare Single	Complete Single
		Intake	Exhaust			Intake	Exhaust							
396-502 V8														
E-Street	110 cc	290 cc	110 cc	400-500	Standard	2.19"	1.88"	Flat Tappet	0.700"	1.50"		A	–	50459
Performer RPM 454-O	110 cc	290 cc	110 cc	450-550	Standard	2.19"	1.88"	Hyd. Roller	0.700"	1.55"		A	–	60455
Performer RPM 454-O	110 cc	290 cc	110 cc	500-600	Standard	2.19"	1.88"	Flat Tappet	0.700"	1.50"		A	–	60459
Performer High Compression 454-O	100 cc	290 cc	110 cc	400-500	Standard	2.19"	1.88"	Flat Tappet	0.700"	1.50"		A	–	60499
Performer RPM High Compression 454-O	100 cc	290 cc	110 cc	500-600	Standard	2.19"	1.88"	Hyd. Roller	0.700"	1.55"		A	–	60435
Performer RPM High Compression 454-O	100 cc	290 cc	110 cc	500-600	Standard	2.19"	1.88"	Flat Tappet	0.700"	1.50"		A	–	60439
Performer RPM 454-R	118 cc	315 cc	110 cc	525-650	Standard	2.19"	1.88"	Hyd. Roller	0.700"	1.55"		A,B	60549	60555
Performer RPM 454-R	118 cc	315 cc	110 cc	525-650	Standard	2.19"	1.88"	Flat Tappet	0.700"	1.50"		A,B	60549	60559
Performer RPM 454-R Marine	118 cc	315 cc	110 cc	500-600	Standard	2.25"	1.89"	Hyd. Roller	0.700" 0.650"	1.55" 1.50"		A	61559	61555
E-CNC 355	118 cc	354 cc 334 cc	129 cc	550-750	+200"	2.30"	1.88"	Hyd. Roller	0.700"	1.55"		A	–	79555
Victor Jr. 24°	106 cc	300 cc	129 cc	600-800	+500"	2.25"	1.90"	Hyd. Roller	0.700"	1.55"		–	–	77485

INSTALLATION NOTES: (A) Deck thickness: 9/16", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide-plate)

(B) Bare heads have valve guides and seats installed but require final sizing and a valve job to match the valves you purchase

BIG-BLOCK CHEVROLET CYLINDER HEADS

Edelbrock



Victor CNC 12° #618270



Victor CNC DR-17 #615468



E-CNC #79555

BIG-BLOCK RACE

BIG VICTOR/ VICTOR CNC

- 120 cc combustion chamber
- For large displacement, high-horsepower, naturally aspirated engines running on pump gas
- Cast at Edelbrock's state-of-the-art foundry using premium aluminum alloy and machined in the Edelbrock Race Center in Mooresville, North Carolina
- Undergoes Hot Isostatic Pressing (H.I.P.) for increased durability and performance
- Raised intake and exhaust ports
- Relocated spark plug position
- Fully CNC-machined, including ports and combustion chambers
- Better airflow, more power, and higher overall engine efficiency
- Large CNC oval ports designed to maintain high airspeed, contributing to a high torque curve
- 17° valve angle for improved flow
- Designed for a shaft rocker system
- Bolt directly onto standard deck blocks with a tall-deck manifold (taller deck blocks require intake runner spacers)

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare Single	Complete Single
		Intake	Exhaust			Intake	Exhaust							
BIG-BLOCK RACE														
Big Victor CNC 12° BBC	82 cc	498 cc	189 cc	750+	Raised	2.500"	1.800"	–	–	–	●	–	618270	
Edelbrock/Musi 24° CNC	119 cc	377 cc	128 cc	600-900	+500"	2.30"	1.90"	Mech. Roller	0.880"	1.635"	●	–	61419	61409
Victor CNC DR-17	92 cc	425 cc	–	–	–	2.45"	1.85"	–	–	–	●	–	615468	–
Victor CNC DR-17	120 cc	425 cc	–	–	–	2.45"	1.85"	–	–	–	●	–	615467	–



Head Bolt Kit #85512



Retainers #9715



Gasket #7203

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves		Springs	Retainers	Spark Plug
								Intake	Exhaust			
Performer RPM 348/409	60815, 60819	85512	7359	7240	7241	7582	9635, 9648	93781	93783	5821, 5792	9715	RC12YC
E-Street	50459	85512	7302	7203	7205	7580	See Instructions	Call Tech		5745	9602	RC12YC
Performer RPM 454-O	60455, 60459	85512	7302	7203	7205	7580	See Instructions	9775	9776	5823, 5745	9602	RC12YC
Performer High Compression 454-O	60499	85512	7302	7203	7205	7580	See Instructions	9775	9776	5745	9602	RC12YC
Performer RPM High Compression 454-O	60435, 60439	85512	7302	7203	7205	7580	See Instructions	9775	9776	5823, 5745	9602	RC12YC
Performer RPM 454-R	60549, 60555	85512	7302	7202	7205	7580	See Instructions	9775	9776	5823, 5745	9602	RC12YC
Performer RPM 454-R Marine	61559, 61555	85512	7302	7202	7205	7580	See Instructions	97041	9788	5745	9602	RC12YC
E-CNC 355	79555	85512	7302	7202	7205	7580	See Instructions	Call Tech	9776	5823	9602	RC12YC
Victor Jr. 24°	77485	85512	–	–	–	7580	See Instructions	Call Tech	9363	5823	9602	–
Edelbrock/Musi 24° CNC	61419, 61409	85512	–	–	–	7580	See Instructions	9361	9363	Call Tech	Call Tech	–

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Performer RPM Magnum #61775



Performer RPM Magnum #61779









Performer RPM #60775

318-360 V8 SMALL-BLOCK

PERFORMER RPM

- Includes adjustable rocker studs and guide-plates for use with Small-Block Chevrolet style adjustable 1.6:1-ratio rocker
- Magnum only:** Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide-plate)

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Bare (Single)		Complete	Complete
		Intake	Exhaust			Intake	Exhaust					No Valves	With Valves	Single	Pair
318-360 V8 SMALL-BLOCK															
Performer RPM Magnum	58 cc	176 cc	75 cc	350-500	Standard	2.02"	1.60"	Hyd. Roller	0.580"	1.46"		—	—	61775	—
Performer RPM Magnum	58 cc	176 cc	75 cc	350-500	Standard	2.02"	1.60"	Flat Tappet	0.580"	1.46"		—	—	61779	—
Performer RPM	63 cc	171 cc	77 cc	350-450	Standard	2.02"	1.60"	Hyd. Roller	0.575"	1.46"		—	—	60775	—
Performer RPM 340	65 cc	171 cc	77 cc	350-450	Standard	2.02"	1.60"	Hyd. Roller	0.575"	1.46"		—	—	60175	—
Performer RPM	63 cc	171 cc	77 cc	350-450	Standard	2.02"	1.60"	Flat Tappet	0.575"	1.46"		—	—	60779	—
Victor 16°	60 cc	225 cc	62 cc	500-650	+500"	2.15"	1.60"	Solid Roller	0.670"	1.55"		—	—	61729	—

Important Notes

Please check your cylinder head volume before purchasing! Small-Block Performer RPM heads are for 318, 340, & 360 LA engines from 1964-1991 (doesn't include the 318 A engine "Poly" in 1964). Small-Block Performer RPM Magnum heads are for 318 & 360 LA engines from 1992-2003. Performer RPM 340 heads are only for 340 and 360 LA engines from 1968-1991. Victor heads are only used on racing applications and will not directly replace a stock cylinder head.



Performer RPM 440 #60825



Performer RPM 440 #60925



Performer RPM 440 #60185

383-440 V8 BIG-BLOCK

- Chrysler 440: Vacuum advance distributor may not clear cylinder head
- Some combinations may require additional pushrod hole clearance

E-STREET

- E-Street heads #5090 feature angled plugs
- E-Street heads #5093 features straight plugs

PERFORMER RPM

- Deck thickness: 5/8", pushrod diameter: 3/8"
- Require the use of a 14mm x 3/4" reach, flat gasket spark plug with a heat range appropriate to your application

VICTOR

- Victor/Victor Max Wedge:** Offset intake rockers required, exhaust side accepts standard-spec rockers
- Valley cover for RB (413-440, 8.61" wide) #7798
- Valley cover for B (383-400, 7.58" wide) #7799

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Bare (Single)		Complete	Complete
		Intake	Exhaust			Intake	Exhaust					No Valves	With Valves	Single	Pair
383-440 V8 BIG-BLOCK															
E-Street 440	75 cc	210 cc	70 cc	400-550	Standard	2.14"	1.81"	Flat Tappet	0.600"	1.55"		-	-	-	5090
E-Street 440	84 cc	210 cc	70 cc	400-550	Standard	2.14"	1.81"	Flat Tappet	0.600"	1.55"		-	-	-	5093
Performer RPM 440	75 cc	210 cc	70 cc	450-575	Standard	2.14"	1.81"	Hyd. Roller	0.600"	1.55"		-	-	60825	-
Performer RPM 440	84 cc	210 cc	70 cc	450-575	Standard	2.14"	1.81"	Hyd. Roller	0.600"	1.55"		-	-	60925	-
Performer RPM 440	88 cc	210 cc	70 cc	450-575	Standard	2.14"	1.81"	Hyd. Roller	0.600"	1.55"		-	-	60185	-
Performer RPM 440	88 cc	210 cc	70 cc	450-575	Standard	2.14"	1.81"	Flat Tappet	0.600"	1.55"		-	-	60189	-
Performer RPM 440	75 cc	210 cc	70 cc	450-575	Standard	2.14"	1.81"	Flat Tappet	0.600"	1.55"		-	-	60829	-
Performer RPM 440	84 cc	210 cc	70 cc	450-575	Standard	2.14"	1.81"	Flat Tappet	0.600"	1.55"		-	-	60929	-
Victor	72 cc	280 cc	100 cc	500-800	+250"	2.20"	1.81"	-	-	-		-	-	77929	-
Victor Max Wedge	72 cc	290 cc	100 cc	550-800	+250"	2.20"	1.81"	-	-	-		-	-	77949	-



Victor Jr. CNC #61175



Victor Jr. CNC #61169

426-572 GEN II HEMI V8

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Bare (Single)		Complete	Complete
		Intake	Exhaust			Intake	Exhaust					No Valves	With Valves	Single	Pair
Victor Jr. CNC	170 cc	245 cc	105 cc	550-800	Standard	2.32"	1.94"	Hyd. Roller	0.700"	1.54"	●	61169	61189	61175	–
Victor Jr. CNC	170 cc	245 cc	105 cc	550-800	Standard	2.32"	1.94"	Flat Tappet	0.600"	1.54"	●	61169	61189	61179	–



Performer RPM for Early 5.7 L #61099



Performer RPM for 6.1 L/6.2 L/6.4 L #61119



Victor Gen III #61135

5.7/6.1/6.2/6.4 L GEN III HEMI V8

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Bare (Single)		Complete	Complete
		Intake	Exhaust			Intake	Exhaust					No Valves	With Valves	Single	Pair
5.7/6.1/6.2/6.4 L GEN III HEMI V8															
Performer RPM for Early 5.7 L	67 cc	202 cc	75 cc	450-700	Eagle	2.165"	1.650"	Hyd. Roller	0.680"	1.066" 1.300"	●	–	–	61159	–
Performer RPM for Early 5.7 L	83 cc	202 cc	75 cc	450-700	Eagle	2.165"	1.650"	Hyd. Roller	0.680"	1.066" 1.300"	●	–	–	61099	–
Performer RPM for 6.1/6.2/6.4 L	73 cc	202 cc	75 cc	450-700	Eagle	2.165"	1.650"	Hyd. Roller	0.680"	1.066" 1.300"	●	–	–	61119	–
Performer RPM for Gen III	73cc	215cc	–	–	–	2.165"	1.650"	Hyd. Roller	0.675"	–	●	–	–	61135	–
Victor CNC for Gen III	72cc	225cc	–	–	–	2.250"	1.650"	Bare	0.700"	–	●	–	–	61155	–

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves*		Springs	Retainers	Spark Plug
								Intake	Exhaust			
Performer RPM Magnum	61775, 61779	85772	7327	7277	7237	7593	9638	Call Tech		5845, 5767	9736	RC12YC
Performer RPM	60175, 60775	85552	7326	7276	7236	7592	See Instructions	9366	9368	5845	9736	RC12YC
Performer RPM	60179, 60779	85552	7326	7276	7236	7592	See Instructions	9366	9368	5767	9736	RC12YC
Victor 16°	61729	-	-	-	-	-	-	Call Tech		5823	9715	RC12YC
E-Street 440	5090, 5093	85912	7325	7225	7226	7591	-	Call Tech		5792	9644	RC12YC
Performer RPM 440	60185, 60189, 60825, 60829, 60925, 60929	85912	7325	7225	7226	7591	-	9641	9643	5821	9644	RC12YC
Victor	77929	85922	7235	7225	7226	7591	-	93775	93777	-	-	-
Victor Max Wedge	77949	85922	7235	-	7226	7591	-	93775	93777	-	-	-
Victor Jr. CNC	61169, 61175, 61189	8513	7347	7278	7279	7589	-	Call Tech		5821	9644	RC12YC
Victor Jr. CNC	61169, 61179, 61189	8513	7347	7278	7279	7589	-	Call Tech		5792	9644	RC12YC
Performer RPM	61099, 61159	-	-	-	-	-	See Instructions	Call Tech		5768	9707	Stock

* Replacement valve part numbers are for sets of 8

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FORD FLATHEAD



1949-53 Flathead #1115



1938-48 Flathead #1127

Application	Chamber Volume	Valve Chamber Depth Machined	Emissions Code	Part No	
				Block Logo	Script Logo
1938-48 Ford/Mercury, 24 stud	65 cc	0.500"	●	1126	1125
1949-53 Ford/Mercury, 24 stud High Lift/Large Chamber	74 cc	0.500"	●	-	1115
1949-53 Ford, 24 stud, Raised Roof Chamber	74 cc	0.500"	●	-	1116

INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Application	Head Part No.	Head Studs	Head Gasket	Intake Gasket	Spark Plug
1938-48 Ford/Mercury	1126, 1125	8505	7394	7234	RC12YC
1949-53 Ford/Mercury	1115	8502	7393	7234	RC12YC

IMPORTANT NOTES

- 1938-48 Flathead copper head gaskets: Victor #3036, Fel-Pro #7548, or Edelbrock #7394
- 1949-53 Flathead copper head gaskets: Fel-Pro #1055, Fel-Pro #1056, or Edelbrock #7393
- 1938-48 Head stud kit: #8505
- 1949-53 Head stud kit: #8502
- 1938-48 Generator stud kit: #8506



Vic Edelbrock Sr. at the California Dry Lake

PAIR WITH OUR LEGENDARY MANIFOLDS



Slingshot Manifold #1103



Triple Deuce #1109



Ford Flathead 4-Barrel #1107

Product	Year	Make	Manifold Height		Port Exit Dimensions	Emissions Code	Part No.
			Front (A)	Back (B)			
Slingshot Manifold	1938-53	Ford/Mercury	7.75"	7.75"	1.35" x 2.00"	●	1103
Triple Deuce Manifold	1949-53	Ford Flathead	3.66"	3.66"	1.35" x 2.00"	●	1109
Ford Flathead 4-Barrel Manifold	1949-53	Ford Flathead	4.06"	6.06"	1.35" x 2.00"	●	1107



E-Street 170 #5025



E-CNC 185 #79259



Victor Jr. 20° #77189

289-351W V8**E-STREET 170**

- Ideal operating range from idle to 5500 RPM
- For use with hydraulic flat tappet camshafts only - not compatible with hydraulic roller camshafts
- 1.90" heads are ideal for stock pistons; 2.02" heads require additional piston-to-valve clearance
- Sold in pairs

E-CNC 185

- CNC ported to achieve optimal airflow for maximum horsepower and torque in high-performance street and light-duty racing applications
- 100% fully CNC intake ports, combustion chambers, and exhaust ports for improved airflow
- Aggressive 18° valve angle for maximum performance
- Lightweight, durable valvetrain combo includes 2.02" intake, 1.57" exhaust, 8mm stem valves, conical valve springs, & steel retainers
- Accepts common intake manifolds such as Edelbrock Performer RPM & RPM II

PERFORMER

















- 50-state-street-legal heads provide outstanding bolt-on performance for 1965-95 289/302/351W
- 1.90" intake valves use stock pistons
- High-flow 2.02" intake valves use notched pistons for valve clearance

PERFORMER RPM

- Max performance in the 1500 -6500 RPM range
- 1.90" intake valves for stock pistons and 2.02" valves require notched pistons

PERFORMER 5.0/5.8 L HEADS

- Direct bolt-on for 1982-95 5.0 & 5.8 L V8
- 5.0 L requires head bolt bushings #9680 & either head bolt kit #8552 (7/16") or stock bolts
- 1986 5.0 L need notched pistons for clearance
- Accepts 1982-95 5.0 L V8 pedestal mount rocker arms & valvetrain

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare (Single)	Complete	
		Intake	Exhaust			Intake	Exhaust							(Single)	(Pair)
289-351W V8															
E-Street	60 cc	170 cc	60 cc	200-400	Standard	1.90"	1.60"	Flat Tappet	0.550"	1.46"		A,D,E	-	-	5023
E-Street	60 cc	170 cc	60 cc	200-400	Standard	2.02"	1.60"	Flat Tappet	0.550"	1.46"		A,D,E	-	-	5025
Performer	60 cc	170 cc	60 cc	300-450	Standard	1.90"	1.60"	Flat Tappet	0.575"	1.46"		A,D,E	-	60329	-
Performer RPM	60 cc	170 cc	60 cc	300-450	Standard	1.90"	1.60"	Hyd. Roller	0.575"	1.46"		A,E	-	60225	-
Performer RPM	60 cc	190 cc	60 cc	325-500	Standard	2.02"	1.60"	Hyd. Roller	0.575"	1.46"		A,E	-	60255	-
Performer RPM	60 cc	170 cc	60 cc	325-500	Standard	1.90"	1.60"	Flat Tappet	0.575"	1.46"		A,D,E	-	60229	-
Performer RPM	60 cc	190 cc	60 cc	375-500	Standard	2.02"	1.60"	Flat Tappet	0.575"	1.46"		A,D,E	-	60259	-
Performer 5.0/5.8 L	60 cc	170 cc	60 cc	300-400	Standard	1.90"	1.60"	Flat Tappet	0.575"	1.46"		F	-	60379	-
Performer 5.0/5.8 L	60 cc	170 cc	60 cc	300-400	Standard	2.02"	1.60"	Flat Tappet	0.575"	1.46"		C,F	-	60399	-
E-CNC 185	59 cc	185 cc	75 cc	350-500	Standard	2.02"	1.57"	Hyd. Roller	0.600"	1.30"		B,E	-	79259	-
E-Series E-205	60 cc	205 cc	62 cc	400-525	Standard	2.08"	1.60"	Hyd. Roller	0.650"	1.55"		A,E	-	-	5027
E-Series E-205	60 cc	205 cc	62 cc	400-525	Standard	2.08"	1.60"	Flat Tappet	0.575"	1.46"		A,D,E	-	-	5028
Victor Jr. 20°	60 cc	210 cc	75 cc	350-550	+125"	2.05"	1.60"	Hyd. Roller	0.650"	1.55"		B,C,E	77169	77189	-
Victor Jr. 20°	60 cc	210 cc	75 cc	400-600	+125"	2.05"	1.60"	Mech. Roller	0.670"	1.55"		B,C,E	77169	77199	-
Victor Jr. 20°	60 cc	210 cc	75 cc	350-600	+125"	2.05"	1.60"	-	-	-		C	77169	77179	-
Victor Semi-finished 15°	47 cc	240 cc	80 cc	400-1000	+550"	2.125"	1.625"	-	-	-		C	77219	-	-

INSTALLATION NOTES

- (A) Deck thickness: 5/8", rocker stud diameter: 3/8", pushrod diameter: 5/16" (width of slot in guide-plate)
- (B) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide-plate)

- (C) Bare heads have valve guides & seats installed but require final sizing & a valve job to match the valves you purchase
- (D) Edelbrock pushrods #9632 are recommended

- (E) Requires hardened pushrods
- (F) Pedestal mount rockers

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Performer RPM 351C #61625



Performer RPM 351C #61629

351 CLEVELAND V8

PERFORMER RPM 351C

- Designed for 351C/351M/400 Ford
- "Compact charge" kidney-shaped combustion chamber design
- Intake & exhaust ports based on 2V design
- Optimized spark plug location provides improved header clearance



Performer RPM 351C #61625



Performer RPM 351C #61629



Performer RPM 351C #61625





Performer RPM 351C #61629



Performer RPM 351C #61625



Performer RPM 351C #61629

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare (Single)	Complete		
		Intake	Exhaust			Intake	Exhaust							(Single)	(Pair)	
351 CLEVELAND V8																
Performer RPM 351C	60 cc	190 cc	90 cc	350-500	Standard	2.05"	1.60"	Hyd. Roller	0.580"	1.55"		A	N/A	61625	N/A	
Performer RPM 351C	60 cc	190 cc	90 cc	350-500	Standard	2.05"	1.60"	Flat Tappet	0.580"	1.55"		A	N/A	61629	N/A	

INSTALLATION NOTES: (A) Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide-plate)



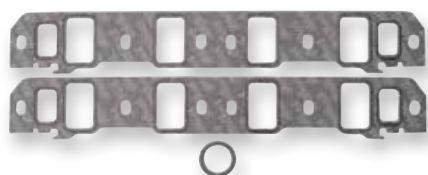
Head Gaskets #7313



Head Gaskets #7328



Intake Gaskets #7220



Intake Gaskets #7219



Intake Gasket #7265



Exhaust Gasket #7227



Head Bolts #8560

Retainers #9741



Valve Cover Gasket #7560



Valve Cover Gasket #7569

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves		Springs	Retainers	Spark Plug
								Intake	Exhaust			
E-Street	5023	See Below	7313	7220	7227	7560	-	Call Tech		5767	9736	RC12YC
E-Street	5025	See Below	7313	7220	7227	7560	-	Call Tech		5767	9736	RC12YC
Performer	60329	See Below	7313	7220	7227	7560	See Instructions	9769	9766	5825	9741	RC12YC
Performer RPM	60225	See Below	7313	7220	7227	7560	See Instructions	9769	9766	5845	9736	RC12YC
Performer RPM	60255	See Below	7313	7220	7227	7560	See Instructions	9765	9766	5845	9736	RC12YC
Performer RPM	60229	See Below	7313	7220	7227	7560	See Instructions	9769	9766	5825	9741	RC12YC
Performer RPM	60259	See Below	7313	7220	7227	7560	See Instructions	9765	9766	5825	9741	RC12YC
Performer 5.0/5.8 L	60379	See Below	7313	7220	7227	7560	See Instructions	9768	9767	5825	9741	RC12YC
E-CNC 185	79259	See Below	7313	7219	7227	7560	See Instructions	Call Tech		-	9707	RC12YC
E-Series E-205	5027	See Below	7313	7219	7227	7560	See Instructions	Call Tech		5821	9715	RC12YC
E-Series E-205	5028	See Below	7313	7219	7227	7560	See Instructions	Call Tech		5825	9741	RC12YC
Victor Jr. 20°	77169, 77189	See Below	-	7219	-	7560	See Instructions	9371	9373	5821	9715	RC12YC
Victor Jr. 20°	77169, 77199	See Below	-	7219	-	7560	See Instructions	9371	9373	5823	9715	RC12YC
Victor Jr. 20°	77169, 77179	See Below	-	7219	-	7560	See Instructions	9371	9373	-	-	RC12YC
Victor Semi-finished 15°	77219	See Below	-	-	Fel-Pro	-	See Instructions	-	-	-	-	-
Performer RPM 351C	61609, 61625	85602	7328	7265	7262	7569	See Instructions	Call Tech		5821	9644	RC12YC
Performer RPM 351C	61609, 61629	85602	7328	7265	7262	7569	See Instructions	Call Tech		5792	9644	RC12YC

IMPORTANT NOTES

- Head bolts #85522 are for 302-based engines
- Head bolts #85532 bolts are for 351W engines
- 289/302 V8s require head bolt bushings #9680 and either head bolt kit #85522 (7/16") or stock bolts
- Will not accept rail rockers
- Replacement valve part numbers are for sets of 8
- Valve sizes are recommended, not maximum

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Performer RPM 460 #60665



Performer RPM 460 CJ #61645

FORD 429/460 V8

PERFORMER RPM NOTES

- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide-plate)
- Requires the use of 3/8" diameter pushrods

PERFORMER RPM CJ

- Designed for 1968-87 429/460 Fords and the SVO 514 engine
- Machined profile Cobra Jet-style intake port entries

PERFORMER RPM 460

- Ideal for high-performance street & drag racing 1968-87 429/460 Fords
- Over 500+ HP @ 6500 RPM (+30 HP more than ported factory heads) & 525+ ft-lbs of torque @ 4500 RPM with Performer RPM
- Intake ports can be opened to match Victor manifolds #2965 & #2966
- Performer RPM 460 heads accept factory exhaust, aftermarket headers, & factory valvetrain components



Performer RPM 460 CJ #61649



Performer RPM 460 #60669

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare (Single)	Complete (Single)
		Intake	Exhaust			Intake	Exhaust							
FORD 429/460 V8														
Performer RPM 460	95 cc	292 cc	100 cc	500-600	Standard	2.19"	1.76"	Hyd. Roller	0.700"	1.55"	●	–	–	60665
Performer RPM 460	75 cc	292 cc	100 cc	500-600	Standard	2.19"	1.76"	Hyd. Roller	0.700"	1.55"	●	–	–	60675
Performer RPM 460	95 cc	292 cc	100 cc	500-600	Standard	2.19"	1.76"	Flat Tappet	0.700"	1.55"	●	–	–	60669
Performer RPM 460	75 cc	292 cc	100 cc	450-600	Standard	2.19"	1.76"	Flat Tappet	0.700"	1.55"	●	–	–	60679
Performer RPM 460 CJ	75 cc	310 cc	100 cc	550-650	Standard	2.19"	1.76"	Hyd. Roller	0.700"	1.55"	●	–	–	61645
Performer RPM 460 CJ	75 cc	310 cc	100 cc	550-750	Standard	2.19"	1.76"	Flat Tappet	0.700"	1.55"	●	–	–	61649

Important Notes

- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide-plate)
- Performer RPM 460 heads accept factory exhaust, aftermarket headers, and factory valvetrain components
- Requires the use of 3/8" diameter pushrods



Performer RPM 390-428 Cobra Jet #60065







Performer RPM 390-428 Cobra Jet #60069

FORD FE V8**PERFORMER RPM**

- Direct bolt-on heads for 1961-76 390/427/428 Fords
- Rocker shaft stud kit #6009 provides better rocker shaft retention & highly recommended with Edelbrock FE heads
- 428 Cobra Jet-sized valves promote excellent flow for streetable power
- Intake & exhaust CC values are projected if using Edelbrock valves, or equivalent valve job & bowl blend
- Edelbrock FE heads do not have the bolt pattern to accommodate the stock GT 390 exhaust manifolds
- Bare heads have valve guides and seats installed, but require final sizing and a valve job to match the valves you use
- Deck thickness 5/8"



Performer RPM (Bare) #60059

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare (Single)	Complete (Single)
		Intake	Exhaust			Intake	Exhaust							
FORD FE V8														
Performer RPM 390-428 Cobra Jet	72 cc	170 cc	125 cc	400-550	Standard	2.09"	1.66"	Hyd. Roller	0.600"	1.55"		–	60059	60065
Performer RPM 427 low-riser/medium-riser	76 cc	170 cc	125 cc	450-600	Standard	2.09"	1.66"	Hyd. Roller	0.600"	1.55"		–	–	60075
Performer RPM 390-428 Cobra Jet	72 cc	170 cc	125 cc	450-550	Standard	2.09"	1.66"	Flat Tappet	0.600"	1.55"		–	60059	60069
Performer RPM 427 low-riser/medium-riser	76 cc	170 cc	125 cc	450-550	Standard	2.09"	1.66"	Flat Tappet	0.600"	1.55"		–	–	60079



Head Bolts #8566



Intake Gasket #7223



Intake Valves #93771

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves*		Springs	Retainers	Spark Plug
								Intake	Exhaust			
Performer RPM 390-428	#60059 #60065, #60075	85572	7337	7224	7229	7568	See Instructions	9755	9757	5821	9734	RC12YC
Performer RPM 390-428	#60059 #60069, #60079	85572	7337	7224	7229	7568	See Instructions	9755	9757	5792	9734	RC12YC
Performer RPM 460	#60665	8566	7314	7223	7228	7563	See Instructions	93662	93664	5823	9715	RC12YC
Performer RPM 460	#60675	8566	7314	7223	7228	7563	See Instructions	93771	93773	5823	9715	RC12YC
Performer RPM 460	#60669	8566	7314	7223	7228	7563	See Instructions	93662	93664	5745	9715	RC12YC
Performer RPM 460	#60679	8566	7314	7223	7228	7563	See Instructions	93771	93773	5745	9715	RC12YC
Performer RPM 460 CJ	#61645	8566	7314	-	7228	7563	See Instructions	93771	93773	5823	9715	RC12YC
Performer RPM 460 CJ	#61649	8566	7314	-	7228	7563	See Instructions	93771	93773	5745	9715	RC12YC

*Replacement valve part numbers are for sets of 8

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Holden Performer RPM #61385



Performer Jeep #50169

HOLDEN VN 5.0 L V8

PERFORMER RPM

- Intended as a direct replacement for factory heads & configured as an easy bolt-on part for 1989-98 VN Commodore engines & as an upgrade to all earlier Holden production engines
- Capable of 500+ HP on pump gas
- Features an extra thick 11/16" deck
- Performer RPM head #61385 port notched for EFI



Holden Performer RPM #61385 (Chamber Side)



Holden Performer RPM #61385

JEEP INLINE-SIX 4.0 L

PERFORMER/VICTOR

- Designed as a bolt-on performance upgrade for 1987-2006 Jeeps with a 4.0 L inline-six engine
- Features better-flowing intake/exhaust ports, modern combustion chamber design, & back cut & swirl-polished valves for improved flow
- A 3/4" deck promotes stiffness & durability
- Machined to accept distributor or coil-pack ignition
- Retains stock valve angle, pushrod length, & valve cover bolt pattern for factory parts & off-the-shelf accessories
- Larger reinforced rocker bosses for improved strength at high RPM & Heli-Coil threaded intake manifold bolt-hole inserts for added strength



E.O. Number D-215-94

IMPORTANT EMISSIONS INFORMATION

#50169 is 50-state emissions legal for 1991-1998 4.0 L engines using OEM intake manifolds, OEM exhaust manifolds, and OEM fuel injection calibration and components (E.O. Number D-215-94)

Important Fitment Guide

- To optimize airflow, this cylinder head uses a 1991-2006 4.0 L intake port location & 1991-98 4.0 L exhaust port size
- It **MUST** use a 1991-2006 intake manifold & a 1991-1998 OEM exhaust manifold to be emissions compliant
- This head is **NOT** compatible with 1999-2006 OEM exhaust manifolds
- Most aftermarket exhaust headers are compatible (verify with header manufacturer) & can be used in place of 1991-1998 exhaust manifolds & **MUST** be used in place of 1999-2006 exhaust manifolds

Model Year	Intake Manifold	Exhaust Manifold
1999-2006	OEM	MUST use aftermarket exhaust headers
1991-1998	MUST use 1999-2006 OEM intake	OEM or aftermarket exhaust headers
1987-1990	MUST use 1999-2006 OEM intake	MUST use aftermarket exhaust headers
1976-1990 (AMC 4.2 L)	MUST use appropriate intake	MUST use appropriate exhaust headers

Description	Chamber Volume	Port Volume Intake	Port Volume Exhaust	HP Range	Exhaust Port Location	Valve Sizes Intake	Valve Sizes Exhaust	Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare (Single)	Complete (Single)
HOLDEN VN 5.0 L V8														
Performer RPM	62 cc	195 cc	68 cc	350-450	Standard	2.02"	1.60"	Flat Tappet	0.600"	1.45"	●●	-	61379	61389
Performer RPM	62 cc	195 cc	68 cc	350-450	Standard	2.02"	1.60"	Hyd. Roller	0.600"	1.30"	●●	-	61379	61385
JEEP INLINE-SIX 4.0 L														
Performer Jeep 4.0 L	55 cc	144 cc	77 cc	200-300	Standard	1.91"	1.50"	Flat Tappet	0.540"	1.26"	●	-	-	50169
Victor CNC Jeep 4.0 L	55 cc	144 cc	77 cc	300+	Standard	2.00"	1.60"	-	-	-	●	-	-	50149

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Description	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves Intake	Valves Exhaust	Springs	Retainers	Spark Plug
Performer RPM	61379, 61389	Call Tech					See Instructions	Call Tech		5825	Call Tech	RC12YC
Performer RPM	61379, 61385	Call Tech					See Instructions	Call Tech		5768	#9707	RC12YC

Product	Head Part No.	Head Bolts	Head Gasket	Flange Gasket	Valve Cover Gasket	Pushrods	Valves Intake	Valves Exhaust	Springs	Retainers	Spark Plug
Performer Jeep 4.0 L	50169	85332	7348	7275	7583	-	Call Tech		5703	Call Tech	RC12YC



Performer RPM Olds #61029







Performer RPM Olds #61029

OLDSMOBILE V8

PERFORMER RPM

- Use Small-Block Performer RPM #61035 & #61039 for 350/403 c.i. engine sizes
- Use Big-Block Performer RPM #61025 & #61029 for high-performance, pre-emissions 1965-76 Olds 400/425/455 c.i.
- Heart-shaped chamber for a more efficient burn, great horsepower, & torque
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 3/8" (width of slot in guide-plate)
- Aftermarket 7/16"-stud rocker arms & 3/8" hardened pushrods required
- Valvetrain factory upgraded from pedestal-mount system to a 7/16" screw-in stud and 3/8" pushrod-slot guideplate for increased valvetrain stability

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Complete (Single)
		Intake	Exhaust			Intake	Exhaust						
OLDSMOBILE V8													
Performer RPM, Small-Block 350/403 c.i.	68 cc	200 cc	130 cc	358	Standard	2.072"	1.680"	Hyd. Roller	0.600"	1.46"		–	61035
Performer RPM, Small-Block 350/403 c.i.	68 cc	200 cc	130 cc	358	Standard	2.072"	1.680"	Flat Tappet	0.600"	1.46"		–	61039
Performer RPM Big-Block 400/425/455 c.i.	77 cc	188 cc	106 cc	450-550	Standard	2.072"	1.680"	Hyd. Roller	0.600"	1.46"		–	61025
Performer RPM Big-Block 400/425/455 c.i.	77 cc	188 cc	106 cc	450-550	Standard	2.072"	1.680"	Flat Tappet	0.575"	1.46"		–	61029



Head Bolts #85582



Springs #5845



Retainers #9606

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves*		Springs	Retainers	Spark Plug
								Intake	Exhaust			
Performer RPM, Small-Block 350-403 c.i.	61035	85582	-	7284	7238	7598	See Instructions	9376	9318	5845	9606	RC12YC
Performer RPM, Small-Block 350-403 c.i.	61039	85582	-	7284	7238	7598	See Instructions	9376	9318	5767	9606	RC12YC
Performer RPM Big-Block 400-425-455 c.i.	61025	85582	7340	7284	7238	7598	See Instructions	9376	9318	5845	9606	RC12YC
Performer RPM Big-Block 400-425-455 c.i.	61029	85582	7340	7284	7238	7598	See Instructions	9376	9318	5767	9606	RC12YC

* Replacement valve part numbers are for sets of 8

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Performer #60575



Performer D-Port (Bare) #61569

PONTIAC V8

PERFORMER & PERFORMER RPM

- Outstanding performance gains in Pontiac 1962-79 389-455 c.i.
- Utilize the same port flange configuration as 1969-1970 Ram-Air IV Pontiac cylinder head
- Performer heads #60579/#60575 are 50-state emissions legal for 1965-79 vehicles
- Performer heads feature 87 cc combustion chambers for use with low-octane fuel & 9.5:1 compression ratio
- Performer RPM heads with 72 cc combustion chambers for higher compression engines
- Bare heads have valve guides & seats installed but require final sizing & a valve job to match the valves you purchase
- These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #85492
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide-plate)

PERFORMER D-PORT

- Performer Pontiac heads utilize a standard D-port exhaust port
- Designed for 1962-79 389/400/421/428/455 c.i. V8 Pontiac engines with a 4.060" or larger bore
- Optimized oil return passages increase oil flow
- 72 & 87 cc chambers fully CNC'd to provide a 9.5:1 compression ratio using flat-top pistons
- Spark plug relocated closer to exhaust valve for improved performance
- Cast with extra-thick port walls & compact port size are ideal for CNC & hand porting
- 350 c.i. engines may require notching the block for valve clearance
- Three head bolt bosses raised higher than standard D-port heights & require head bolt kit #85612
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide-plate)

PERFORMER RPM CNC

- These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #85492
- Utilize the same port flange configuration as the 1969-1970 Ram-Air IV Pontiac cylinder head
- Deck thickness: 5/8", rocker stud diameter: 7/16", pushrod diameter: 5/16" (width of slot in guide-plate)
- Machined for a consistent & precise combustion chamber for improved flow performance & spark plug location



Important Emissions Information

- EO D-215-94 1965-1979 GM 389-455 Performer and Performer D-Port heads (not including Performer RPM or RPM CNC heads)
- Performer D-Port heads are 50-state emissions legal for 1965-79 vehicles

Product	Chamber Volume	Port Volume		HP Range	Exhaust Port Location	Valve Sizes		Camshaft Type	Max. Lift	Valve Spring Dia.	Emissions Code	Install Notes	Bare (Single)	Complete (Single)
		Intake	Exhaust			Intake	Exhaust							
PONTIAC V8														
Performer D-Port	87 cc	204 cc	145 cc	400-500	Standard	2.11"	1.66"	Hyd. Roller	0.575"	1.46"	●	A	61569	61575
Performer D-Port	72 cc	204 cc	145 cc	400-500	Standard	2.11"	1.66"	Hyd. Roller	0.575"	1.46"	●	A	–	61595
Performer D-Port	87 cc	204 cc	145 cc	400-500	Standard	2.11"	1.66"	Flat Tappet	0.575"	1.46"	●	A	61569	61579
Performer D-Port	72 cc	204 cc	145 cc	400-500	Standard	2.11"	1.66"	Flat Tappet	0.575"	1.46"	●	A	–	61599
Performer	87 cc	215 cc	175 cc	400-500	Standard	2.11"	1.66"	Hyd. Roller	0.575"	1.46"	●	A	–	60575
Performer	87 cc	215 cc	175 cc	400-500	Standard	2.11"	1.66"	Flat Tappet	0.575"	1.46"	●	A	–	60579
Performer RPM	72 cc	215 cc	175 cc	450-550	Standard	2.11"	1.66"	Hyd. Roller	0.575"	1.46"	●●	-	–	60595
Performer RPM	72 cc	215 cc	175 cc	450-550	Standard	2.11"	1.66"	Flat Tappet	0.575"	1.46"	●●	-	–	60599
Performer RPM CNC	87 cc	215 cc	175 cc	450-600	Standard	2.11"	1.66"	Hyd. Roller	0.575"	1.46"	●●	-	60609	61525
Performer RPM CNC	72 cc	215 cc	175 cc	450-650	Standard	2.11"	1.66"	Hyd. Roller	0.575"	1.46"	●●	-	60539	61515
Performer RPM CNC	87 cc	215 cc	175 cc	450-600	Standard	2.11"	1.66"	Flat Tappet	0.575"	1.46"	●●	-	60609	61529

Installation Notes: (A) Must be used on vehicles without secondary air injection to be emissions legal, E.O. D-215-94



Gasket set
#7280



Gasket Set
#7281



Gasket Set
#7381



Performer Gasket Set
#7590



Performer Intake Valve Set
#9751



Retainer Set
Performer #9736



Head Bolt Set
#7280



Head Bolt Set
#7281

COMPATIBLE INSTALLATION AND SERVICE PARTS

Edelbrock offers many installation parts and accessories. Refer to www.edelbrock.com for an up-to-date list.

Product	Head Part No.	Head Bolts	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Cover Gasket	Pushrods	Valves*		Springs	Retainers	Spark Plug
								Intake	Exhaust			
Performer D-Port	61569, 61575	85612	7381	7280	-	7590	See Instructions	9780	9782	5845	9736	RC12YC
Performer D-Port	61595	85612	7381	7280	-	7590	See Instructions	9780	9782	5845	9736	RC12YC
Performer D-Port	61569, 61579	85612	7381	7280	-	7590	See Instructions	9780	9782	5767	9736	RC12YC
Performer D-Port	61599	85612	7381	7280	-	7590	See Instructions	9780	9782	5767	9736	RC12YC
Performer	60569, 60575	85492	7381	7280	7281	7590	See Instructions	9780	9782	5845	9736	RC12YC
Performer	60569, 60579	85492	7381	7280	7281	7590	See Instructions	9780	9782	5767	9736	RC12YC
Performer RPM	60595	85492	7381	7280	7281	7590	See Instructions	9751	9753	5845	9736	RC12YC
Performer RPM	60599	85492	7381	7280	7281	7590	See Instructions	9751	9753	5767	9736	RC12YC
Performer RPM CNC	60609, 61525	85492	7381	7280	7281	7590	See Instructions	9780	9782	5845	9736	RC12YC
Performer RPM CNC	60539, 61515	85492	7381	7280	7281	7590	See Instructions	9751	9753	5845	9736	RC12YC
Performer RPM CNC	60609, 61529	85492	7381	7280	7281	7590	See Instructions	9780	9782	5767	9736	RC12YC

* Replacement valve part numbers are for sets of 8

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PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

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



The flow box is a plastic model featuring one intake port, one exhaust port, and a combustion chamber. This cross-section, created using 3D CAD design software, is fabricated in-house with our Fortus 400 3D printer. Testing with a flow box enables our engineers to implement the necessary changes for optimal performance before advancing to more costly and time-consuming aluminum prototypes.



TECHNICAL SPECIFICATION: EDELBROCK STAINLESS STEEL VALVES

All Edelbrock Performer, Performer RPM, E-Series, E-CNC, and Victor Series cylinder heads come with the highest-quality stainless-steel valves available.

These valves feature a one-piece forged design with 2% more nickel content than typical stainless-steel valves. The increased nickel content makes the valves stronger at higher operating temperatures, enhancing their performance in elevated temperature applications found in high-performance engines, particularly for exhaust valves. This feature also provides improved corrosion resistance, contributing to greater endurance in forced-induction and nitrous-assisted applications.

The valve stem is treated with a porous chrome finish, enhancing hardness and oil retention. This process creates microscopic holes that fill with engine oil, improving lubrication of the valve stem and guide while minimizing wear on the inner guide surface.

These features culminate in a stainless-steel valve that is perfect for high-performance, extreme-duty applications.

IMPORTANT - PLEASE READ!

All Edelbrock complete heads come with valve springs compatible with Edelbrock camshafts for optimal operation within the specified RPM range. Please consult the camshaft manufacturer for recommended valve spring rates and specifications when using other camshafts with Edelbrock heads. Valve spring rates and camshafts must be compatible to prevent severe engine damage. Camshafts that exceed the specified valve spring rate will void the warranty on these heads.

COMPARING FLOW DATA

When comparing airflow numbers between cylinder heads, consider these guidelines:

1. YOU MAY NOT BE GETTING AN "APPLES-TO-APPLES" COMPARISON

Flowbench measurements are only valid and accurate when performed carefully on a calibrated bench. Proper alignment of the head and bore is required to simulate the exact geometry of the engine. Accurate lift measurements are also essential. Additionally, atmospheric conditions play a crucial role in interpreting the data. As a result, you may not get an "apples-to-apples" comparison when looking at numbers from different benches.

2. BIGGER IS NOT ALWAYS BETTER

A large port doesn't always equate to more power. This is especially true for street heads and, in some cases, race heads. Velocity is just as critical as flow. A smaller port volume typically leads to higher velocity, enhancing street performance. The speed of the mixture determines how tightly the combustion chamber is packed. A more tightly packed combustion chamber generates more pressure when the mixture ignites, pushing the piston with greater force for increased power. For example, a large port and high-flow number at 0.600" lift can indicate low velocity (especially off-idle to 3500 RPM), resulting in less throttle response. For street applications, velocity is key to overall performance.

3. COMPARE PEAK FLOW AND LOW-LIFT FLOW

Cylinder head buyers frequently concentrate solely on peak flow numbers. However, it is crucial to assess all flow numbers, from .100" to peak, to accurately evaluate a head's performance level.

4. TYPE OF VALVE INFLUENCES FLOW

The type of valves used can significantly affect port flow. A valve with an undercut stem creates less restriction and allows the port to flow better, filling the cylinder more effectively and producing more power.

5. CONSIDER THIS FACT FOR STREET APPLICATIONS

Smaller valve diameters generally contribute to better velocity and flow when paired with the appropriately sized port in street applications. This principle applies to both intake and exhaust ports. When the flow of a larger port and valve is matched by a smaller port and valve, you typically achieve a more efficient port, generating more power while using less fuel.

6. WHAT'S THE PRESSURE DIFFERENTIAL?

The pressure differential at which a head is flowed can dramatically impact the results. All Edelbrock heads are flowed at 28" of water, representing conditions closer to what an engine experiences. Be cautious of companies flowing heads at less than 28" of water, as this does not provide a valid comparison to Edelbrock heads.

Cylinder Heads	Installed Ht.	Rates	Coil Bind	Maximum RPM*
#60179, #60129, #60579, #60599, #60779, #60859, #60879, #60989, #61779, #5023, #5025, #5073, #5089	1.800"	1.800" = 120 lbs 1.219" = 320 lbs	1.130"	5500 RPM 6500 RPM
#60175, #60225, #60255, #61025, #60575, #60595, #60735, #60775, #60895, #60975, #60985, #61575, #61595, #61775	1.800"	1.800" = 150 lbs 1.200" = 420 lbs	1.150"	6500 RPM
#61385, #79259	1.800"	1.800" = 138 lbs 1.200" = 326 lbs	1.140"	6500 RPM
#60229, #60259, #60329, #60379, #60399, #60719, #60739, #60759, #60899, #60909, #60999, #5028, #5085	1.800"	1.850" = 128 lbs 1.270" = 338 lbs	1.130"	6500 RPM
#60069, #60079, #60929, #61629, #60829	1.885"	1.885" = 134 lbs 1.400" = 280 lbs	1.160"	5500 RPM 6500 RPM
#60119, #60139, #60049	1.900"	1.900" = 132 lbs 1.400" = 312 lbs	1.160"	5500 RPM 6500 RPM
#5087, #5027	1.900"	1.900" = 145 lbs 1.300" = 345 lbs	1.130"	6500 RPM
#60065, #60075, #60815, #60925, #61625	1.885"	1.885" = 140 lbs 1.380" = 317 lbs	1.150"	6500 RPM
#60455, #60555, #77485, #79555,	1.975"	1.975" = 175 lbs 1.375" = 465 lbs	1.150"	6500 RPM
#60459, #60499, #60559, #60669, #60679	1.975"	1.975" = 125 lbs 1.475" = 310 lbs	1.160"	5500 RPM 6500 RPM
#77189, #77589	1.900"	1.900" = 145 lbs 1.300" = 380 lbs	1.130"	8000 RPM
#77199, #77599	1.900"	1.900" = 210 lbs 1.300" = 490 lbs	1.170"	8000 RPM
#61409	2.000"	2.000" = 250 lbs 1.150" = 800 lbs	1.070"	8000 RPM

* Camshaft selection will impact maximum RPM

FLOW DATA

PART NO.	0.100" Int/Exh	0.200" Int/Exh	0.300" Int/Exh	0.400" Int/Exh	0.500" Int/Exh	0.600" Int/Exh	0.700" Int/Exh	0.800" Int/Exh	0.900" Int/Exh
AMC									
60119, 60139	65 / 52	130 / 96	192 / 127	235 / 163	258 / 182	260 / 190	-	-	-
BUICK									
60049	68 / 58	127 / 108	190 / 150	241 / 173	274 / 183	273 / 190	-	-	-
CHEVROLET									
5073, 5089	63 / 51	125 / 99	182 / 131	225 / 153	248 / 163	249 / 168	-	-	-
5085, 5087	68 / 50	136 / 96	191 / 132	265 / 160	272 / 172	275 / 175	-	-	-
60739, 60759	63 / 51	124 / 94	181 / 128	227 / 146	253 / 157	253 / 163	-	-	-
60899, 60909, 60999	63 / 51	126 / 97	180 / 129	227 / 148	250 / 158	249 / 165	-	-	-
61209	70 / 60	140 / 115	202 / 156	251 / 198	285 / 214	311 / 220	317 / 225	-	-
60859, 60879	64 / 54	122 / 96	177 / 124	217 / 147	229 / 166	232 / 175	-	-	-
60989	67 / 57	122 / 110	175 / 153	223 / 182	252 / 196	259 / 204	265 / 207	-	-
77589, 77599	67 / 64	119 / 112	177 / 153	226 / 188	265 / 207	281 / 217	285 / 220	-	-
79949	64 / 57	134 / 107	193 / 147	239 / 180	274 / 200	285 / 210	-	-	-
61319	68 / 48	142 / 101	217 / 150	268 / 186	304 / 206	326 / 215	298 / 220	-	-
60819	67 / 60	148 / 118	221 / 157	256 / 184	266 / 204	273 / 216	277 / 221	-	-
50459, 60459	74 / 71	143 / 128	207 / 153	250 / 178	284 / 200	309 / 218	-	-	-
60499	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	-	-	-
79555	77 / 64	155 / 129	235 / 181	292 / 214	330 / 241	354 / 252	368 / 257	-	-
77485	72 / 64	140 / 122	213 / 167	273 / 199	318 / 223	342 / 240	346 / 251	-	-
61409	-	149 / 122	227 / 164	301 / 196	351 / 225	385 / 248	405 / 268	409 / 284	414 / 297
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	-	-	-
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	-	-	-
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	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	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									
61025, 61029	67 / 54	131 / 102	195 / 137	245 / 163	278 / 179	268 / 188	-	-	-
PONTIAC									
60579	72 / 56	138 / 106	198 / 141	239 / 163	264 / 175	275 / 185	-	-	-
60599	71 / 69	143 / 120	208 / 151	253 / 173	272 / 191	286 / 199	-	-	-
61569	65 / 52	140 / 105	201 / 131	236 / 145	250 / 151	257 / 156	258 / 157	-	-
61599	65 / 52	136 / 103	199 / 130	237 / 146	256 / 151	263 / 157	263 / 159	-	-

IMPORTANT NOTES:

- Cylinder heads for hydraulic roller cam applications have the same flow characteristics as heads for hydraulic flat tappet cams

- All flow numbers are done on our Superflow 1020 flow bench, recorded data @ 28" H₂O

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Small-Block Chevrolet
Head Bolt Kit #85502



Pontiac Head
Bolt Kit #85612



Small-Block Ford Head
Bolt Bushings #9680



AMC Head
Bolt Bushings #9693



Chevrolet 409 Head
Bolt Kit #85812



Ford 289-302 Head
Bolt Kit #85522



Chrysler 426-572 Gen II
Bolt Kit #8513



Small-Block Chrysler Head
Bolt Kit #85552

E-SERIES HEAD BOLT KITS

Edelbrock E-Series Head Bolt Kits contain a complete set of the highest-quality head bolts and hardened washers. The bolts are cold-formed to maintain molecular integrity and heat-treated before thread-rolling and machining. The reduced diameter bolt heads allow cylinder head retorquing without removing the valvetrain. Hardened and parallel-ground washers are included. All head bolts are rated at 170,000 psi.

Application	Part No.
AMC Pre-1970 Engines, 7/16"	85312
AMC 1970 & Later Engines, 1/2"	85322
Buick 400/430/455 Engines	85032
Chevrolet Small-Block Engines	85502
Chevrolet Big-Block (not for stock heads, Mark IV only)	85512
Chevrolet 348/409	85812
Chrysler Small-Block (not for stock heads)	85552
Chrysler 1992 and Later Magnum and Edelbrock heads	85772
Chrysler Big-Block	85912
Chrysler Big-Block Victor	85922
Ford 1949-53 Flathead Head Stud Kit - Regular Bolts	8502*
Ford 289-302 (7/16" bolt diameter, use bushings #9680)	85522
Ford 351-Windsor (1/2" bolt dia., used on 351W with 1/2" threads)	85532
Ford 351-Cleveland	85602
Ford 302-Clevar - Regular Bolts (7/16" bolt diameter, use bushings #9680)	8562*
Ford FE 390-428	85572
Jeep 4.0 L, Inline Six	85332
Oldsmobile	85582
Pontiac #60509, #60579, and #60599 made before 3/15/02 (not for stock heads)	85562
Pontiac #60509, #60579, #60587, and #60599 made after 3/15/02 (not for stock heads)	85492
Pontiac D-Port (not for stock heads)	85612

*Not E-Series Bolts.



Chevrolet 348/409 Pushrod Guideplates #9609



Chrysler Magnum Pushrod Guideplates #9662



Ford 351C Pushrod Guideplates #9672



Valve Guides #9702

Valve Guides #9703



Valve Seals #9758



Replacement Valve Seats #9711

AMC Deck Dowels #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.

Application	Diameter	Type	Part No.
AMC	5/16"	Flat	9669
Small-Block Chevrolet	5/16"	Flat	9660
Big-Block Chevrolet	3/8"	Stepped	9666
Chevrolet 348/409 V8	3/8"	Flat	9609
Chrysler Magnum	5/16"	Flat	9662
Small-Block Ford	5/16"	Flat	9665
351C Ford	5/16"	Flat	9672
429/460 Ford	3/8"	Stepped	93669
Oldsmobile	3/8"	Flat	9668
Pontiac	5/16"	Flat	9667

HEAD STUDS

This head stud kit is required when using Edelbrock LSR cylinder head #770469 on GM LSX engine blocks. Includes (10) 7/16" long studs, (10) 7/16" short studs, (8) 5/16" exhaust studs, (10) 5/16" intake flange studs, (8) 5/16" valley studs, (20) 7/16" washers with nuts and (26) 5/16" washers with nuts.

Head Studs	Part No.
Edelbrock LSR Cylinder Heads	8510

ROCKER STUDS

These high-quality rocker studs are used in Edelbrock cylinder heads requiring screw-in studs. Sold in packaged quantities of two or sixteen.

Rocker Studs	Part No.	
	Set of 2	Set of 16
3/8" Rocker Studs	8598	8599
7/16" Rocker Studs	8590	8593

REPLACEMENT VALVE GUIDES, SEALS, & SEATS

Manganese-bronze valve guide (one each) for Performer & Performer RPM heads, except as noted.

Valve Guides			Part No.	
			Intake	Exhaust
Small-Block Chevrolet, Small-Block & Big-Block Chrysler, Small-Block Ford, Olds, Pontiac (Ram Air IV)			9701	9701
Big-Block Chevrolet			9702	9703
Ford FE (for all Edelbrock FE heads)			9704	9704
Small-Block Ford (for Victor heads #77219)			9702	9706
Valve Seals (2-ring positive oil control seals, sold in sets of 16)			Part No.	
11/32" (for all Edelbrock Performer & Performer RPM heads, except Ford FE)			9725	
11/32" (Small-Block Chevrolet, Small-Block Ford Victor Jr. & Big-Block Chrysler Victor heads, .530")			9758	
3/8" (Ford FE, earlier design with .530" guide o.d.)			9726	
3/8" (Ford FE, current production with .562" guide o.d.)			9759	
Replacement Valve Seats	Intake Size	Exhaust Size	Part No.	
			Intake	Exhaust
Small-Block Chevrolet	2.02"	1.60"	9709	9710
Small-Block Ford (Set of 8)	1.90"	—	9711	—
LT1/E-Tec	1.94"	—	9712	—
Pontiac	2.11"	1.66"	9713	9714
Big-Block Chevrolet	2.19"	1.88"	9716	9717
Ford FE	2.09"	1.66"	9718	9719

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 Ford V8s and 1967-69 AMC.

Head Bolt Bushings With Integral Washers	Count Per Package	Part No.
AMC 1969 & Earlier	28 per package	9693
AMC 1966-69	4 deck dowels per package	9652
Ford 5.0 L	20 per package	9680

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ALL-IN-ONE-BOX PERFORMANCE

The Edelbrock concept of selling dyno-matched components has been popular since 1987. However, with our Power Packs, you get the best Edelbrock performance in one box — under one part number — with no guesswork. Power packs give you just about everything you need to complete your engine and are available in four levels of performance, ranging from entry-level to all-out performance.



E-Street Power Pack #2038

WHAT IS A POWER PACK?

To achieve outstanding performance from any engine, all its components must work in harmony. For over 30 years, our power pack system has solved the parts-matching puzzle for many street-performance enthusiasts. Edelbrock is the ultimate resource for finding the best combination of parts for your engine. You no longer need to ask friends or sift through manufacturer catalogs to assemble the ideal engine combinations — all the hard work is already done for you. Many of these dyno-tested combinations are the same recipes we use for our own line of crate engines.

E-STREET POWER PACKS deliver entry-level, affordable street performance and great drivability from idle to 5500 RPM. They include a Performer EPS intake manifold, E-Street cylinder heads, hydraulic flat tappet camshaft, pushrods, timing chain, complete bolt kit, and an Edelbrock gasket set.

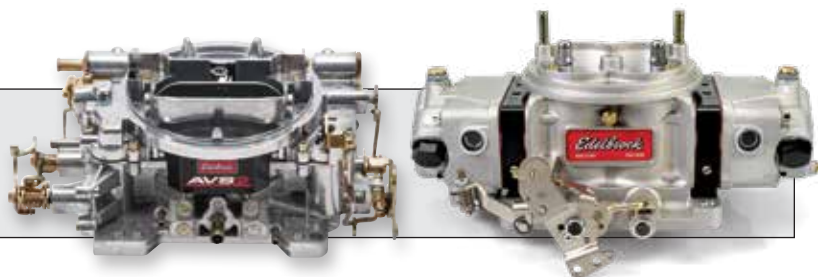
PERFORMER POWER PACKS enhance the performance and drivability in the low-to-mid RPM range. Consisting of a Performer EPS intake manifold, cylinder heads, pushrods, and a hydraulic roller camshaft, these power packs aim to make your engine more efficient, potentially increasing mileage.

PERFORMER RPM POWER PACKS increase performance in street applications in the 1500 to 6500 RPM range. They feature a Performer RPM or RPM Air-Gap intake manifold, Performer RPM cylinder heads, pushrods, hydraulic cam and lifters, timing chain (in most cases), complete bolt kits, and an Edelbrock gasket set.

VICTOR POWER PACKS deliver the ultimate in high performance for street/strip. They feature a Victor intake manifold, E-CNC cylinder heads (in some cases), and a hydraulic roller camshaft with aggressive profiles for maximum power while maintaining excellent drivability.

SUPERCHARGER AND CAM POWER PACKS conveniently combine select Edelbrock supercharger kits with dyno-developed camshafts optimized for our positive-displacement Eaton TVS superchargers. This is a powerful combination of years of experience in COMP Cams camshaft and Edelbrock supercharger development. These power packs take the guesswork out of which valvetrain mates best with your supercharger for ultimate performance.

Top off your Power Pack with the right Edelbrock carburetor for your application. All of the performance results are real results from engine dynamometer tests on factory short blocks. See page 5.





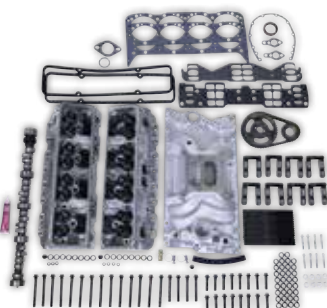
E-STREET

POWER PACKS

Deliver entry-level affordable street performance and great driveability from idle to 5500 RPM.

Includes:

- Performer EPS intake manifold
- E-Street cylinder heads
- Hydraulic flat tappet camshaft
- Edelbrock gasket set
- Pushrods (in select kits)
- Timing chain
- Complete bolt kit



PERFORMER

POWER PACKS

Improve the performance and drivability in the low-to-mid RPM range.

Includes:

- Performer EPS intake manifold
- E-Tec 170 cylinder heads
- Hydraulic roller camshaft
- Pushrods (in select kits)



PERFORMER RPM

POWER PACKS

Deliver improved performance in street applications in the 1500 to 6500 RPM range.

Includes:

- Performer RPM or RPM Air-Gap intake manifold
- Performer RPM cylinder heads
- Pushrods
- Hydraulic roller camshaft
- Timing chain (in most cases)
- Complete bolt kits
- Edelbrock gasket set



VICTOR

POWER PACKS

Deliver the ultimate high-performance for street/strip applications.

Includes:

- Victor intake manifolds
- E-CNC cylinder heads (in some cases)
- Hydraulic roller camshaft
- Maximum power potential
- Retains great drivability



SUPERCHARGER & CAMSHAFT KITS

POWER PACKS

Combines Edelbrock supercharger technology with COMP Cams' innovative camshaft designs.

Includes:

- Eaton TVS rotor technology
- COMP Cams low-shock technology camshaft
- All basics & hardware needed for installation
- Intercooler (heat-exchanger sold separately to match application)
- Valve springs, pushrods, retainers, locks, seats, & seals

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Supercharger and Camshaft
Power Package #303011



Part #303010 tested on a 6.4 L HEMI with COMP Cams
MK201-337-11, Edelbrock 2650 Supercharger w/ 2.625 Pulley,
stock block (4.090 x 3.720), stock crankshaft, upgraded rods &
pistons, stock 6.4 L cylinder heads, E85 fuel, 16.2 psi boost.

SUPERCHARGER & CAM POWER PACKAGE FOR DODGE AND GM APPLICATIONS

An Edelbrock supercharger kit and COMP Cams camshaft kit is the perfect pairing for performance enthusiasts. Edelbrock's Supercharger & Cam Power Packs include a pump-gas-compatible supercharger pulley for break-in, initial tuning, and general driving, with a smaller pulley for use with race fuel or E85. For those wishing to further fine-tune boost levels, additional pulley sizes are available.

These Power Packs include the basics required to install the supercharger, but other required accessory items such as fuel injectors, air intakes, and heat exchanger pumps are NOT included to allow flexibility for custom installations. Also included is a COMP Cams, state of the art low shock technology (LST) camshaft designed specifically for supercharger applications, along with a phaser limiter kit and perfectly matched pushrods, valve springs, retainers, locks, seats, seals, and installation hardware.

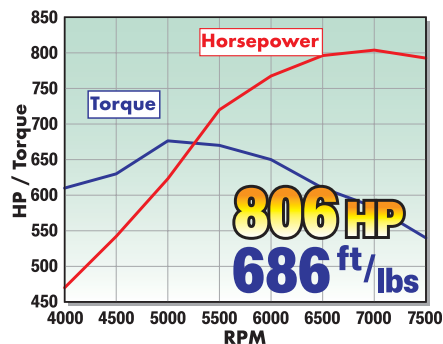
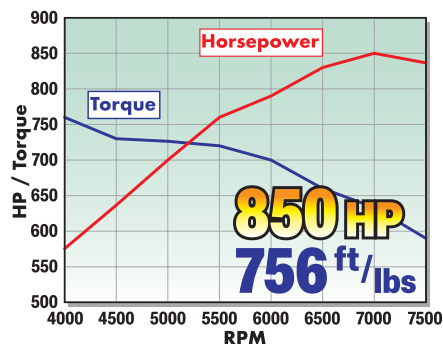
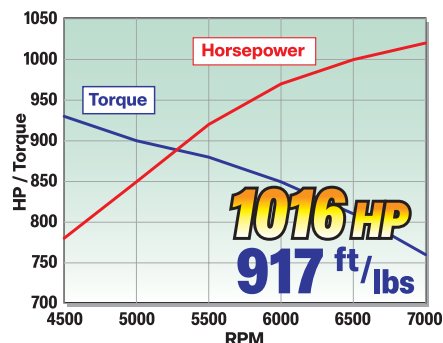
DODGE

Introducing a first-ever 1000+ HP Supercharger & Cam Power Package, combining an Edelbrock Supercharger Kit & COMP Cams Camshaft Power Pack for Dodge Gen III HEMI engines.

This Power Package features an Edelbrock 2650 TVS supercharger with a patented, dual-pass, three-core integrated intercooler design featuring 45% more cooling area than competitors' superchargers. This industry leading intercooler design is unrivaled in its ability to generate major power gains through lower inlet air charge temps.

GM LS

The Edelbrock Supercharger Kits include a 2300 TVS supercharger and a COMP Cams application-specific CK-Kit that contains a proprietary LST camshaft designed specifically for GM LS supercharger applications, along with complementing pushrods, dual valve springs, tool steel retainers, locks, seats, seals, and installation hardware.



POWER PACKS/MANIFOLD & CARB KITS

SUPERCHARGER & CAMSHAFT KIT

Edelbrock

2011-18 DODGE GEN III 5.7 L/6.4 L HEMI	
Edelbrock Supercharger Kit Components	Cam Kit Components
2650 TVS Supercharger with Patented Integrated Intercooler	LST Camshaft
	Phaser Limiter
3.500" SC Pulley	Pushrods
	Conical Valve Springs
2.625" SC Pulley	Chromoly Steel Retainers
	Valve Locks
Accessory Drive Pulleys	Valve Seals
	Spring Seats
Fuel Lines & Rails	Spring Shims
	Installation Hardware
1998-07 GM LS1/LS2 CATHEDRAL PORT 4.8 L/5.3 L/6.0 L	
Edelbrock Supercharger Kit Components	Cam Kit Components
2300 TVS Supercharger with Integrated Intercooler	LST Camshaft
	Pushrods
3.875" SC Pulley	Dual Valve Springs
	Tool Steel Retainers
3.000" SC Pulley	Valve Locks
	Valve Seals
Accessory Drive Pulleys	Spring Seats
Fuel Lines & Rails	Installation Hardware
2007-14 GM LS3 RECTANGULAR PORT 6.2 L	
Edelbrock Supercharger Kit Components	Cam Kit Components
2300 TVS Supercharger with Integrated Intercooler	LST Camshaft
	Pushrods
3.500" SC Pulley	Dual Valve Springs
	Tool Steel Retainers
2.750" SC Pulley	Valve Locks
	Valve Seals
Accessory Drive Pulleys	Spring Seats
Fuel Lines & Rails	Installation Hardware



Supercharger and Camshaft
Power Package #303010



Supercharger and Camshaft
Power Package #303012



Year	Model	Engine	TVS Rotor	HP	Torque (ft-lbs)	Emissions Code	Tune
2011-2017	Dodge GEN III HEMI	5.7 L & 6.4 L	2650	1016	917		303010
1998-2007	GM LS, LS1	Cathedral Port	2300	806	686		303011
2007-2014	GM LS, LS3	Rectangular Port	2300	850	756		303012

Important Installation Note: Forced induction systems without tuners are not eligible for supplemental warranty. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

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Performer
Power Pack #2089



Performer RPM
Power Pack #2052

Product	Year	Engine	Manifold	Heads	Cam	Lifters	Pushrod	Timing Chain	Head Bolts	Intake Bolts	Gasket Set	Compression	HP	TQ	Emissions Code	Kit Part No.
CHEVROLET POWER PACKS																
E-Street	1957-86	Small-Block 327/350	2701	5089	2102	9738	9630	7880	85502	8504	7361 6997	9.0:1	315	381	●●	2022
E-Street	1957-86	EFI Small-Block 327/350	2701	5089	2117	9738	9630	7880	85502	8504	7361 6997	9.0:1	338	389	●●	2038
E-Street	1965-95	Big-Block 396/454	7161	50459	2162	9738	-	7810	85512	8564	7363 6998	9.6:1	354	470	●●	2024
Performer	1957-86	Small-Block 327/350	2716	60975	2208	85301-16	9646	7800	85502	8516	7367 6997	9.0:1	363	405	●●	2088
Performer	1987-Later	Small-Block 327/350	2716	60975	2209	97384	9653	7801	85502	8516	7367 6997	9.0:1	363	405	●	2089*
Performer RPM	1957-86	Small-Block 327/350	7501	60899	7102	**	9630	7800	85502	8504	7361 6997	9.5:1	410	408	●●	2098
Performer RPM	1957-86	Small-Block 327/350	7516	60975	2201	85301-16	9646	7800	85502	8516	7367 6997	9.5:1	435	435	●	2099
Performer RPM	1987-Later	Small-Block 350	7516	60975	2204	97384	9653	7801	85502	8516	7367 6997	9.5:1	435	435	●	2097*
Performer RPM	1957-86	Small-Block 383/427	7516	60985	2231	85301-16	9646	7800	85502	8516	7367 6997	9.5:1	460	460	●	2093
Performer RPM	1987-Later	Small-Block 383	7516	60985	2207	97384	9653	7801	85502	8516	7367 6997	9.5:1	460	460	●●	2096*
Performer RPM	1961-65	W-Series 409	7159	60815	2268	85301-16	9648	7807	85812	8509	7378	9:1	451	474	●	2039
Performer RPM	1965-95	Big-Block 396/454	7561	60459	7162	**	-	7810	85512	8564	7363	9.6:1	540	539	●●	2095
Performer RPM	1965-95	Big-Block 396/454 Mark IV & Gen V	7561	60455	2261	97433	9647	7410	85512	8564	7363 6998	9.6:1	540	539	●	2079
Performer RPM	1996-Later	Big-Block 502 Gen V & VI	2902	77485	2262	-	-	7816	85542	8564	7356	9.6:1	611	573	●	2094
Performer RPM	1997-04	LS1/LS2 Gen III & IV	7118	79949	2218	-	-	7343	8596	8515	7388	10.2:1	-	-	●	2080
Performer RPM	1997-04	LS1/LS2 Gen III & IV	71187	79949	2218	-	-	-	8595	8515	7388	10.2:1	-	-	●	2082
Performer RPM	2008-Later	LS3	71196	61319	2218	-	-	-	8595	8515	7387	10.7:1	505	471	●	2071
Victor	1965-95	Big-Block 496/555 Mark IV & Gen V	2902	79555	2263	97433	9647	7810	85512	8564	-	10:1	676	649	●	2078
CHRYSLER POWER PACKS																
Performer RPM	1967-91	Small-Block 340/418 w/Flat tappet cam†	7576	60779	7177	Included	-	7803	85552	8579	7370	9.5:1	417	397	●	2049
Performer RPM	1968-79	Big-Block 383 w/Flat tappet cam	7186	60929	7194	Included	-	7804	85912	8594	7366	9.5:1	421	417	●	2086
Performer RPM	1968-79	Big-Block 440 w/Flat tappet cam	7193	60929	7194	Included	-	7804	85912	8594	7366	9.27:1	482	528	●	2087
Performer RPM	1964-71	426/572 HEMI (Gen II)	7524	61175	2212	97483	-	7805	85132	-	7349	10:1	705	620	●●	2052

†O.E. 340 engines must use Edelbrock cylinder head #60179

*Kits include Lifter Installation Kit #97386 **Lifters included in camshaft kit

POWER PACKS/MANIFOLD & CARB KITS

FORD, OLDSMOBILE, & PONTIAC

Edelbrock



Peformer RPM
Power Pack #2055



Peformer RPM
Power Pack #2058



E-Street
Power Pack #2027



Peformer RPM
Power Pack #2091

Product	Year	Engine	Manifold	Heads	Cam	Lifters	Pushrod	Timing Chain	Head Bolts	Intake Bolts	Gasket Set	Compression	HP	TQ	Emissions Code	Kit Part No.
FORD POWER PACKS																
E-Street	1981-Earlier	Small-Block 289/302	2121	5023	2122	Included	9632	7820	85522	8524	7364 6991	9.1:1	321	337	● ●	2027
Peformer RPM	1981-Earlier	Small-Block 289/302 w/Flat tappet cam	7521	60229	7122	Included	9632	7820	85522	8524	7364 6991	9.5:1	367	340	● ●	2091
Peformer RPM	1981-Earlier	Small-Block 331-363	7521	60255	2281	96587	9658	7820	85522	8524	7364 6991	9.5:1	438	413	●	2043
Peformer RPM	1969-95	Small-Block 351W w/Flat tappet cam	7581	60259	7182	Included	9636	7820	85532	8584	7364 6991	9.5:1	400	412	●	2092
Peformer RPM	1969-95	Small-Block 351W w/Hydraulic roller cam	7581	79259	2281	97453	9659	7820	85532	8584	7364 6994	9.5:1	451	433	●	2090
Peformer RPM	1961-76	Small-Block FE 390-428	7106	60069	7106	Included	-	7808	85572	8507	7368	9.5:1	418	434	● ●	2044
Peformer RPM	1968-87	Big-Block 460-522	7566	660669	7167	Included	-	7830	85662	8569	7365	9.5:1	506	536	● ●	2045
OLDSMOBILE POWER PACKS																
Peformer RPM	1965-76	Big-Block 400-500	7551	60519	7112	Included	-	7813	85582	8514	7373	9.5:1	450	541	● ●	2058
PONTIAC POWER PACKS																
Peformer RPM	1962-79	389-468 with 87 cc	7156	61529	7157	Included	-	7812	85492	8559	7382	9.5:1	471	530	● ●	2057
Peformer RPM	1962-79	389-468 with 87 cc [†]	7156	61579	7157	Included	-	7812	85612	8559	7382	9.5:1	460	538	● ●	2054
Peformer RPM	1962-79	389-468 with 72 cc [†]	7156	61599	7157	Included	-	7812	85612	8559	7382	9.5:1	460	538	● ●	2055

[†]D-Port results on a 468 c.i. w/9.5:1 compression.

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PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

SINGLE-QUAD MANIFOLD AND CARB KITS

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:

- Edelbrock manifold
- Performer or AVS2 series carb
- Chrome fuel inlet
- Intake gasket set
- Intake bolt set
- Carb stud kit

The manifold and carbs are only available with a standard satin finish.



RPM Air-Gap
Manifold & Carb Kit #2033



Performer Manifold
& Carb Kit #2031



Performer RPM Manifold
& Carb Kit #2561

Product	Year	Engine	Manifold	Carb	Carb Stud Kit	Fuel Line	Intake Bolts	Intake Gasket	Emissions Code	Kit Part No.
CHEVROLET SINGLE-QUAD KITS										
Performer EPS Manifold & Performer Carburetor	1957-86	Small-Block	2701	1406	8008	8126	8504	7201	● ●	2021
Performer Air-Gap Manifold & Performer Carburetor	1957-86	Small-Block	2601	1406	8008	8126	8504	7201	● ●	2020
Performer RPM Manifold & AVS2 Carburetor	1957-86	Small-Block	7101	1913	8008	8126	8504	7201	● ●	2023
RPM Air-Gap Manifold & AVS2 Carburetor	1957-86	Small-Block	7501	1913	8008	8126	8504	7201	● ●	2024
Performer Manifold & AVS2 Carburetor	1986-Later	Small-Block with Vortec or Edelbrock E-Tec cylinder heads	2116	1906	8008	8126	8516	7235	●	2007
Performer RPM Manifold & AVS2 Carburetor	1986-Later	Small-Block with Vortec or Edelbrock E-Tec cylinder heads	7116	1913	8008	8126	8516	7235	●	2028
RPM Air-Gap Manifold & AVS2 Carburetor	1986-Later	Small-Block with Vortec or Edelbrock E-Tec cylinder heads	7516	1913	8008	8126	8516	7235	●	2029
Performer Manifold & AVS2 Carburetor	1965-95	Big-Block	2161	1913	8008	8126	8564	7203	● ●	2061
Performer RPM Manifold & AVS2 Carburetor	1965-95	Big-Block	7161	1913	8008	8126	8564	7203	● ●	2062
RPM Air-Gap Manifold & AVS2 Carburetor	1965-95	Big-Block	7561	1913	8008	8126	8564	7203	● ●	2063
RPM Air-Gap Manifold & AVS2 Carburetor	1965-95	Big-Block	7562	1913	8008	8126	8564	7202	● ●	2064
CHRYSLER SINGLE-QUAD KIT										
RPM Air-Gap Manifold & AVS2 Carburetor	1967-91	Small-Block 340/360	7576	1913	8008	8126	8579	7276	● ●	2075
FORD SINGLE-QUAD KITS										
Performer Manifold & Performer Carburetor	1965-81	Small-Block 289/302/347	2121	1406	8008	8126	8524	7220	● ●	2031
Performer RPM Manifold & AVS2 Carburetor	1965-81	Small-Block 289/302/347	7121	1913	8008	8126	8524	7220	● ●	2032
RPM Air-Gap Manifold & AVS2 Carburetor	1965-81	Small-Block 289/302/347	7521	1913	8008	8126	8524	7220	● ●	2033
RPM Air-Gap Manifold & AVS2 Carburetor	1969-95	Small-Block 351W	7581	1913	8008	8126	8584	7220	● ●	2034
Performer RPM Manifold & AVS2 Carburetor	1961-76	Big-Block FE	7105	1913	8008	8126	8507	7224	● ●	2037
PONTIAC SINGLE-QUAD KIT										
Performer RPM Manifold & AVS2 Carburetor	1965-79	389-455	7156	1913	8008	8126	8559	7280	● ●	2056

RPM DUAL-QUAD MANIFOLD AND CARB KITS

A huge hit among street rodders, these dual-quad kits offer the ultimate set-up for anyone who wants the look and performance of dual-quad carbs.

Includes:

- Edelbrock RPM or RPM Air-Gap dual-quad intake manifold
- Two 500 CFM AVS2 series carburetors calibrated specifically for dual-quad applications (one manual choke, one electric choke)
- High-tech progressive throttle linkage
- High-quality Edelbrock intake gaskets
- Intake bolt set and carburetor stud kit






The manifold and carbs are only available with a standard satin finish.



Dual-Quad
Manifold and
Carb Kit #2025



RPM Air-Gap Manifold & AVS2
Carburetor Kit #2035

Description	Year	Engine	Manifold	Carb		Carb Stud Kit	Fuel Line	Intake Bolts	Intake Gasket	Emissions Code	Kit Part No.
				Elec	Man						
CHEVROLET DUAL-QUAD KITS											
Performer RPM Air-Gap Manifold & AVS2 Carburetors	1957-86	Small-Block 327/350	7525	1903	1904	8008	8091	8504	7201		2025
RPM Air-Gap Manifold & AVS2 Carburetors	1961-65	Big-Block 348/409 "W-Series", Large Port (for use with Edelbrock heads) *	7535	1903	1904	8008	8091	8524	7220		2069
RPM Air-Gap Manifold & AVS2 Carburetors	1965-95	Big Block with Oval Ports	7520	1903	1904	8008	8091	8564	7203		2065
FORD DUAL-QUAD KITS											
RPM Air-Gap Manifold & AVS2 Carburetors	1981-Ealier	Small-Block 289/302	7535	1903	1904	8008	8091	8564	7203		2035
Performer RPM Manifold & AVS2 Carburetors	1961-76	Big-Block 390/428	5409	1903	1904	8008	8091	8509	7240		2036

Note: See listings in the manifold section for manifold specs. *Includes Oil-Filler Tube with matching breather cap #4803

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TWO PATHS. ONE STANDARD.



E-FORCE FORCED INDUCTION

AVAILABLE FOR POPULAR CHEVY, CHRYSLER, DODGE, FORD, GM, JEEP, MAZDA, RAM, SCION, AND SUBARU APPLICATIONS

Edelbrock E-Force forced induction systems deliver excellent horsepower and torque in a complete bolt-on kit. A unique design with minimal components makes it possible to fit an E-Force forced induction system under the stock hood. The core of each system is the Eaton TVS rotating assembly with a four-lobe design for maximum flow, minimum temperature rise, quiet operation, and excellent drivability. We also designed our forced induction systems with an integrated bypass valve to help eliminate parasitic loss under light throttle, improving mileage potential. Our unique and efficient inlet configuration creates a shorter, less restrictive intake path, improving airflow without requiring a jackshaft. Keeping the air cool is a high-capacity air-to-water intercooler and low temperature heat exchanger.

Features & Benefits

- Reliability and drivability
- 50-state emissions legal
- Application-specific calibration and PCM unlock included (if required)
- Increase in torque and horsepower
- OEM level fit and finish
- 3-year product warranty
- Limited powertrain warranty

VICTOR FORCED INDUCTION

In the Edelbrock family of automotive products, the name Victor has always been synonymous with the pinnacle of racing, performance, and maximum power! From initial design to rigorous testing, Victor series superchargers are no exception — maximum power is always the goal. Utilizing the same Eaton TVS family of rotating assemblies as our E-Force line of superchargers, you can expect the same OEM-quality fit, finish, and reliability that has been a hallmark of all Edelbrock forced induction products. Featuring premium made-in-the-USA quality, our A356 alloy castings are poured, machined, and assembled in-house at the Edelbrock Foundry and machining center in San Jacinto, California. Victor Stage 3 superchargers use high-strength drive couplers featuring aerospace materials and 300M alloy-steel input shafts designed to endure the stresses of horsepower-producing boost.

Constantly pushing the boundaries of possibility, Edelbrock introduces its newest next level feature with our Electronic Boost Control (EBC) technology. With the accompanying Smart Boost mobile app, EBC gives you the power of a smart supercharger, allowing you to customize boost and power settings to meet your specific needs conveniently from your phone. In back-to-back dyno tests, we repeatedly dialed up the boost from 650 HP to 1306 HP and back again, simply by adjusting the EBC parameters.

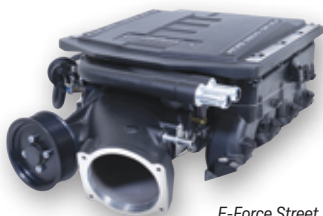
Features & Benefits

- Maximum horsepower
- Edelbrock racing heritage
- Electronic Boost Control Technology with Smart Boost app
- High-quality engineering, workmanship, and materials
- OEM-quality fit and finish
- Aggressive underhood appearance
- Ultra tough aerospace materials to withstand the stresses of high-boost and high-horsepower
- For pre-pollution controlled or race-only vehicles



Edelbrock Forced Induction Systems are manufactured in the USA for unsurpassed quality and performance

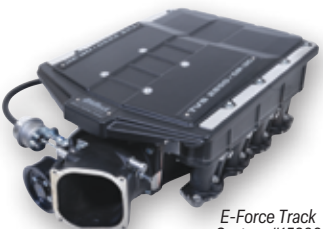
SUPERCHARGER SERIES OPTIONS



E-Force Street
System #15595

E-FORCE STAGE 1 - STREET SYSTEMS

These systems are emissions legal and provide the best combination for your daily driver. On select applications, they will include a street-legal tune for both 91 and 93 octanes. The supplied tune is intended for completely stock vehicles with the exception of a cat-back exhaust. PCM unlock included where required for systems including tune.



E-Force Track
System #15388

E-FORCE STAGE 2 - TRACK SYSTEMS

Stage 2 Track Systems all have a 50-state-legal calibration similar to the Stage 1 Street Systems, but the Stage 2 Track Systems add a cold-air intake system, a smaller supercharger pulley, and higher capacity fuel injectors and fuel pump (if required to support the additional horsepower generated). The supplied Stage 2 calibration takes these additional upgrades into account.



Victor Race
System #15896

VICTOR STAGE 2 - RACE ONLY SYSTEMS

For competition only, these systems are available in complete kit form or as an upgrade. For kits with tune, the supplied calibration is intended for stock vehicles, with the exception of a cat-back exhaust system. Further modification or no-tune systems will require custom tuning.



Victor Race
System #15493

VICTOR STAGE 3 - RACE ONLY SUPERCHARGERS

These systems offer flexibility in pulley selection, custom cold air intake, and more. These superchargers are for competition-racing use only and do not include a tune. An Electronic Boost Control (EBC) bypass valve and the first-ever Smart Boost app allow total control of boost and power levels at the touch of your iPhone or Android. Intake-air temperatures, boost, and other engine parameters are displayed in real-time on your handheld device or tablet. Boost Ramp vs. Time and Valet Mode are some of the innovative benefits of our EBC (Electronic Boost Controller) feature. The unique three-core intercooler design controls air temperature even at the highest levels of boost. Designed for max-effort builds and engine swap applications.

TURBOCHARGER SERIES OPTIONS



Twin-Force
Turbocharger
#158330-158337

TWIN-FORCE TURBOCHARGER KITS

Edelbrock offers our 50-state-legal Twin-Force Turbocharger Kits for 2017- 2020 Ford F150 and Raptor trucks with 3.5 L EcoBoost engines. The Twin-Force kits cover both the standard 395 HP and HO 450 HP versions of these popular trucks. These kits give your truck the extra power you need for everyday use.

Kits are available in three progressive stages, offering a 100 to 164 RWHP increase to suit your individual performance needs.

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Victor LSXR
Supercharger #15493



VICTOR LSXR SUPERCHARGER LS3-SWAPPED VEHICLES

The new Victor family of superchargers combines high-horsepower potential with boost management by utilizing Smart Boost technology (see below). In back-to-back dyno tests, we repeatedly dialed up the boost from 650 HP to 1306 HP and back again, simply by adjusting the Electronic Boost Control (EBC) parameters.

The Victor LSXR supercharger was designed with "LS3-swapped" vehicles in mind. This is a Victor Stage 3 universal LS3 supercharger with the race-inspired power potential shared by all Edelbrock's Victor series products. If you want to build an LS3-swapped vehicle with a supercharger, this kit provides the core parts needed without leaving you with a pile of useless components. Not only can the LSXR hurt feelings on the track, it can hurt them at the car show, too. With the aggressive look and stealth black powder coat, this supercharger is one of the meanest looking on the market.

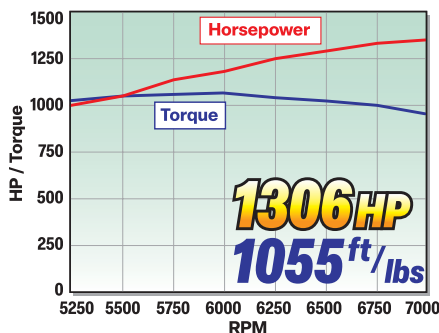
While these kits are not vehicle-specific, we can provide fitment notes and guidelines to consider for several popular classic LS3-swapped platforms offering the best motor mount location for firewall and hood clearance. We can also provide the necessary ancillary parts to fit your particular application and power goals.

Features & Benefits

- Designed for maximum horsepower potential
- Huge 120 mm inlet
- Three-core, dual-pass cooling manages intake air temperatures even in max boost applications
- Aerospace coupler material and 300M input shafts designed for the stresses of high-speed and high-boost environments
- Supports over 1300 HP
- Power management and control at your fingertips with the Smart Boost app
- Calibration not included
- Provisions for dual injectors per cylinder



- Boost limits for a "valet mode"
- Time based boost ramp for limited traction situations
- "Scramble" feature allowing programmed boost to be "bumped up" with the touch of a steering wheel mounted button (button not included)
- Monitor boost, engine RPM, manifold air temperature, and throttle position live on the device
- Record all available data for playback and analysis



R & D DYNO ENGINE SPECS

- 427 c.i. RHS aluminum race block
- Edelbrock CNC 11" 6-bolt LS3 heads
- Lunati rotating assembly with X-beam rods (9.5:1 compression ratio)
- COMP custom hydraulic roller cam
- COMP Evolution hydraulic roller lifters
- COMP 7230-16 conical valve springs
- COMP Max-Lift BSR shaft rocker system
- E85 fuel



120 mm inlet

Product	Emission Code	Part No.
VICTOR STAGE 3 - RACE ONLY SYSTEMS		
Victor LSXR Supercharger	●	15493

50^{state} legal
E.O. Number D-215-127



Turbocharger Stage 3
Kit #158333

TWIN-FORCE TURBOCHARGER KITS

FOR FORD 2017-20 F150/RAPTOR 3.5 L, STAGE 1, 2, & 3

Edelbrock offers our Twin-Force turbocharger kits for 2017- 2020 Ford F150 and Raptor trucks with 3.5 L EcoBoost engines. The Twin-Force kits cover both the standard 395 HP and HO 450 HP versions of these popular trucks. Kits are available in three progressive stages, offering a 100 to 164 RWHP increase to suit your individual performance needs. Add-on as your budget allows with convenient upgrade kits.

STAGE 1: POWER PACKAGE (#158331)

- Enhances torque and increases output by 100 RWHP. It includes a larger capacity intercooler, high-flow turbo inlet piping and air filter, Stage 1 tuner, and calibration
- NOTE:** Does NOT include turbos

STAGE 1-2: TURBO SYSTEM UPGRADE KIT (#158337)

- Includes everything you need to upgrade a Stage 1 power package system to Stage 2 turbo system
- Features two Garrett 60 mm turbos and Stage 2 calibration

STAGE 2: TURBO SYSTEM (#158330, #158332)

- Includes everything from Stage 1 power package kit
- Features two Garrett turbos for a 130 RWHP increase over stock
- NOTE:** Part #158330 does NOT include a tuner, while part #158332 incorporates the tuner

STAGE 2-3: TURBO SYSTEM UPGRADE KIT (#158338)

- Includes everything to upgrade a Stage 2 turbo system to Stage 3 turbo system
- Features an electronic fuel pump booster and Stage 3 calibration

STAGE 3 TURBO SYSTEM (#158333)

- Unlock the maximum potential of your 3.5 L EcoBoost engine with our Stage 3 turbo system
- Features two Garrett turbos, electronic fuel pump booster, and Stage 3 calibration for an increase of 164 RWHP over stock



TURBOCHARGER PACKAGES

When combined with Edelbrock's calibration, larger intercooler, high-flow air inlet tubes, and air filter, these turbocharger packages offer huge increases in power potential for this application.

System	Dual Turbochargers	Intercooler	Turbo Inlet Piping	Air Filter Element	Tuner	Electronic Fuel Pump Booster	HP Gains	Emission Code	Part No.
Stage 1	—	✓	✓	✓	✓	—	100	●	158331
Stage 2 (No Tuner)	✓	✓	✓	✓	—	—	—	●	158330
Stage 2 (w/Tuner)	✓	✓	✓	✓	✓	—	130	●	158332
Stage 3	✓	✓	✓	✓	✓	✓	164	●	158333
Stage 1-2 Upgrade Kit	✓	—	—	—	—	—	130	●	158337
Stage 2-3 Upgrade Kit	—	—	—	—	—	✓	164	●	158338

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Stage 1 System
#1517

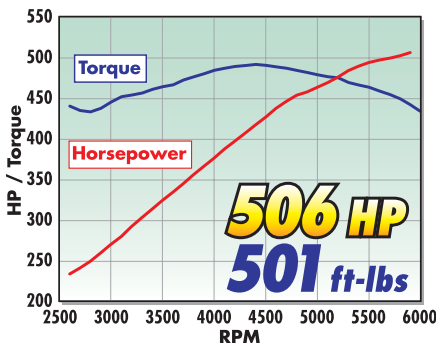
HEMI E-FORCE SUPERCHARGER KITS

DOES YOUR HEMI NEED MORE POWER?

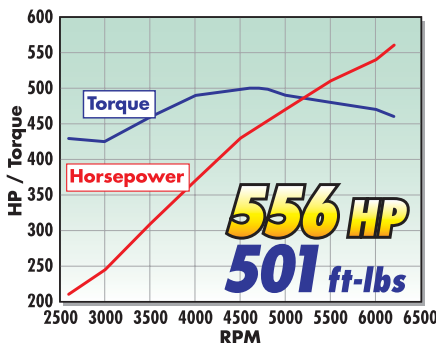
Get an Edelbrock E-Force supercharger – the most efficient forced induction on the market for the Chrysler 300, Dodge Challenger, Charger, Magnum, and Ram equipped with a 5.7 L, 6.1 L, or 6.4 L HEMI engine.

Features

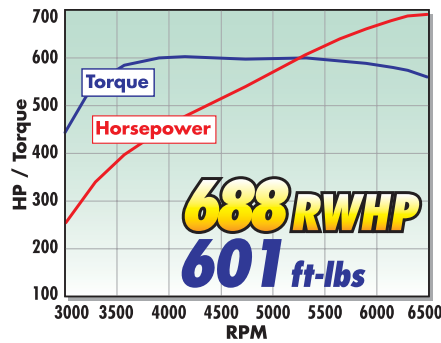
- Provide maximum flow
- Minimum restriction in and out of the supercharger for optimal airflow
- Individual intake runners allow for maximum low-end torque and great drivability
- Minimum temperature rise
- Quiet operation and reliability



Stage 1 System #1532



Stage 1 System #1536



Stage 3 System #15353 on 93 Octane

Year	Application	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2009-10	Chrysler 300C, Dodge Charger & Challenger	5.7 L	2300	506	501	●	1532	–
2005-10	Chrysler 300C SRT8, Dodge Challenger SRT8 & Charger SRT8	6.1 L	2300	556	501	●	1536	–
2011-14	Chrysler 300, Dodge Charger & Challenger	5.7 L	2300	471 RW	475 RW	●	1534	–
2015-18	Chrysler 300, Dodge Charger & Challenger	5.7 L	2650	483 RW	450 RW	●	1517	–
2015-18	Dodge Charger & Challenger	6.4 L	2650	572 RW	531 RW	●	15172	–
2012-18	Jeep Cherokee SRT8	6.4 L	2650	471 RW	502 RW	●	15354	153560
2015-18	Jeep Cherokee SRT8	6.4 L	2650	471 RW	502 RW	●	15356	153560

Important Installation Note: ALL 2015-later Chrysler/Dodge forced induction systems REQUIRE the ECM to be sent in for modification. This is an 8-10 day process/waiting period from the time they are received! Every step of the process is handled with next day shipping. Forced induction systems without tuners are not eligible for supplemental warranty. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program, which can be downloaded at www.edelbrock.com. For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.

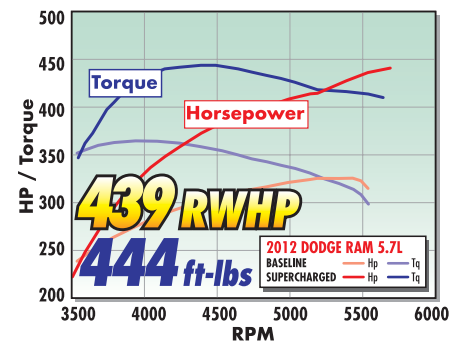
Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

50^{state} legalE.O. Number D-215-89
E.O. Number D-215-96Stage 1 System
#1538**DODGE RAM TRUCK E-FORCE SUPERCHARGER KITS****MORE POWER FOR YOUR DODGE RAM TRUCK**

E-Force forced induction systems are the most efficient designs on the market, delivering an impressive 439 RWHP and 444 ft-lbs of torque for the popular Dodge Ram 5.7 L HEMI engine.

Features

- Provides maximum flow
- Minimum temperature rise
- Quiet operation and reliability
- Minimum air restriction in and out of the supercharger for optimal flow and performance
- Maintains great daily driving manners
- The individual 7" long intake runners allow for maximum low-end torque for towing and off-road applications



Stage 1 System #1538

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2009-14	Dodge Ram Truck	5.7 L	2300	439 RW	444 RW	●	1538	15380
2015-18	Ram Truck	5.7 L	2300	439 RW	444 RW	●	15175	15380

Important Installation Note: ALL 2015-later Chrysler/Dodge forced induction systems **REQUIRE** the ECM to be sent in for modification. This is an 8-10 day process/waiting period from the time they are received! Every step of the process is handled with next day shipping. Forced induction systems without tuners are not eligible for supplemental warranty. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program, which can be downloaded at www.edelbrock.com. For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 211 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

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50 state legal

E.O. Number D-215-89
E.O. Number D-215-103



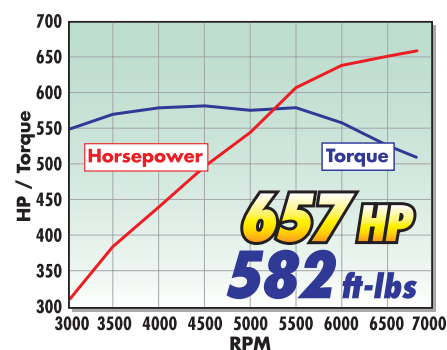
Stage 1 System
#1570

CORVETTE E-FORCE SUPERCHARGER KITS

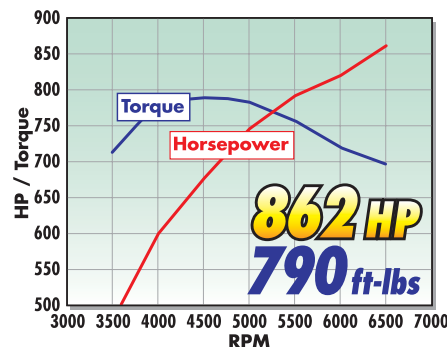
DESIGNED TO BOOST YOUR CORVETTE TO NEW PERFORMANCE LEVELS

Edelbrock's E-Force forced induction systems will take your Corvette to the next performance level. Each system utilizes a unique intake manifold housing design tailored for each platform. This kit fits under the stock hood with no modifications, and it does not sacrifice runner length or intercooler area. Our C6 Z06 systems are specially designed for seamless integration with the dry sump system.

Our new E-Force for the C7 Z06 is designed exclusively for the LT4 engine. The system includes a new intake manifold with the Eaton 2300 TVS rotor assembly, making it an easy direct plug-and-play installation. The Stage 1 system utilizes the OEM belt offset and includes the intake manifold and tune for an easy swap. The Stage 2 system includes an intake manifold with 10-rib pulley, overdrive damper, and belt for the next step up for your Z06.



Stage 1 System #1572

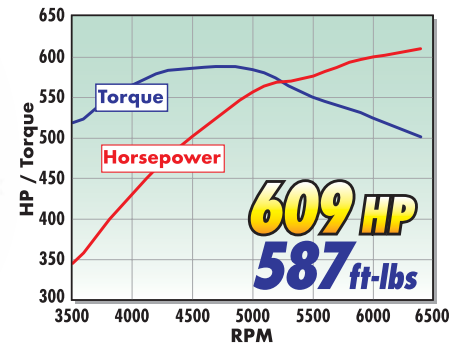


Stage 3 Systems #15702 & #15712

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2005-07	Corvette	LS2	2300	554	515	●	1593	15930
2008-13	Corvette	LS3	2300	554	515	●	1590	15900
2010-13	Grand Sport with Dry Sump	LS3	2300	554	515	●	1574	15740
2006-13	Corvette Z06	LS7	2300	657	582	●	1572	15720
2015-19	Corvette Z06	LT4	2300	626 RW	589 RW	●	15731	157310
2014-19	Stingray	LT1	2300	624	600	●	1571	15710
2014-19	Stingray Z51 or Grand Sport with Dry Sump	LT1	2300	624	600	●	1570	15700
E-FORCE STAGE 2 - TRACK SYSTEMS								
2005-07	Corvette	LS2	2300	599	547	●	1594	15940
2008-13	Corvette	LS3	2300	599	547	●	1591	15910
2010-13	Grand Sport with Dry Sump	LS3	2300	599	547	●	1575	15750
2014-19	Stingray Z51 or Grand Sport with Dry Sump	LT1	2300	537 RW	527 RW	●	15701	-
2014-19	Stingray	LT1	2300	537 RW	527 RW	●	15711	-
VICTOR STAGE 2 - RACE ONLY SYSTEMS								
2005-07	Corvette	LS2	2300	-	-	●	-	1595
2008-13	Corvette	LS3	2300	-	-	●	-	1592
2010-13	Grand Sport with Dry Sump	LS3	2300	-	-	●	-	1576
2006-13	Corvette Z06	LS7	2300	-	-	●	-	1573
2014-19	Stingray	LT1	2300	-	-	●	-	15712
2014-19	Stingray Z51 or Grand Sport	LT1	2300	-	-	●	-	15702
2015-19	Corvette Z06	LT4	2300	-	-	●	-	157320

Important Installation Notes: System #1590 and #1591 can be installed on dry sump equipped Grand Sport models. This installation will require the use of Edelbrock dry sump accessory kit #15905 (sold separately, page 142). System #1574, #1575, and #1576 are for use on 2010-13 Corvette Grand Sport models equipped with a dry sump oil system. System #1591 can not be installed on Z06 or ZR1 models. Forced induction systems without tuners are not eligible for our limited powertrain warranty. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

Stage 1 System
#15595**50^{state} legal**E.O. Number D-215-103
E.O. Number D-215-89
E.O. Number D-215-128

Stage 1 System #15595

CAMARO E-FORCE SUPERCHARGER KITS**TAKE YOUR CAMARO TO THE NEXT LEVEL**

Whether you drive a 2016-18 with an LT1 V8, a 2010-15 SS, or even the 3.6 L V6 (2016-17), we have superchargers designed to fit under the stock Camaro hood. These complete bolt-on kits deliver a substantial boost in horsepower and torque while remaining 50-state emissions-legal.

Year	Model	Engine	Trans Type	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS									
2010-13	Camaro SS	L99	Auto	2300	421 RW	439 RW	●	1597	15970
2010-13	Camaro SS	LS3	Manual	2300	599	547	●	1598	15980
2010-15	Camaro SS w/Low Profile Top	L99	Auto	2300	421 RW	439 RW	●	1562	15620
2010-15	Camaro SS w/Low Profile Top	LS3	Manual	2300	599	547	●	1563	15630
2016-24	Camaro SS	LT1	Both	2650	609	587	●	15595	155950
VICTOR STAGE 2 - RACE ONLY SYSTEMS									
2010-13	Camaro SS	L99	Auto	2300	-	-	●	-	15960
2010-13	Camaro SS	LS3	Manual	2300	-	-	●	-	15990
2010-15	Camaro SS w/Low Profile Top	L99	Auto	2300	-	-	●	-	1596
2010-15	Camaro SS w/Low Profile Top	LS3	Manual	2300	-	-	●	-	1599
2016-19	Cadillac CTS-V (will require removal of the strut brace)	LT4	Both	2650	-	-	-	-	155920
2016-19	Camaro SS ZL1 (will require hood modifications)	LT4	Both	2650	-	-	●	-	155920

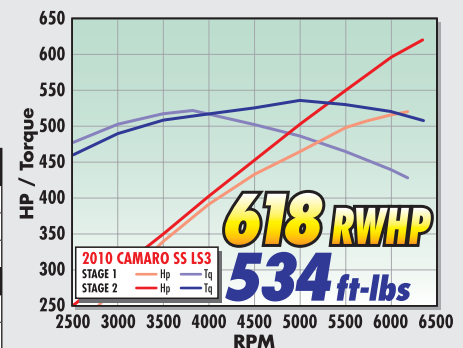
Important Installation Note: Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock-supplied program retains the factory vehicle speed limiter setting. E-Force systems #1562, #1563, #1596, #1597, #1598, #1599, #15620, #15630, #15960, #15970, #15980, and #15990 feature a low profile top for use with 2014-15 models to accommodate the vent on the factory hood.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

TUNER PERFORMANCE RECIPE

The Edelbrock R & D team continuously test the LS-based supercharger #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! This is a net increase of 103 HP over our Stage 1 system. For competition racing use only.

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

E-Force Tuner Recipe vs. Stage 1
Camaro Forced Induction Dyno Results**EMISSIONS GUIDE**

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Stage 1 System
#15595

CAMARO V6 E-FORCE SUPERCHARGER KIT

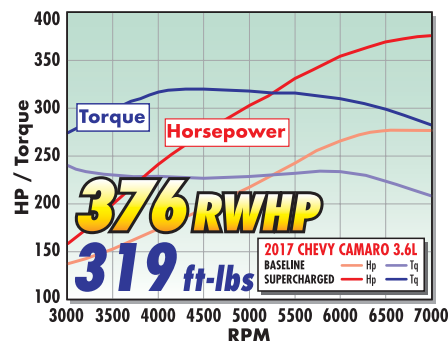
FOR THE 2016-2023 CHEVY CAMARO 3.6 L V6

Transform your mild-mannered V6 Camaro into a true street sleeper with an Edelbrock E-Force forced induction under the hood! If you love the light, evenly balanced weight of your V6 Camaro but are underwhelmed by the smaller six-cylinder engine's power, the Edelbrock E-Force supercharger #15995 delivers the best of both worlds with 376 horsepower and 319 ft-lbs of torque to the wheels.


The E-Force supercharger kit for the Gen 2 HFV6-powered Camaro fits under the stock hood with no cutting or modifications and is backed by our 3-year/36,000-mile limited powertrain warranty when applicable. The increase in horsepower and torque comes with a minimal decrease in fuel economy thanks to an integrated bypass valve. Features include an Eaton R1740 rotor assembly with an integrated air-to-water intercooler core and front-mount heat exchanger for low inlet air temperature and increased power potential. It comes finished with a durable black powder coating that blends nicely into the Camaro engine compartment.

Special Features

- Integrated bypass valve for minimal decrease in fuel economy
- True bolt-on installation with no modification to stock hood or body
- Self-contained oiling system with a 100,000-mile service interval
- Step-by-step instructions in full color
- 3-year/36,000-mile limited powertrain warranty coverage when applicable



Stage 1 System #15995 on 93 Octane

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2016-23	Chevrolet Camaro	3.6 L	R1740	376 RW	319 RW		15995	159950

Important Installation Note: Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000-mile limited powertrain warranty. Go to page 213 for more information.

You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

50^{state} legal
E.O. Number D-215-126



Stage 1 System
#15180

COLORADO E-FORCE SUPERCHARGER KIT

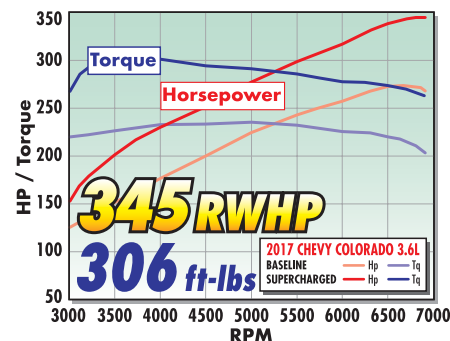
FOR THE 2017-2022 COLORADO/CANYON V6

Exciting news for owners of the updated 2017-2020 Chevy Colorado and GMC Canyon pickups with a Gen 2 LGZ 3.6 L V6 engine. Edelbrock has an E-Force forced induction kit (#1518) for these popular midsize trucks equipped with the Gen 2 HFV6 engine. If you opted for the "best in class" horsepower of this V6 but wish it had more towing capability and torque, this new E-Force supercharger lets you have the best of both worlds with 345 HP and 306 ft-lbs of torque.

The E-Force forced induction boosts the V6 engine's power output by 24% and is designed to fit under the stock Colorado/Canyon hood with no modifications. Features include an Eaton R1740 rotor assembly with an integrated air-to-water intercooler core and front-mount heat exchanger for low inlet air temperature and increased power. It comes finished with a durable black powder coating that blends nicely into the engine compartment.

Special Features

- Integrated bypass valve for minimal decrease in fuel economy
- True bolt-on installation with no modification to the stock hood or body
- Full-color step-by-step instructions
- Self-contained oiling system with a 100,000-mile service interval
- 3-year/36,000-mile limited powertrain warranty coverage when applicable



Stage 1 System #1518 on 93 Octane

Year	Application	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS							
2017-22	Chevrolet Colorado/GMC Canyon 3.6 L	R1740	345 RW	306 RW	●	1518	15180

Important Installation Note: Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

EMISSIONS GUIDE

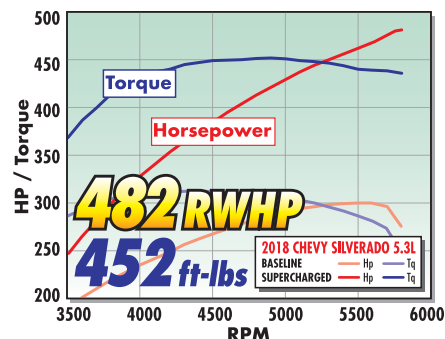
● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



Stage 1 System #1577

50state legal

E.O. Number D-215-110
E.O. Number D-215-123



E-Force Systems #15663 on 93 Octane

GM TRUCK AND SUV E-FORCE SUPERCHARGER KITS

GET MORE PERFORMANCE OUT OF YOUR GM TRUCK OR SUV

Bolt on an Edelbrock E-Force supercharger and boost the power in your GM truck or SUV. The E-Force is specially designed for each application, allowing impressive boost levels for towing performance. These systems feature a unique intake runner design for maximum low-end torque, making them ideal for towing and off-road performance applications.

Year	Model	Engine	TVS Rotor	HP	Torque	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2003-06	Silverado and Sierra 1500	4.8 L (Gen III) 5.3 L (Gen III) 6.0 L (Gen III)	2300	339 RW 345 RW 348 RW	359 RW 381 RW 381 RW	●	1577	15770
2007	Silverado and Sierra Classic 1500	4.8 L (Gen III) 5.3 L (Gen III) 6.0 L (Gen III)	2300	339 RW 345 RW 348 RW	359 RW 381 RW 381 RW	●	1577	15770
2007-10	Silverado and Sierra HD 2500	6.0 L (Gen IV)	2300	424 RW	431 RW	●	-	15600
2007-13	Silverado and Sierra 1500	4.8 L (Gen IV) 5.3 L (Gen IV)	2300	334 RW 364 RW	380 RW 397 RW	●	1578	15780
2007-13	Silverado and Sierra 1500	6.2 L (Gen IV)	2300	407 RW	434RW	●	1579	15790
2007-14	Suburban, Tahoe, Yukon & Yukon XL	5.3 L (Gen IV)	2300	384 RW	390RW	●	1564	15640
2007-14	Escalade, Escalade ESV, Escalade EXT, Yukon, & Yukon XL Denali	6.2 L (Gen IV)	2300	-	-	●	1567	15670
2011-13	Silverado and Sierra HD 2500	6.0 L (Gen IV)	2300	399 RW	395RW	●	-	15610
2014-18	Silverado 1500, Sierra 1500, Suburban, Tahoe, Yukon, & Yukon XL	5.3 L (Gen V)	2650	482 RW	451RW	●	15663	156630
2019-21	Silverado 1500	5.3 L (Gen V)	2650	482 RW	451RW	●	15665*	156650
2021	Suburban, Tahoe, & Yukon	5.3 L (Gen V)	2650	482 RW	451RW	●	15665*	156650
2014-18	Silverado 1500, Sierra 1500, Escalade, Escalade ESV, Yukon Denali, & Yukon Denali XL	6.2 L (Gen V)	2650	576 RW	537RW	●	15664	156640
2019-21	Silverado 1500	6.2 L (Gen V)	2650	548 RW	505RW	●	15666*	156660

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. These kits are not required for Flex-Fuel models. #15790 will also fit 2007-08 1500 series trucks with a 6.0 L engine (requires custom tune). Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program will retain the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile Limited Powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628. * PCM Unlock included with tune kits where required.

SUPPLEMENTAL FUEL PUMP KITS

REQUIRED FOR 2003-09 NON-FLEX-FUEL GM TRUCKS & SUVs

Required for 2009 and earlier GM trucks/SUVs using E-Force systems (#1560-#15790), these kits ensure proper fueling and prevent engine damage or warranty voids. Not needed for Flex Fuel models. Kits include a fuel pump, control module, and sender (kit #15791 also adds injectors).

Year	Model	Engine	Emissions Code	Part No.
2003-07	GM 1500 Series Trucks with Return Fuel System	4.8 L/5.3 L/6.0 L	●	15773
2003-07	GM 1500 Series Trucks with Returnless Fuel System	4.8 L/5.3 L/6.0 L	●	15775
2007-09	GM 1500 Series Crew & Extended Cab Trucks (Except Long Bed)	4.8 L/5.3 L	●	15781
2007-09	GM 1500 Series Standard Cab & All Long Bed Trucks	4.8 L/5.3 L	●	15782
2007-09	GM 1500 Series Crew & Extended Cab Trucks	6.0 L/6.2 L	●	15791
2007-09	GM SUV with Short Wheel Base	5.3 L	●	15642
2007-09	GM SUV with Long Wheel Base	5.3 L	●	15643
2007-09	GM SUV with Short Wheel Base	6.2 L	●	15671
2007-09	GM SUV with Long Wheel Base	6.2 L	●	15672

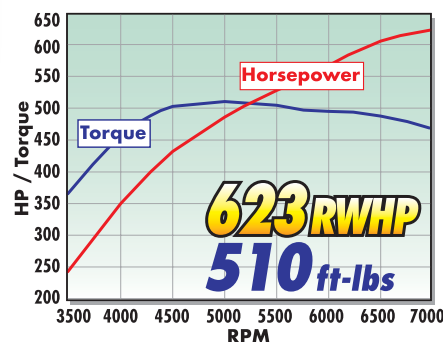


Stage 1 System #15832

50^{state} legal

E.O. Number D-215-89
E.O. Number D-215-97
E.O. Number D-215-104
E.O. Number D-215-107

E.O. Number D-215-108
E.O. Number D-215-109
E.O. Number D-215-115
E.O. Number D-215-122



Stage 1 System #15832

MUSTANG E-FORCE SUPERCHARGER KITS

BOOST THE PERFORMANCE OF YOUR STOCK MUSTANG

These Edelbrock E-Force forced induction 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 and individual intake runners, yielding maximum low-end torque and excellent off-throttle performance. E-Force superchargers provide the most power with the lowest amount of boost, resulting in performance that is safe to operate on a completely stock engine.

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2005-09	Ford Mustang	4.6 L 3V	2300	466	439	●	1580	15800
2010	Ford Mustang	4.6 L 3V	2300	466	439	●	1582	15890
2011-14	Ford Mustang	5.0 L 4V	2300	559	503	●	1588	15880
2015-17	Ford Mustang	5.0 L 4V	2650	690	588	●	15838	158380
2018-21	Ford Mustang	5.0 L 4V	2650	623RW	510RW	●	15832	158320
E-FORCE STAGE 2 - TRACK SYSTEMS								
2015-17	Ford Mustang (complete)	5.0 L 4V	2650	-	-	●	15839	158390
2015-17	Ford Mustang (upgrade)	5.0 L 4V	2650	-	-	●	15884	-
2018-21	Ford Mustang (complete)	5.0 L 4V	2650	686RW	533RW	●	15388	153880
2018-21	Ford Mustang (upgrade)	5.0 L 4V	2650	686RW	533RW	●	15883	-
VICTOR STAGE 2 - RACE ONLY SYSTEMS								
2005-09	Ford Mustang (complete)*	4.6 L 3V	2300	529	494	●	15856	-
2005-09	Ford Mustang (upgrade)*	4.6 L 3V	2300	529	494	●	15802	-
2011-14	Ford Mustang (complete)*	5.0 L 4V	2300	636	538	●	15896	-
2011-14	Ford Mustang (upgrade)*	5.0 L 4V	2300	636	538	●	15882	-
2005-09	Ford Mustang	4.6 L 3V	2300	-	-	●	-	1585
2010	Ford Mustang	4.6 L 3V	2300	-	-	●	-	1587
2011-14	Ford Mustang	5.0 L 4V	2300	-	-	●	-	1589
2015-20	Ford Mustang GT/GT350/Bullitt	5.0 L/5.2 L 4V	2650	-	-	●	-	15899

Important Installation Notes: 2005-06 installations require the use of cooling upgrade kit #15804 (sold separately). 2009 installations will require hardware kit #15805 (sold separately). Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. (*) #15856, #15802, #15896, and #15882 A properly completed race-only form will need to be signed, notarized, and submitted by the customer and accepted by Edelbrock to receive the race-only calibration file. A race-only calibration file will need to be modified by the customer for the specific race engine configuration. **For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.** Kit #15880 will fit BOSS Mustangs and requires custom tuning. #1580 will clear factory strut tower brace on Bullitt models.

Warranty Information: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

EMISSIONS GUIDE

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PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

50^{state} legal

E.O. Number D-215-89
E.O. Number D-215-97
E.O. Number D-215-104
E.O. Number D-215-122



Stage 1 System
#1557

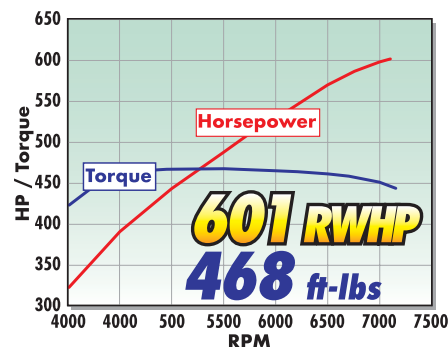
FORD TRUCK E-FORCE SUPERCHARGER KITS

IMPRESSIVE RESULTS FOR YOUR FORD TRUCK

The Edelbrock supercharger Stage 1 Street system increases the performance of your 2004-19 Ford F-150 truck. The core of this system is the Eaton TVS rotating assembly with a four-lobe design with 160 degrees of twist for maximum flow, minimum temperature rise, and quiet operation for excellent drivability. We also designed our superchargers with an integrated bypass valve to help eliminate parasitic loss under light throttle, improving mileage potential. Our unique and efficient inlet configuration results in a shorter, less restrictive intake path for improved airflow, without the need for a jackshaft. Keeping the air cool is a high-capacity air-to-water intercooler and low-temp heat exchanger.

Benefits and Features:

- Specially designed for each application
- Boost your performance to impressive levels without changing the daily driving characteristics
- Long intake runners for maximum low-end torque, making them ideal for towing and off-road performance



Stage 1 System #15836 for 2009-10 F-150

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2004-08	Ford F-150 2-Wheel Drive	5.4 L 3V	2300	478	504	●	1581	15810
2009-10	Ford F-150 2-Wheel Drive	5.4 L 3V	2300	478	504	●	1583	15830
2011-14	Ford F-150	5.0 L 4V	2300	421RW	422RW	●	1584	15840
2015-17	Ford F-150	5.0 L 4V	2650	533RW	482RW	●	1557	15570
2018	Ford F-150	5.0 L 4V	2650	601RW	468RW	●	15836	158360
2019	Ford F-150	5.0 L 4V	2650	—	—	●	15812	158120
4-WHEEL DRIVE HARDWARE KIT								
2004-14	Ford F-150 4-Wheel Drive	5.4 L 3V	2300	478	504	—	—	15834

Important Installation Note: Forced induction systems without tuners are not eligible for supplemental warranty. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3 year/36,000 limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.



E.O. Number D-215-91
E.O. Number D-215-96
E.O. Number D-215-118



Stage 1 System
#1527

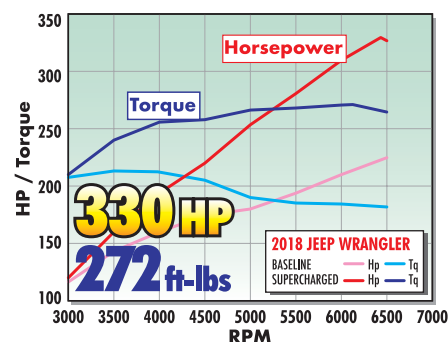
2012-20 JEEP WRANGLER E-FORCE SUPERCHARGER KITS

This E-Force supercharger is designed exclusively for the Jeep JK and JL models with a Pentastar 3.6 L V6 engine to increase torque for improved towing and off-road performance when you need it the most while retaining great daily driving manners. It has been designed from the ground up and utilizes the Eaton 1320 TVS rotor assembly for maximum efficiency in a compact package. The manifold assembly also features a high-capacity intercooler for reduced air temperature.

The supercharger assembly is black powder coated for durability with machined highlights for a unique appearance that will give your engine compartment a distinct look.

FEATURES

- 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 OEMs
- 50-state emissions legal
- Self-contained oil system with 100,000-mile service interval - no drilling or plumbing required
- Electronic ECM and TCM programming module, with application-specific tuning
- Integrated bypass valve for minimal decrease in fuel economy
- Unique design that allows access to OEM oil filter for no hassle filter changes and a simplified installation



Stage 1 System #15284

Year	Model	Engine	Trans Type	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS									
2012-14	Jeep Wrangler JK	3.6 L	Both	1320	317RW	277RW	●	1527	15270
2015-17	Jeep Wrangler JK	3.6 L	Both	1320	317RW	277RW	●	1528	15270
2018-20	Jeep Wrangler JL	3.6 L	Both	1320	330RW	272RW	●	15284	152840

Important Installation Note: #1528 requires the ECM and TCM to be sent into Edelbrock for modification. This is an 8-10 day process/waiting period from the time they are received. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems with tuner are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 213 for more information. You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

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Stage 1 System #1554

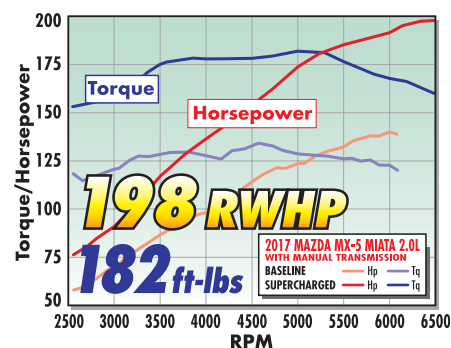
MAZDA E-FORCE SUPERCHARGER KIT

2016-18 MAZDA MX-5 MIATA

This E-Force supercharger is designed exclusively for the Mazda MX-5 Miata, featuring a SKYACTIV-G 2.0 L engine. Its unique design allows for maximum flow while retaining great daily driving characteristics. It has been designed from the ground up and utilizes the Eaton R900 TVS rotor assembly for maximum efficiency in a compact package. Cooling the incoming air is a intercooler and heat exchanger. All these features help the E-Force deliver dramatically improved performance with a smooth, linear power curve. This supercharger is finished with a durable black powder coating for a unique look that will let everybody know your car is E-Force powered!

FEATURES:

- 41% HP and 36% TQ increase over stock
- Unique compact design fits under the stock hood
- Preformed hoses for ease of installation
- Bolt-on installation - everything fits right out of the box with no cutting or welding needed
- Eaton Gen VI R900 TVS rotor assembly; the same high-quality rotors used by many OEMs
- Self-contained oil system with 100,000-mile service interval (no drilling or plumbing required)
- Includes an EcuTek ProECU programming kit
- Integrated bypass valve for minimal decrease in fuel economy



In dyno tests, E-Force system #1554 increased performance by 58 HP and 48 ft-lbs to the rear wheels!

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2016-18*	Mazda MX-5 Miata	2.0 L	900	198RW	182RW	●	1554	15540

*CALL FOR AVAILABILITY ON 2019 MODELS.

Important Installation Note: Will not fit right-hand drive models. Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. **For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.**

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile Limited Powertrain Warranty. Go to page 213 for more information.

You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

50 state
legal

E.O. Number D-215-93



Stage 1 System #1556

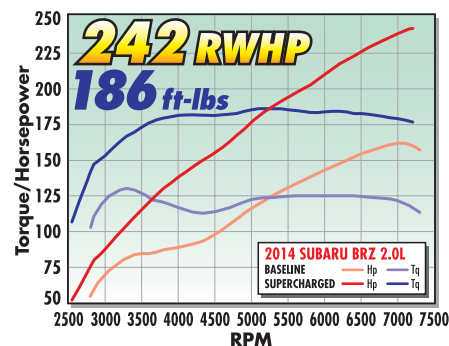
E-FORCE SUPERCHARGER KIT**2013-17 SCION FR-S / SUBARU BRZ / TOYOTA 86**

This E-Force supercharger is designed exclusively for the 2.0 L FA20/4U-GSE engine used in the Scion FR-S, Subaru BRZ, and Toyota 86. Its unique inverted design allows for maximum flow, while retaining great daily driving characteristics. It has been designed from the ground up and utilizes the Eaton 1320 TVS rotor assembly for maximum efficiency in a compact package.

This supercharger features an efficient high-flow inlet configuration, resulting in a shorter, less restrictive intake path for improved airflow and performance. Cooling the incoming air is done by using a large air-to-water intercooler and heat exchanger. These features help the E-Force deliver dramatically improved performance, especially in the mid-range, where power dips have been eliminated for a smooth linear power curve. Lastly, the supercharger assembly is finished with a durable black powder coating with red accents for a unique look; it lets everybody know your car is E-Force powered!

FEATURES:

- High-flow air box and filter that allows for 2x more airflow
- Compact design fits under the stock hood
- Preformed hoses for ease of installation - no trimming needed
- Bolt-on installation - everything fits right out of the box with no cutting or welding needed
- Includes an EcuTek ProECU programming kit
- Features Eaton Gen VI 1320 TVS rotor assembly; the same high-quality rotors used by many OEMs
- Self-contained oil system with 100,000-mile service interval (no drilling or plumbing required)
- Integrated bypass valve for minimal decrease in fuel economy
- Full color installation instructions



In dyno tests, E-Force system #1556 increased performance by 77 HP and 57 ft-lbs to the rear wheels!

Year	Model	Engine	TVS Rotor	HP	Torque (Ft-lbs)	Emissions Code	Tune	No Tune
E-FORCE STAGE 1 - STREET SYSTEMS								
2013-17*	Scion FR-S, Subaru BRZ & Toyota 86	2.0 L	1320	242RW	186RW	●	1556	15560

***CALL FOR AVAILABILITY ON 2018-19 MODELS.**

Important Installation Note: Forced induction systems sold without tuners are only emissions legal when used with the correct Edelbrock program. For safety, the Edelbrock supplied program retains the factory vehicle speed limiter setting.

Available Warranty: All E-Force Stage 1 systems supplied with a tuner, are eligible for our FREE 3-year/36,000-mile limited powertrain warranty. Go to page 213 for more information.

You can also visit, www.edelbrock.com/warranty-policy, call 1-800-999-0853 or call our Tech-Line at 800-416-8628.

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Universal System
#15400

UNIVERSAL E-FORCE SUPERCHARGER KITS FOR CHRYSLER, FORD, AND GM ENGINE SWAPS

Edelbrock designed these universal superchargers for street rods and muscle cars with Chrysler HEMI, GM LS/LT1, and Ford Coyote engines swaps. These superchargers deliver maximum low-end torque and great drivability. E-Force systems 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 a universal heat exchanger (sold separately; see page 139 for listings). Call for custom configurations.



Block	Cylinder Head Type	Belt Offset	TVS Rotor	Emissions Code	Part No.
UNIVERSAL SYSTEMS FOR GM LS/LT ENGINE SWAP					
Gen III	LS Cathedral Port	Camaro/GTO (Gen IV 1998-02)	2300	●	15450
Gen III	LS Cathedral Port	Corvette	2300	●	15460
Gen III	LS Cathedral Port	Truck	2300	●	15461
Gen IV	LS2 Cathedral Port	Camaro/GTO (Gen IV 1998-02)	2300	●	15470
Gen IV	LS2 Cathedral Port	Truck (88mm Throttle Body)	2300	●	15480
Gen IV	LS3/L92 Rectangular Port	Camaro/GTO (Gen IV 1998-02)	2300	●	15420
Gen IV	LS3/L92 Rectangular Port	Camaro/GTO (Gen V 2010-12)	2300	●	15410
Gen IV	LS3/L92 Rectangular Port	Corvette	2300	●	15400
Gen IV	LS3/L92 Rectangular Port	Truck (88mm Throttle Body)	2300	●	15430
Gen IV	LS7 Rectangular Port	Corvette	2300	●	15490
Gen V	LT1 Rectangular Port	Corvette	2300	●	15597
UNIVERSAL SYSTEMS FOR CHRYSLER ENGINE SWAP					
Gen III 5.7 L	Stock	Stock	2650	●	15347
Gen III 6.4 L	Stock	Stock	2650	●	15347
UNIVERSAL SYSTEMS FOR FORD COYOTE ENGINE SWAP					
5.0 L	Stock	Stock	2650	●	15885

E-Force 122
#1552

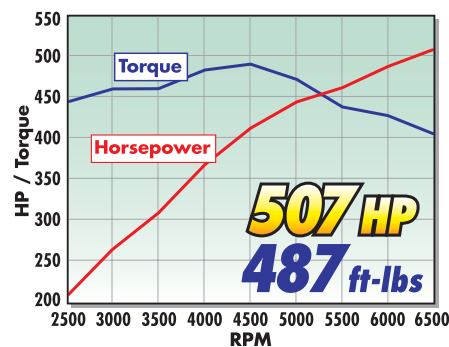
E-FORCE 122 FORCED INDUCTION **BACK BY POPULAR DEMAND**

We first launched this E-Force supercharger back in 2007 and it was one of our best sellers. The E-Force 122 forced induction kit is a positive-displacement supercharger that is capable of producing 500+ horsepower on a Small-Block Chevy engine. This system utilizes the Eaton H122 rotor assembly for maximum efficiency in a compact package. The compact design fits under the hood of most muscle car and street rod applications. Testing resulted in a peak output of 507 horsepower and 487 ft-lbs of torque @ 5 psi on a 350 c.i. engine with 9.5:1 compression.

The E-Force 122 is designed for use with factory-style belt and pulley configurations and requires the use of a long-style water pump. It will not work with aftermarket serpentine pulley systems. Each E-Force 122 kit includes the supercharger assembly with Eaton internals, intake manifold, drive pulleys, belt, gaskets, and all necessary items for ease of installation. A carburetor is not included in this kit, so you can use a square-bore style carb of your choice.

EXCITING NEW FEATURES:

- Includes an internal bypass valve that virtually eliminates parasitic loss under part throttle and deceleration, requiring less than 1/3 horsepower at 60-mph cruise
- Easy-to-follow installation manual with no fabrication or special tools required
- Self-contained oiling system with 100,000-mile service interval (no drilling or plumbing required)



Match with an Edelbrock AVS2 carburetor for great performance, see page 9-10.

Model	Cylinder Head Type	TVS Rotor	Emissions Code	Part No.
1957-86 Small-Block Chevrolet	Conventional	H122	● ●	1551
1996-Later Small-Block Chevrolet	E-Tec, Vortec	H122	●	1552

Important Installation Notes: These Edelbrock E-Force superchargers are intended for 302-400 c.i. Small-Block Chevrolets equipped with long water pumps and stock style bracketry. It's designed to utilize the factory accessory drive belts, in conjunction with the secondary 6-rib supercharger pulley drive system. Manifold height: A-8.50", B-9.75"; Carb pad height: 9.125", Carb height: 3.25".

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Cooling System Upgrade Kit #15804



8-Rib Belt Drive Conversion Kit #15879



Heat Exchanger #15405



Heat Exchanger #15406



Heat Exchanger #15407



Heat Exchanger #15408



41 lb/hr Fuel Injectors #15807



60 lb/hr Compact Fuel Injectors #15903



Fuel Injector Adapters #15904

2005-06 MUSTANG COOLING SYSTEM UPGRADE KIT

Our cooling system upgrade kit is necessary when installing E-Force forced induction 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.

Description	Part No.
Cooling System Upgrade Kit	15804

2009 MUSTANG HARDWARE KIT

This kit includes new intake gaskets and necessary hardware for installing E-Force forced induction system #1580 or #1585 on 2009 Mustang 4.6 L engines.

Description	Part No.
Hardware Kit (for 2009 Ford Mustang GT)	15805

2013-19 MUSTANG 8-RIB CONVERSION KIT

This 8-rib belt drive kit fits E-Force-equipped 2013–2019 5.0 L Mustangs, allowing use of wider pulleys for higher boost. Designed for 2.625"–3.75" pulleys, it reduces belt slip common with smaller 6-rib setups.

Description	Emissions Code	Part No.
8-Rib Belt Drive Conversion Kit (for 2013-19 Ford Mustang GT)	●	15879

Important Installation Notes: Included 8-rib water pump pulley is designed to fit on 2013-2019 Ford Mustang 5.0 L engines with a 3-bolt water pump hub.

UNIVERSAL HEAT EXCHANGERS

Edelbrock offers various universal heat exchangers for E-Force or Victor series superchargers.

- Reliable and durable construction for high-performance street applications
- Includes a 3/4" barbed inlet and outlet for plumbing
- M6x1.0 threaded bungs for mounting (except #15568 & #15549 which have brackets)

Construction / Design Type	btu/hr	Dimensions			Threaded Bungs	Emissions Code	Part No.
		Width	Height	Depth			
Dual Pass / Single Row	55,000	34"	14"	2.25"	4	●●	15408
Single Pass / Two Row	22,000	26.5"	5"	2.62"	6	●●	15406
Dual Pass / Single Row	44,600	24"	16.5"	2.12"	4	●●	15569
Single Pass / Single Row	31,000	22"	16.5"	1.5"	8	●●	15405
Dual Pass / Single Row	27,360	20"	10.75"	2.12"	–	●●	15568
Dual Pass / Single Row	20,500	20"	8"	2"	–	●●	15549
Dual Pass / Single Row	26,700	17"	11"	2"	4	●●	15409
Single Pass / Single Row	22,000	16"	16"	1.5"	6	●●	15407

FUEL INJECTORS

Edelbrock has a complete selection of fuel injectors that are the perfect accessory for our Stage 3 forced induction systems. Edelbrock fuel injector flow rates are at 300 Kpa or 43.5 psi.

lb/hr	Body Style (Length)	Connector Style	Kit Supplied In	For Use With	Spray	Emissions Code	Part No.
41	Long (60 mm)	USCAR	#1580, #1581, #1582, #1583	#1585, #1587	Dual	●	15807
46	Medium (48 mm)	USCAR	#1530, #1532, #1534, #1535, #1536, #1538	#1531, #1533, #1537	Cone	●	15909
52	Compact (38 mm)	USCAR	#1574, #1575, #1590, #1591, #1593, #1594, #1597, #1598	#1576, #1592, #1596, #1599	Offset Cone	●	15907
60	Compact (48 mm)	Minitimer	#1572, #1540, #1521, #1523	#1573, #1576, #1586, #1592, #1595, #1596, #1599, #15997, #1520, #1522	Cone	●	15903
60	Long (60 mm)	Minitimer	–	#1585, #1587, #1589	Cone	●	3686
Description							Part No.
Fuel Injector Adapter (Set of 8) Required for use with minitimer injectors on vehicles originally equipped with USCAR injectors.							5904

Important Installation Notes: Injector length is measured from O-ring to O-ring.

E-FORCE COMPETITION AIR INTAKE KITS

E-Force competition air intake kits provide the increased airflow needed for racing applications.

- Includes a high-flow mass airflow 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 (Includes a sensor)
- For competition use only

Year	Model	Emissions Code	Part No.
2010-14	Camaro SS (Uses factory MAF sensor)	●	15988
2005-09	Mustang GT (without MAF sensor)	●	15803
2005-09	Mustang GT	●	15808
2010	Mustang GT	●	15828
2011-14	Mustang GT	●	15898

MAF SENSOR KITS

Edelbrock's high-flow Mass Airflow Sensor (MAFS) for GM and Ford applications is the perfect upgrade for any MAFS-equipped vehicle with performance upgrades that have elevated airflow above the range of the stock sensor.

- The Ford sensor increases the airflow to 113 lbs/min
- Kits utilize a large 95 mm venturi-style housing that reduces airflow restriction
- Improves the overall horsepower potential
- Injection-molded housing for OEM-level precision
- Modern blade-style element for the latest in technology
- Easy installation on newer vehicles
- Match with our conical air filters for optimal airflow performance

Description	Emissions Code	Part No.
GM Universal Application	●	15401
Ford Universal Application	●	15402

REPLACEMENT CONICAL AIR FILTER

These replacement air filters will work with Edelbrock E-Force competition air intake kits and other aftermarket cold air intake systems. Available in 7" or 9" lengths with a 6" inlet diameter. Air filters are washable and reusable.

Description	Length	Inlet Diameter	Emissions Code	Part No.
Universal Replacement Conical Air Filter	7"	6"	●	15403
Universal Replacement Conical Air Filter	9"	6"	●	15404

PRO-CHARGE AIR FILTER CLEANING KIT

The Edelbrock Pro-Charge air filter cleaning kit is designed for use with any oil-based air filter element and available in a complete kit or individually.

Description	Capacity	Includes	Part No.
Air Filter Cleaner	10.14 oz	—	43601
Air Filter Oil	10.14 oz	—	43602
Pro-Charge Air Filter Cleaning Kit	10.14 oz	#43601 & #43602	43600

REPLACEMENT LID GASKET

Description	E-Force Forced Induction Lid Cover Application	Part No.
E-Force Replacement Lid Gasket	<ul style="list-style-type: none"> 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, #15600 	7397
E-Force Replacement Lid Gasket	Chrysler HEMI Systems #1532, #1533, #1534, #1535	7250

E-FORCE FUEL RAILS FOR 2005-10 MUSTANGS

Designed for use with our 2005-10 Ford Mustang 4.6 L 3V E-Force forced induction competition systems.

- Extruded aluminum
- 6AN ends
- Includes positioning brackets to secure injectors
- Kit contains fuel rail, fuel hoses, & fittings
- Necessary hardware needed for installation
- Increased flow to support the demands of high-horsepower applications

Year	Engine	Description	Capacity	Emissions Code	Part No.
2005-10	Ford Mustang	E-Force Fuel Rail Kit	4.6 L 3V	●	3623



E-Force Competition Air Intake System #15988



MAF Sensor Kit #15401



Conical Air Filter #15403



Pro-Charge Cleaning Kit #43600



Replacement Lid Gasket #7397



E-Force Fuel Rail Kit #3623

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Harmonic Damper #15819



8-Rib Belt Drive Conversion Kit #15879



Overdrive Crank Pulley #15815



Harmonic Damper #15709



6-Rib Pulleys



10-Rib Pulleys

15% OVERDRIVE DAMPER FOR 5.0 L COYOTE

This damper is an ideal solution for any supercharged application where a smaller pulley is not an option. It is the same damper used on our E-Force Coyote crate engine. It is SFI-approved and recommended for supercharged applications only.

Make	Application	Ribs	Diameter	Emission Code	Part No.
Ford	5.0 L Coyote	8 & 6	7.75"	●	15819

2013-19 MUSTANG 8-RIB CONVERSION KIT

This kit is for use with E-Force-equipped Mustangs. It enables the use of a wider, 8-rib supercharger pulley instead of the standard 6-rib design.

- Increase boost levels
- Eliminate belt slip

Year	Application	Ribs	Pulley Diameter	Emission Code	Part No.
2013-19	5.0 L Ford Mustang GT	8	2.625" to 3.75"	●	15879

Important Installation Notes: Included 8-rib water pump pulley is designed to fit on 2013-2019 Ford Mustang 5.0 L engines with a 3-bolt water pump hub.

15% OVERDRIVE CRANK PULLEY FOR E-FORCE-EQUIPPED 2014-19 CORVETTE (ONLY)

- 8.7" diameter 10-rib secondary
- Delivers maximum traction and stability in supercharged applications
- Stock diameter primary drive
- Ideal solution when a smaller pulley is not an option

Year	Application	Ribs	Pulley Diameter	Emission Code	Part No.
2014-19	Corvette Stingray	10	8.7	●	15815

REPLACEMENT HARMONIC DAMPERS FOR E-FORCE-EQUIPPED 2014-15 CORVETTE

These are the same dampers supplied with the E-Force supercharger for the Corvette Stingray. Use #15709 to convert a wet-sump oil system to dry sump, and #15719 to convert a dry sump to wet sump.

Year	Application	Sump	Part No.
2014-15	Chevy Corvette Z51	Dry	15709
2014-15	Chevy Corvette Base Model	Wet	15719

E-FORCE PULLEYS

- Allows you to spin your supercharger faster or slower depending on your boost needs
- Durable black hard-anodized finish

Size	Emissions Code	Part No.		
		6-Rib	8-Rib	10-Rib
2.625"	●	15814	15870	15858
2.750"	●	15823	15871	15854
3.00"	●	15822	15872	15852
3.250"	●	15821	15873	15850
3.500"	●	15820	15813	15849
3.750"	●	15825	15831	15848
3.875"	●	15824	—	15847
4.000"	●	—	—	15846
4.125"	●	15826	—	15845



Dry Sump Accessory Kit #15905

DRY SUMP ACCESSORY KIT

This kit includes everything needed to install a #1590 or #1591 E-Force supercharger on a dry-sump-equipped 2010-13 Corvette Grand Sport.

- For use with manual transmission models only
- Not required for use with #1574 and #1575

Product	Part No.
Dry Sump Accessory Kit	15905



Belt Tensioner Brace #15806

BELT TENSIONER BRACE

FOR FORD 2004-10 MUSTANGS, 2004-10 F150 TRUCKS, AND 2007-13 SUV'S

The Edelbrock steel belt tensioner brace is an inexpensive solution to fix the common problem of deflection of the stock cast-aluminum belt tensioner, which has been known to bend or even break under extreme driving.

- Already included with E-Force Forced Induction systems #1580, #1581, #1582, #1583, #1585 and #1587

Product	Application	Part No.
Steel Belt Tensioner Brace	2005-10 Ford Mustangs / 2004-10 Ford F150 Trucks / 2007-13 Ford SUV's with an aftermarket supercharger system installed	15806



Tensioner Upgrade Kit #15035

TENSIONER UPGRADE KITS FOR GM FORCED INDUCTION SYSTEMS

Tensioner upgrade kits are engineered to handle the increased belt stress encountered in high-horsepower E-Force applications.

- Upgrade for any Edelbrock supercharger produced prior to February 2013 (now included on all systems)
- Kit includes tensioner, tensioner mounting bracket, Gatorback drive belt, and hardware

Product	Part No.
Tensioner Upgrade for #1597	15028
Tensioner Upgrade for #1598	15029
Tensioner Upgrade for #1596, #1599 & #15997 (Does not include drive belt)	15032
Tensioner Upgrade for #1574, #1590 & #1593	15034
Tensioner Upgrade for #1572, #1575, #1591 & #1594	15035
Tensioner Upgrade for #1573, #1576, #1592 & #1595 (Does not include drive belt)	15039



Aluminum Side Covers #41133

ALUMINUM COIL/SIDE COVERS

Dress up your competition kit with these coil covers that are included with the E-Force complete forced induction systems.

Year	Application	Part No.
2005-10	Mustang GT 4.6 L	41133
2015-17	Mustang GT 5.0 L	41137
2018-19	Mustang GT 5.0 L	41149
2005-13	Corvette	41123
2010-13	Corvette Grand Sport with Dry Sump (LS3) & Z06 (LS7)	41103
2014-19	Corvette	41124
2010-15	Camaro SS	41143
2010-13	Camaro SS	41142
2005-10	Chrysler HEMI	41113
2011-14	Chrysler HEMI	41114
2015-19	Chrysler HEMI with DP-3C E-Force System	41139



Aluminum Side Covers #41124



Aluminum Side Covers #41143



Aluminum Side Covers #41142



Aluminum Side Covers #41113

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EDELBRÖCK FUEL INJECTION SYSTEMS



Edelbrock's test vehicle with Pro-Flo 4 EFI is one of many R&D vehicles used for product development and testing.

CHOOSE FROM THREE GREAT SYSTEMS

Edelbrock Electronic Fuel Injection (EFI) systems ensure better cold starts, consistent performance at all elevations, excellent throttle response, and enhanced engine performance. When upgrading your engine to EFI, we provide three options to suit your needs and budget. EZ-Street, Pro-Flo 4, and Pro-Flo 4+ are the most complete EFI systems available on the market, giving you everything you need to add the power, performance, and efficiency of fuel injection to your vehicle. All systems rely on self-mapping fuel technology and our E-Tuner apps to simplify your tuning experience—no complicated laptop software required. All systems are dyno-tested to deliver proven-performance results. Finally, we offer a dedicated support staff to assist you and answer any questions.

WHAT IS THE BEST SYSTEM FOR ME?

EZ-STREET™ EFI

THROTTLE BODY INJECTION



EZ-STREET

The Edelbrock EZ-Street self-tuning universal fuel injection system is the most recent and advanced throttle-body injection (TBI) system on the market. With self-mapping fuel technology, EZ-Street supports up to 650 horsepower and is the simplest solution for replacing your carburetor, enhancing fuel economy and maximizing performance potential. Its design employs fuel sleeves with integrated venturis in each throttle bore, ensuring high velocity and maximum atomization to distribute fuel. This easy-to-install system includes the throttle body with integrated fuel injectors, TPS sensor, TMAP sensor, IAC stepper motor, wiring harness, Bosch O2 sensor, and ECU. Perfect for any V8-equipped vehicle with a square-bore 4150-style flange, installing EZ-Street is akin to changing a carburetor. With the user-friendly calibration app for Android and iOS devices, users can adjust, data log, and monitor system performance without needing a laptop. See page 144 for more information.

PRO-FLO 4+

ELECTRONIC FUEL INJECTION



PRO-FLO 4+

The Edelbrock Pro-Flo 4+ systems streamline EFI for the “Big Three!” This advanced engine management system is compatible with late-model Ford Coyote, Chevrolet LS, and Gen III Mopar HEMI engines in hot rod transplant applications. It features advanced control options for single or dual drive-by-wire (DBW), VCT, knock control, alternator control, and dual O2 sensor feedback. Each kit comes with an ECU, wiring harness, and necessary sensors. The E-Tuner 4+ wireless app, available on your phone or tablet, simplifies setup and calibration adjustments. With base calibrations included and self-tuning capability, you can expect optimal out-of-the-box performance. When combined with your existing or aftermarket intake manifold assembly, these kits provide a streamlined and visually appealing solution for the complex modern powerplants found in custom hot rods. Pro-Flo 4+ is the simplest EFI system available and the only one offering a plug-and-play solution for all GM LS, Ford Gen I & II Coyote, and Dodge Gen III HEMI Engines. See page 145 for more information.

PRO-FLO® 4

ELECTRONIC FUEL INJECTION



PRO-FLO 4

Not merely a replacement for your carburetor, Pro-Flo 4 EFI is a complete system engineered to deliver the ultimate in performance, drivability, and quality. It features a high-performance Edelbrock intake manifold topped with a 1000 CFM throttle body, fuel rails, distributor, and individual injectors for each cylinder. Unlike a TBI system, the Pro-Flo 4 enhances drivability and efficiency by utilizing sequential port fuel injection with injectors positioned at the end of each intake manifold runner just before the airflow stream enters the combustion chamber. The precise injector positioning and timing with the intake valve opening is critical for optimal control and more efficient mixture control unaffected by runner variations. The Pro-Flo 4 ECU comes preloaded with dyno-tuned calibrations supporting popular engine configurations up to 800 HP naturally aspirated and forced-induction applications up to 1000 HP at 15 psi of boost. With the enhanced E-Tuner 4 App's user-friendly setup wizard, you achieve immediate performance in a straightforward plug-and-play setup without needing a laptop or costly dyno tuning sessions. Pro-Flo 4 EFI systems are the most comprehensive systems on the market. See page 147 for more information.

EZ-STREET TBI**EZ-STREET[™]EFI**
THROTTLE BODY INJECTION**EZ-STREET EFI SYSTEM**

The EZ-Street EFI system offers an affordable, user-friendly fuel injection solution for any V8 engine originally equipped with a carburetor. The four-barrel design fits a traditional round air cleaner and mounts on any intake manifold with a 4150-style flange. This system includes a fully preassembled and pressure-tested throttle body with injectors, an engine control unit (ECU), a high-quality wiring harness, a wide-band O2 sensor, fuel rails, linkage, and easy installation instructions. At its core are the closed-loop self-learning fuel technology and the EZ-Street Bluetooth tuner app for Android or iOS, simplifying setup, monitoring, and data logging. Users can configure the system and adjust settings to match their engine or future upgrades with the intuitive application featuring preprogrammed dashboards for performance monitoring and vehicle control.



- Self-tuning- no laptop required
- Ready to run right out of the box with preloaded calibrations
- Supports fully programmable ignition control to optimize performance and fuel economy (Requires Pro-Flo distributor, not included)
- Internal coil driver does not require an ignitor or separate CDI box
- Compatible with most HEI distributors, ready-to-run distributors, and CDI boxes
- EZ-Street Bluetooth tuner app available for free on Android and iOS
- Simplified installation
- Cosmetically appealing – looks like a traditional carburetor
- 4150-flange throttle body for easy carburetor replacement
- Advanced annular-fuel venturi distribution
- Integrated injectors, TPS, TMAP sensor, and IAT sensors
- Supports up to 650 HP
- Integrated ignition timing control and coil driver
- Calibration wizard makes initial start-up simple and easy – no need for custom tuning
- High-quality Bosch 4.9 wideband sensor
- Dual electric fan control
- CAN communication

Product	Emission Code	Part No.
Edelbrock EZ-Street Fuel Injection	● ●	30700

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PRO-FLO 4+



PRO-FLO 4+ ELECTRONIC FUEL INJECTION



PRO-FLO 4+ ENGINE MANAGEMENT SYSTEM

Pro-Flo 4+ is the most simplified engine management system on the market, providing EFI support for GM Gen III/IV LS, Ford Gen I/II Coyote, and Dodge Gen III HEMI engines implementing drive-by-wire throttle control and variable camshaft timing (VCT) in hot rod transplant applications.

The advanced plug-and-play Pro-Flo 4+ engine management system does not require laptop tuning or costly dyno sessions. The ECU includes a highly sophisticated self-learning function combined with base calibrations providing out-of-the-box performance that improves as the vehicle is driven. Also included with each kit are fully terminated wiring harnesses with a modular design for a simplified installation.

The key to this user-friendly system is Edelbrock's exclusive E-Tuner 4+ calibration app, which features a setup wizard and base calibrations developed extensively for each specific application. The E-Tuner 4+ app uses a Bluetooth wireless connection to communicate with the ECU, enabling you to monitor engine vitals and performance in real time from inside or outside the vehicle. The setup wizard effortlessly guides you through the initial calibration procedure. The Pro-Flo 4+ then provides the capability to monitor your engine's performance with vibrant gauge packages and allows adjustments to fuel mixture, ignition curve, air/fuel ratios, idle speed, acceleration fuel, coolant fans, rev limiter, and much more via the E-Tuner 4+ app, giving you complete control of the system.

Features

- Controls up to four variable cams, with no add-on boxes needed
- Features high-impedance injector drivers
- All systems employ Speed Density Calibration (SDC) strategy
- Controls up to two drive-by-wire throttle bodies
- All variable cam, drive-by-wire, knock control, and alternator functions are fully calibrated
- Dual onboard wideband O2 sensors – individual left and right bank closed-loop AFR control, uses Bosch LSU 4.9 sensors (2nd O2 sensor optional and sold separately)
- Drive-by-wire Safety and Limp-Home mode safety features
- Knock control – interfaces with OEM knock sensors to provide knock feedback to prevent detonation (optional feature)
- Alternator control – fully calibrated alternator control for OEM alternator applications when applicable





Pro-Flo 4+ System #36120



Pro-Flo 4+ System #36110



Pro-Flo 4+ System #36160



Pro-Flo 4+ System #36130



Ignition & Engine Position LS
24x Harness #36112



Ignition & Engine Position LS
58x Harness #36122



Single Drive-By-Wire
Harness #36132



Dual Drive-By-Wire
Harness #36142



Harness, Radiator Fan
Relay Module #36115



LS3 Harness,
Knock Sensor #36135



Pro-Flo 4+
System #36140

PRO-FLO 4+ ENGINE MANAGEMENT SYSTEM

Year	Engine	Emission Code	Part No.
2005-2007	Dodge Gen III HEMI	●	36150
2008-2012	Dodge Gen III HEMI	●	36140
2013-Later	Dodge Gen III HEMI	●	36120
2011-2014	Ford Coyote	●	36110
2015-2017	Ford Coyote	●	36160
1997 - 2014	GM Gen III/IV LS	●	36130*

*A single Pro-Flo 4+ kit is available for all Gen III/IV LS engine configurations. In addition to the base LS kit, other components will need to be purchased separately to suit users' specific configurations.



Harness, Sensors & Outputs 4-Pin
Alternator #36155



Harness, Sensors & Outputs 2-Pin
Alternator #36165

ACCESSORIES

Engine	Description	Emission Code	Part No.
Dodge Gen III HEMI	Knock Support	●	36175
Ford Coyote	Knock Support	●	36125
GM Gen III/IV LS	Ignition & Engine Position LS 24x Harness	●	36112
GM Gen III/IV LS	Ignition & Engine Position LS 58x Harness	●	36122
GM Gen III/IV LS	Single Drive-By-Wire Harness	●	36132
GM Gen III/IV LS	Dual Drive-By-Wire Harness	●	36142
GM Gen III/IV LS	Harness, Sensors, & Outputs 4-Pin Alternator	●	36155
GM Gen III/IV LS	Harness, Sensors, & Outputs 2-Pin Alternator	●	36165
GM Gen III/IV LS	LS1 Harness, Knock Sensor	●	36145
GM Gen III/IV LS	LS3 Harness, Knock Sensor	●	36135
Universal	Harness, Radiator Fan Relay Module	●	36115

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PRO-FLO 4



BLUETOOTH CONNECTIVITY
CONNECT TO THE ENGINE CONTROL UNIT
WITH YOUR ANDROID OR IOS DEVICE



Pro-Flo 4 EFI
System #35760

PRO-FLO[®] 4
ELECTRONIC
FUEL INJECTION



E-Tuner 4 app used for setup, calibration adjustments, engine system monitoring, and data logging.

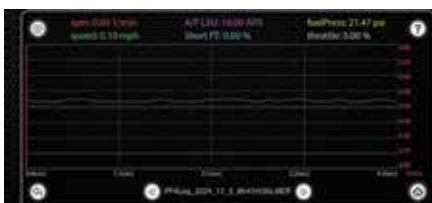
PRO-FLO 4 ENGINE MANAGEMENT SYSTEM

Features & Benefits Include

- Easy to use self-learning system continually improves engine performance and compensates for altitude and weather changes
- Fully sequential-port-fuel-injection system delivers superior distribution, smoother idle, great throttle response, improved peak power, and could improve fuel economy
- Plug-and-play with preloaded calibrations
- No complicated laptop calibrating or costly dyno sessions necessary
- Now available for Gen III and Gen IV 24x and 58x LS applications (cable-driven throttle applications only)
- Supports up to 825 HP N/A, or 1000HP boosted
- High-impedance fuel injector options:
 - 29 lb/hr supports 450 HP
 - 35 lb/hr supports 550 HP
 - 42 lb/hr supports 675 HP
 - 60 lb/hr supports 825+ HP
 - 80 lb/hr supports 1000 HP boosted
- Clearly labelled, fully terminated, high-quality harness manufactured in the USA for hassle-free installation
- Instantly adjust the Ignition curve for your engine configuration, eliminating the hassle, complexity, and limitations of standard distributor advance mechanism
- Dedicated support staff available to answer your questions during business hours
- Online EFI Tech forum available 24/7
- Compact, low-profile, and weather-resistant ECU integrates the latest CPU micro-controller and intelligent sensors
- All kits include a plug-and-play distributor designed to work with Pro-Flo 4
- No complicated distributor conversions, rotor phasing, or CDI box
- High-quality performance intake manifold designed, cast, and machined in the USA
- Choose a 1000 CFM Edelbrock single-plane intake manifold with a 4150-style throttle body or 1100 CFM Pro-Flo XT intake with a front-mount 90 mm throttle body
- Return-style fuel system or universal fuel sump system (sold separately)
- Rail-mounted fuel pressure regulator #17400 for return-style fuel systems (sold separately)
- Available for popular GM, Chrysler, and Ford applications, see pages 149-150

Pro-Flo 4 Systems Include:

- Fully assembled intake manifold with air valve, fuel rails, and injectors
- Engine control unit
- Fully terminated high-quality wiring harness
- E-Tuner 4 application for setup, calibration, adjustments, and engine monitoring
- Bosch 4.9 wideband O2 sensor
- Distributor
- Gaskets and hardware
- Installation instructions



E-Tuner 4 App Features Include

- Simple intuitive touchscreen interface
- Easy 5-step setup wizard with on-screen help
- Preloaded with over 80 dyno-proven base calibrations tested at the Edelbrock R&D facility
- Make adjustments inside or outside the vehicle with Bluetooth wireless
- Multiple gauge displays for monitoring engine performance
- Allows for on-the-fly tuning
- Provides sensor and injector status diagnostic troubleshooting
- ECU settings page allows calibration, firmware modifiers, and file backups
- E-Tuner 4 App only required for setup and basic adjustments – not needed for everyday use
- Compatible with most Android and IOS smart phones and tablets
- Available FREE in Google Play and App Store
- Automatically sends notifications for software updates and new features
- Advanced calibration features including the ability to adjust:
 - Air/fuel ratio set points
 - Acceleration fuel
 - Fuel modifiers (allows manual adjustment to base fuel map)
 - Idle speed
 - Cold-start enrichment
 - Crank fuel
 - Rev limiter
 - Self-learning settings
 - Spark advance
 - Control up to two cooling fans

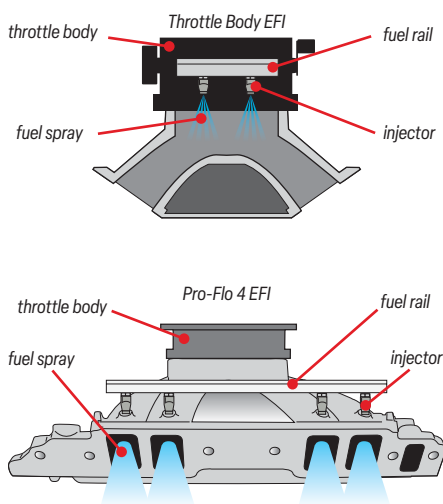
**SCAN HERE TO DOWNLOAD
EDELBRICK'S E-TUNER APP!**



APPLE



GOOGLE



THE DIFFERENCE BETWEEN PRO-FLO 4 AND THROTTLE BODY EFI

Throttle Body Injection-style EFI systems (TBI) feature fuel rails and injectors mounted directly to a throttle body. TBI delivers fuel into the airflow stream in the plenum, similar to a carburetor, and is referred to as a “wet manifold system.” The most universal type of EFI, its performance is excellent on lower horsepower applications with milder camshafts. System installation is straightforward, with the engine bay retaining the often-desired stock appearance. It does not require manifold removal and reuses many original components, with only a few new parts needed, resulting in a lower overall kit cost.

Pro-Flo 4 EFI systems feature a high-performance Edelbrock intake manifold with a 1000 CFM throttle body, fuel rails, and individual injectors for each cylinder. The fuel injector location at the end of each intake manifold runner, right before the airstream enters the combustion chamber, is key to these systems' improved performance, providing a more efficient mixture control unaffected by varying intake manifold runner temperatures and lengths. The fuel injectors are timed with the intake valve opening, giving ultimate control, and is the most efficient way to deliver fuel into your engine. This design produces the best fuel atomization and precise distribution to each cylinder for optimal performance.



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

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Pro-Flo 4
Kit #35780

Pro-Flo 4
Kit #35860

Pro-Flo 4
Kit #35900

Pro-Flo 4
Kit #35910

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

Application Description	Manifold Height	Max HP Rating	Injector Size	Emissions Code	Part No.
SMALL-BLOCK AMC					
304/360/390/401	-	550	35 lb/hr	●●	35650
SMALL-BLOCK CHEVROLET					
1986 - Earlier with standard cylinder heads	4.58"	450	29 lb/hr	●●	35760
1986 - Earlier with standard cylinder heads	4.58"	550	35 lb/hr	●●	35770
1986 - Earlier with standard cylinder heads	-	675	42 lb/hr	●●	35690
With Vortec or E-Tec cylinder heads	4.58"	450	29 lb/hr	●	35780
LS CHEVROLET					
Gen III / Gen IV with cathedral port cylinder heads	4.95"	450	29 lb/hr	●●	35700
Gen III / Gen IV with cathedral port cylinder heads	4.95"	550	35 lb/hr	●●	35710
Gen III / Gen IV with rectangular port cylinder heads	7.40"	550	35 lb/hr	●●	35740
Gen III / Gen IV with rectangular port cylinder heads	7.40"	675	42 lb/hr	●●	35750
BIG-BLOCK CHEVROLET					
1965-Later Mark IV / Gen V / Gen VI 396-502 with large oval port cylinder heads	5.90"	550	35 lb/hr	●●	35830
1965-Later Mark IV / Gen V / Gen VI 396-502 with large oval port cylinder heads	5.90"	825	60 lb/hr	●●	35840
1965-Later Mark IV / Gen V / Gen VI 396-502 with rectangular port cylinder heads	5.90"	550	35 lb/hr	●●●	35850
1965-Later Mark IV / Gen V / Gen VI 396-502 with rectangular port cylinder heads	5.90"	825	60 lb/hr	●●●	35860
CHRYSLER					
318/340/360 (Will only work on 318 c.i. engines when using 340-360 cylinder heads)	6.30"	550	35 lb/hr	●●	35900
413/426/440	6.10"	550	35 lb/hr	●●	35910
426-572 Gen II HEMI (dual-quad system that includes two throttle bodies)	5.10"	825	60 lb/hr	●●	35670
FORD					
289/302/347	5.50"	450	29 lb/hr	●●	35930
289/302/347	5.50"	550	35 lb/hr	●●	35940
351W	6.25"	550	35 lb/hr	●●	35950
390-428 FE	6.49"	550	35 lb/hr	●●	35960
429/460	4.25"	675	42 lb/hr	●●	35680
PONTIAC					
326-455 (except Ram Air V and 265/301 V8's)	6.60"	450	29 lb/hr	●●	35970
326-455 (except Ram Air V and 265/301 V8's)	6.60"	550	35 lb/hr	●●	35980

Installation Notes: These systems require a high-pressure EFI-compatible fuel delivery system. Fuel delivery kits are available and sold separately. Visit Edelbrock.com to choose the right kit for your installation. LS kits require a supplemental harness kit which is sold separately. 24(x) reductor applications require supplemental harness kit #35713, and 58(x) reductor applications require #35714. Throttle body height: 2.25" See website for manifold reference dimensions.

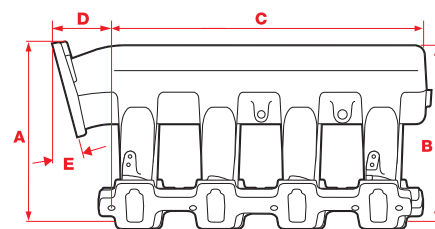
PRO-FLO⁴ ELECTRONIC FUEL INJECTION













Pro-Flo 4 with PRO-FLO XT Intake
Kit #35790

CHECKING FOR HOOD CLEARANCE ON EDELBRICK 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 for each model. Height measurements are from the end-seal flange and lengths are from the left front manifold to head bolt hole.



SYSTEMS WITH A PRO-FLO XT INTAKE MANIFOLD & 90 MM THROTTLE BODY

Application Description	Manifold Measurements					Max HP Rating	Injector Size	Emissions Code	Satin Finish	Black Finish
	A	B	C	D	E					
SMALL-BLOCK CHEVROLET										
1986 and earlier with standard cylinder heads	9.2"	8.4"	16.9"	2.1"	0°	450	29 lb/hr		35790	35793
1986 and earlier with standard cylinder heads	9.2"	8.4"	16.9"	2.1"	0°	550	35 lb/hr		35810	35813
With Vortec or E-Tec cylinder heads	9.2"	8.4"	16.9"	2.1"	0°	450	29 lb/hr		35820	35823
LS CHEVROLET										
Gen III & IV with cathedral port cylinder heads	10.2"	10.0"	16.9"	3.2"	15°	450	29 lb/hr		35720	35723
Gen III & IV with cathedral port cylinder heads	10.2"	10.0"	16.9"	3.2"	15°	550	35 lb/hr		35730	35733
Gen III & IV with rectangular port cylinder heads	9.70"	10.0"	16.9"	3.1"	15°	550	35 lb/hr		-	35993
Gen III & IV with rectangular port cylinder heads	9.70"	10.0"	16.9"	3.1"	15°	675	42 lb/hr		-	35893
BIG-BLOCK CHEVROLET										
1965-Later Mark IV and Gen V/VI 396-502 with rectangular-port cylinder heads	9.8"	10.0"	17.8"	0.0"	10°	550	35 lb/hr		35870	35873
1965-Later Mark IV and Gen V/VI 396-502 with rectangular-port cylinder heads	9.8"	10.0"	17.8"	0.0"	10°	825	60 lb/hr		35880	35883
CHRYSLER										
413/426/440	9.7"	9.6"	15.9"	4.0"	15°	550	35 lb/hr		35920	35923

Installation Notes: These systems require a high-pressure EFI-compatible fuel delivery system. Fuel delivery kits are available and sold separately. Visit Edelbrock.com to choose the right kit for your installation. LS kits require a supplemental harness kit which is sold separately. 24(x) reductor applications require supplemental harness kit #35713, and 58(x) reductor applications require #35714. See website for manifold reference dimensions.



Pro-Flo 4 Supplemental
Harness Kit #35713



Pro-Flo 4 Supplemental
Harness Kit #35714

SUPPLEMENTAL LS HARNESS KITS

REQUIRED FOR PRO-FLO 4 LS APPLICATIONS - NOT INCLUDED IN LS KITS

Edelbrock supplemental LS harness kits are required when installing a Pro-Flo 4 EFI system on an LS engine. These harness kits connect into the Pro-Flo 4 main harness connector labeled Coils/IAC. Each harness has connections for coil pack sub harnesses, crank sensor, cam sensor, and stepper IAC motor.

- #35713 is for Gen III 24x applications where the crank sensor is located at rear of block behind starter, and camshaft sensor is located on top at rear of block
- #35714 is for Gen IV 58x applications where the crank sensor is located at rear of block behind starter, and camshaft sensor is located in front cover

Series	Model	Emission Code	Part No
Pro-Flo 4 Supplemental Harness Kit	Chevrolet Gen III Engine	●●	35713
Pro-Flo 4 Supplemental Harness Kit	Chevrolet Gen IV Engine	●●	35714

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Pro-Flo 4 ECU & Harness
Kit #35711

PRO-FLO[®] 4

ELECTRONIC FUEL INJECTION



Edelbrock's test vehicle with Pro-Flo 4 EFI is one of many R&D vehicles used for product development and testing.

ECU & HARNESS KITS – READY TO SHIP!

GEN III AND GEN IV LS ENGINES

If you're swapping a Gen III or Gen IV Chevrolet LS engine into a hot rod, street machine, or off-road vehicle and want to retain the LS engine's OEM EFI components, the new Pro-Flo 4 LS ECU & Harness Kit is what you'll need to complete the installation and get your car up and running with minimal cost, complications, or effort. These kits are an economical solution designed specifically for Gen III LS engines with a 24x reluctor (#35711) and the Gen IV LS engine with a 58x reluctor (#35712) using cable throttle bodies.

This user-friendly engine management system replaces the factory ECU and wiring harness. It plugs directly into your existing LS manifolds sensors, injectors, and coil packs for a simplified installation, start up, and tuning processes. This kit is the perfect solution for those "junkyard" LS-engine swaps where the factory ECU and wiring harness may be missing, damaged, or need costly modifications.

What makes the Pro-Flo 4 LS ECU & Harness Kit so unique is the convenient Edelbrock E-Tuner 4 app for Android and iOS, which eliminates the need for laptop tuning or costly dyno sessions. E-Tuner 4 utilizes wireless Bluetooth connectivity and a setup wizard to guide you through initial programming. Once you provide some basic data (engine type, cubic inches, firing order, cam profile), the app selects and loads the most suitable base calibration for your engine. As you drive the vehicle, the Pro-Flo 4's self-learning ECU continuously optimizes the fuel calibration for your engine configuration, ensuring your vehicle performs at its best.

Pro-Flo 4 LS ECU & HARNESS KIT FEATURES:

- Plug-and-play ECU and harness kit for Gen III or Gen IV LS engine
- Perfect for budget LS-engine swaps – simple and affordable option
- ECU and Harness kits control high-performance LS builds up to 825 HP
- Includes ECU, wiring harness with EVI or Multec (truck) injector connectors, and Bosch O2 sensor
- Compatible only with cable-driven throttle bodies
- Designed and manufactured in the USA
- Supports forced induction applications

ECU & HARNESS KITS

Series	Model	Emission Code	Part No
LS Chevrolet Gen III ECU & Harness Kit	Use with 24x reluctor crank trigger	● ●	35711
LS Chevrolet Gen IV ECU & Harness Kit	Use with 58x reluctor crank trigger	● ●	35712

Installation Notes: Gen III (24x) applications can be recognized by the rear-mounted cam-position sensor which is black in color, while Gen IV (58x) cam sensor is mounted in the timing cover and is gray in color. Not for use with drive-by-wire applications. Does not include transmission control.



Pro-Flo 4 EFI ECU & Electronics
Kit #35716



Pro-Flo 4 EFI ECU &
Electronics Kit #35718



Pro-Flo 4 EFI ECU & Electronics
Kit #35717



Pro-Flo 4 EFI ECU & Electronics
Kit #35718



TC Transmission Controller
#36212

PRO-FLO 4 EFI ECU & ELECTRONICS KITS MULTIPLE APPLICATIONS

Upgrade your Small-Block or Big-Block Chevrolet, Ford 289/302/351W, or Oldsmobile EFI to the Pro-Flo 4 system with the Pro-Flo 4 ECU and Electronics Kit. This plug-and-play solution is for those with an existing EFI intake manifold, fuel rails, and accessories who want to upgrade their EFI. The kit includes an ECU, wiring harness, sensors, and distributor. Users supply the fuel pump, regulator, and fuel lines. The Pro-Flo 4 ECU controls fuel and spark with minimal tuning, featuring learning capability to adjust fuel mixture. Edelbrock's E-Tuner app allows easy adjustments for AFR, ignition, idle, and more, offering a seamless performance upgrade without changing your intake manifold.

- No longer have to buy a complete Pro-Flo 4 EFI system
- Seamless, simple conversion without changing existing hardware
- Keep your existing manifold, fuel rails, and accessories
- Includes Pro-Flo 4 distributor matched to engine configuration
- ECU controls both fuel and spark
- Includes base calibration, self-learning capability, and manual adjustability

ECU & ELECTRONICS KITS

Application	Kit Includes	Emission Code	Part No
Chevrolet Small-Block & Big-Block	ECU, wiring harness, sensors, and distributor	● ●	35716
Ford 289/302	ECU, wiring harness, sensors, and distributor	● ●	35717
Ford 351W	ECU, wiring harness, sensors, and distributor	● ●	35718
Oldsmobile EFI	ECU, wiring harness, sensors, and distributor	● ●	35719
Standalone ECU & Harness Kit	ECU, wiring harness, and sensors	● ●	35721
EFI Upgrade Kit: Legacy Pro-Flo to Pro-Flo 4	ECU, wiring harness, sensors, PWMIAC, and adapter housing	● ●	35715

TC TRANSMISSION CONTROLLER

The new Edelbrock TC Transmission Controller is offered as a standalone transmission controller designed to work with Edelbrock Pro-Flo 4 and Pro-Flo 4+ Engine Management Systems and most OE and aftermarket fuel injection systems with CAN communications or carbureted applications equipped with a standalone Throttle Position Sensor (TPS). It supports GM 4L60E, 4L70E, 4L75E, (up to 2010), 4L80E (post-1994).

- Compatible with most iOS and Android mobile devices
- Provides transmission control over shift points, shift firmness, shift speed, torque converter lock-up, shift table, line pressure, speed calibration, and etc.
- TC Tuner features Setup Wizard with base calibrations and capability to fully customize tune
- Includes transmission controller and clearly labeled auxiliary harnesses for simple installation
- Bluetooth communication between personal device and transmission controller with free "TC Tuner" app
- No software, laptop or tuning experience required clearly labeled auxiliary harnesses

Series	Part No
GM 4L60E, 4L65E, RL80E, 4L85E Transmissions, Generic EFI w/CAN Communication Applications	36211
GM 4L60E, 4L65E, RL80E, 4L85E Transmissions, Pro-Flo 4 and Pro-Flo 4+ EFI Applications	36212
GM 4L60E, 4L65E, RL80E, 4L85E Transmissions, Carbureted Applications	36213

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Return-Style Fuel Kit #3604

RETURN-STYLE EFI FUEL KIT

These kits include everything necessary to upgrade a carbureted fuel system to a high-pressure EFI system, except for the fuel tank. These return-style kits complete the fuel system loop by returning unused fuel to the tank. Each kit features a high-pressure EFI fuel pump, regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets, and hardware. They are ideal for use with Edelbrock E-Street 2, Pro-Flo 3, and Pro-Flo 4 EFI systems, as well as many popular aftermarket EFI systems.

Kit #3604 includes fuel regulator #1728, adjustable from 35-90 psi. Kits #3651/#3653 come with our new rail-mounted fuel regulator, preset to 43 or 58 psi. Our new fuel pressure regulator's unique push-in design allows it to be mounted directly to the fuel rail, eliminating the hassle of finding a mounting spot in the engine bay. Additionally, the compact regulator includes a swivel-style mounting bracket, which enables the regulator to be oriented in various directions to fit your build. A baffled fuel tank is recommended to prevent fuel starvation.

UNIVERSAL EFI SUMP FUEL KITS

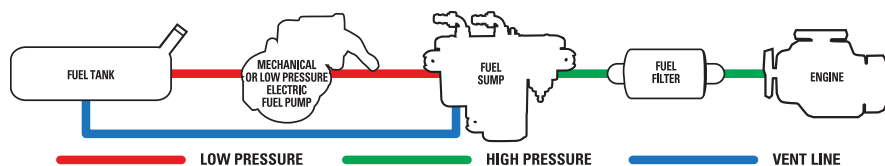
These universal kits are the most affordable way to prepare your fuel system for EFI and are designed to provide the high fuel pressure necessary for EFI in vehicles equipped with an existing low-pressure carbureted fuel system. They are compatible with the existing factory fuel tank and pump, making them ideal for aftermarket EFI systems and many popular engine-swap applications requiring a constant 35-90 psi fuel pressure. A complete self-contained system, they can be easily installed under the hood. The unique design of these systems allows them to deliver a constant fuel pressure without needing a fuel return line, external fuel pressure regulator, or modifications to the fuel tank.

These compact fuel sump kits are adjustable from 35-90 psi and include a vacuum reference port. They are available with a 67 gph flow rate and can support up to 600 HP, making them an excellent solution for vehicles with an EZ-Street, Pro-Flo 3, Pro-Flo 4, or other aftermarket EFI systems.

Complete kit #36031 includes a durable, lightweight plastic fuel sump tank with a high-pressure pump, wiring harness, hose, and fittings. Fuel sump tank assembly #36032 is for builders or consumers who already have hoses and fittings. A vent line from the sump overflow vent port to the fuel tank will need to be installed.

Description	Pressure (PSI)	Max Flow Rate (GPH / LPH)	Size (H x W x D)	Emissions Code	Part No.
Adjustable EFI Return-Style Fuel Kit	35-90	67 / 255	-	●●●	3604
Preset EFI Return-Style Fuel Kit	43	67 / 255	-	●●●	3651
Preset EFI Return-Style Fuel Kit	58	67 / 255	-	●●●	3653
Adjustable Universal EFI Sump Fuel Kit	35-90	67 / 255	9" x 10" x 3.75"	●●●	36031
Adjustable Universal EFI Sump Fuel Tank Assembly	35-90	67 / 255	9" x 10" x 3.75"	●●●	36032

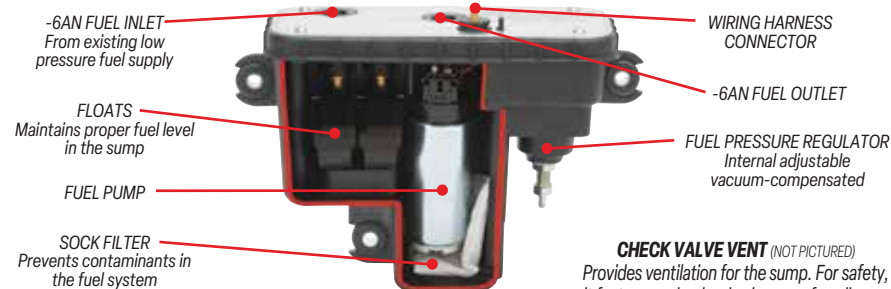
HOW DOES IT WORK? FEATURES & BENEFITS



Universal EFI Sump Fuel Tank Assembly #36032



Universal EFI Sump Fuel Kit Installed



CHECK VALVE VENT (NOT PICTURED)
Provides ventilation for the sump. For safety, it features a check valve in case of a roll over.



Throttle Body Adapter
#38353



Throttle Body Adapter
#3835



Victor Series 90 mm - Satin
Throttle Body #3970



Victor Series 90 mm - Black
Throttle Body #39703



FAST GM LS 102 mm
Throttle Body #54104



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

EDELBROCK THROTTLE BODIES

Edelbrock throttle bodies feature smooth, larger-than-stock bores, providing increased airflow for enhanced performance. They come in various sizes to match your specific application. Opt for smaller sizes for stock or mildly modified engines or larger sizes for more radical engine configurations. These high-quality components are proudly manufactured in the USA and designed to fit stock manifolds, with mounts for OEM sensors and vacuum lines. Keep in mind that some applications may require port-matching.

1994-95 MUSTANG THROTTLE BODY ADAPTER

This adapter is required to install Edelbrock 5.0 L intake manifolds #3821, #7123, and #7126 on 1994-95 Mustangs. It must be used with Edelbrock 65 mm, 70 mm, or stock throttle bodies.

Description	Emissions Code	Part No.		
		Zinc	Satin	Black
Throttle Body Adapter for Edelbrock Manifolds #3821, #7123, & #7126	●	—	3835	38353
EGR Supply Tube Spacer for #7123 (use with #3835 or #38353)	●	8025	—	—

VICTOR SERIES 90 MM PRO-FLO XT THROTTLE BODY

The Victor Series 90 mm Pro-Flo XT throttle body complete with TPS and IAC, maximizes performance upgrades on all Pro-Flo XT, EFI Victor Elbow, and Gen III/Gen IV engines with cable-driven throttle bodies.

Description	Emissions Code	Part No.	
		Satin	Black
Victor Series 90 mm Throttle Body	●	3970	39703

GM LS 102 MM BIG MOUTH ELECTRONIC THROTTLE BODY

Available for GM LS drive-by-wire applications, providing a huge airflow increase over OEM, while maintaining stock idle characteristics.

- Engineered in-house using upgraded components
- Robust throttle blade design for boosted applications
- Compatible with Pro-Flo 4+ or any aftermarket EFI system designed to control an LS-style electronic throttle body
- High-performance, high-torque electric motor for quicker response
- Works with most stock Gen IV LS ECUs including, but not limited to: L76, L77, L99, LS3, or LS7
- Dual return springs and non-contact TPS provide greater reliability
- Stylish black satin finish

Description	Emissions Code	Part No.
GM LS 102 mm Big Mouth Electronic Throttle Body	●	54104

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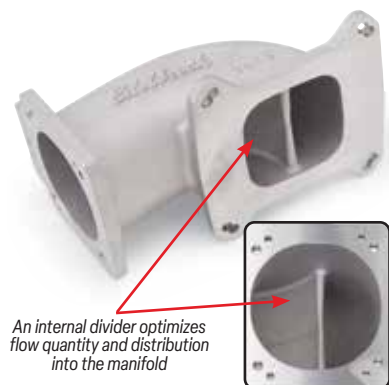
Ultra-Low Profile
Intake Elbow #3847



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 5.0 L THROTTLE BODIES

These elbows were designed by the Edelbrock engineering team using the latest Computational Fluid Dynamic (CFD) software. Edelbrock throttle body elbows are the best way to adapt LS1, LS2, and Ford 5.0 L throttle bodies to EFI manifolds with traditional square-bore mounting pads. An internal divider optimizes flow quantity and distribution into the manifold, which 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. All Edelbrock throttle body elbows include a universal throttle cable bracket and are available in satin or black powder coat.

LOW & ULTRA-LOW PROFILE ELBOWS

Ultra-Low Profile Elbow #3847 is designed to fit Edelbrock Victor Jr. LS1 EFI manifold #29085 and is ideal for tight engine compartments. The throttle-bore center is 9.00" forward and only 0.56" above the manifold mounting flange. It includes a throttle body adapter plate #2737 for use with LS1 throttle bodies. We recommend the Edelbrock 90 mm throttle body #3869 for optimal performance. Low Profile Elbow #3848 has a throttle-body-bore center 7.00" forward and 2.00" above the manifold flange. It is designed for use with Edelbrock Pro-Flo XT throttle bodies #3869/#38693/#3818, as well as GM and Ford 90 mm throttle bodies.

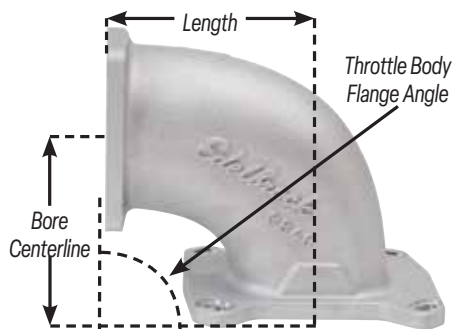
HIGH-FLOW ELBOWS

These elbows are designed for high-horsepower racing applications. An internal divider optimizes flow distribution to all manifold ports by minimizing turbulence. High-Flow Elbow #3849 is an ultra-high-flow version that measures 4.50" from the flange to the throttle body centerline (7.75" overall height). During flow testing, this elbow provided up to 1050 CFM with a 90 mm throttle body and 1150 CFM with a 95 mm throttle body. It does not accept LS1 throttle bodies. Intake Elbow #3814 features a universal bolt pattern and is the best way to adapt a single throttle body to a 4500-style flange EFI manifold without compromising airflow. The throttle body flange accommodates 90-95 mm LS1, LS2, and Ford 5.0 L-based throttle bodies.

Intake Elbow #3815 is also designed for a 4500-style flange manifold. It has a 120 mm opening for maximum flow and can support over 1400 naturally aspirated horsepower. The throttle body flange utilizes a 4.250" square bolt pattern. This elbow flows 1800 CFM @ 20.5" in H2O and includes a universal throttle bracket.

Description	Throttle Body Size	Length	Bore Centerline	Overall Height	Throttle Body Flange Angle	Emissions Code	Part No.	
							Satin	Black
Ultra-Low Profile Intake Elbow	90 mm	9.0"	0.56"	3.62"	102°	●	3847	38473
Low Profile Intake Elbow	90 mm	7.0"	2.0"	5.04"	95°	●	3848	38483
High-Flow Intake Elbow	90 mm	5.50"	4.5"	7.75"	90°	●	3849	38493
High-Flow Intake Elbow for 4500 Flange	120 mm	8.0"	6.0"	8.86"	100°	●	3815	-

Installation Note: Use of an LS1 throttle body will require Edelbrock throttle body adapter plate #2737.



THROTTLE BODY ADAPTER & GASKET

Description	Part No.
Throttle Body Adapter for LS1 Throttle Body to EFI Elbow	2737
Throttle Body Flange Gasket (for 90 mm throttle bodies #3847, #38473, #3848, & #38483)	3813



#29785



#28455



#70855



#28155



#29365



#29545

EDELBROCK EFI MANIFOLDS**VICTOR AND SUPER VICTOR INTAKES**

These EFI intake manifolds enable conversion to electronic fuel injection for high-performance engines. Injector bosses are accurately positioned and machined to ensure optimal fuel spray patterns and maximum power. Universal 4-barrel throttle bodies, intake elbows, fuel rails, fuel injectors, fuel pumps, and regulators are available separately to complete your competition EFI system.

Small-Block Chevrolet

	Page No.
Pro-Flo XT EFI (1955-86)	36
Victor E 23° EFI	38
Pro-Flo XT EFI (1996-Later)	41
Victor E-Tec EFI for E-Tec/Vortec Cylinder Heads	41
Super Victor EFI for E-Tec/Vortec Cylinder Heads	41

Chevrolet LS

Pro-Flo XT LS1/LS2 EFI	42
Victor Jr. LS1/LS2 EFI	42
Super Victor LS1/LS2 EFI	43
Pro-Flo XT LS3 EFI	43
Cross-Ram LS3 EFI	44
Victor Jr. LS Series Gen IV EFI LS3/LS92/LS76	44
Super Victor LS3 EFI	45
Super Victor LS7 Gen IV EFI	45

Big-Block Chevrolet

Victor Jr. 454-R EFI	49
Victor Jr. 454-O EFI	49
Pro-Flo XT EFI	49
Victor Tunnel Ram (Base Only) for EFI Applications	50
Super Victor BBC EFI	51
Super Victor BBC EFI Tall-Deck	51

Small-Block CHRYSLER

Super Victor Small-Block Chrysler EFI	54
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Big-Block CHRYSLER

Pro-Flo XT 440 EFI	57
Victor 440 EFI	57
Dual-Quad 426-572 HEMI EFI	58
Victor II EFI HEMI	58

Small-Block FORD

Victor Jr. 302 EFI	62
Super Victor 8.2 EFI	62
Super Victor 351W EFI	66

FORD 4.6 L

Victor Jr. Ford 4.6 L EFI	68
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FORD FE

Victor FE EFI	69
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Big-Block FORD

Victor Ford 460 EFI	70
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HOLDEN

RPM Air-Gap EFI	71
Victor Jr. Holden EFI	72

PONTIAC

Torker II EFI Pontiac (non-EGR)	75
Super Victor EFI Pontiac (based on #2957)	76

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

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#3631



#3640



#3620

FUEL RAIL KITS

All Edelbrock fuel rails are machined from high-quality extruded aluminum. Most kits are designed to work with standard and Pico-style fuel injectors. Each kit includes fuel rails, stands, and mounting hardware. Fuel fittings, crossover line, and regulator not included. Available in clear or black anodized finish.

Application	Finish	Inlet / Outlet Size	Part No.
CHEVROLET			
Small-Block Chevrolet (for use with Victor E Manifold #29785 and standard injectors)	Clear	-6AN	3630
Small-Block Chevrolet E-Tec EFI (for use with Super Victor Manifold #29135)	Clear	-6AN	3631
Small-Block Chevrolet (for use with Pro-Flo XT Manifold #7137)	Black	-6AN	3627
LS Victor EFI (for use with Victor Jr. Manifold #28095, #28455, & #29085 with standard injectors)	Black	-6AN	3638
LS1 (for use with Pro-Flo XT Manifold #7139)	Black	-6AN	3629
LS7 (for use with Super Victor Manifolds #28875 & #28905)	Clear	-8AN	3649
LS3 (for use with Pro-Flo XT Manifold #7142)	Black	-8AN	3648
LS3 (for use with Super Victor Manifold #28215)	Black	-8AN	3655
LS3 (for use with Cross-Ram Manifolds #7141 and #71413 and standard injectors)	Black	-6AN	3654
LS-R (for Super Victor LS-R Manifold #28235 and standard injectors)	Black	-8AN	3510
Big-Block Chevrolet (for use with Pro-Flo XT Manifold #7136)	Black	-8AN	3658
Big-Block Chevrolet (for use with Super Victor Manifolds #29275 and #29025 and standard injectors)	Clear	-6AN	3633
Big-Block Chevrolet (for use with Tunnel RAM Manifold #70855)	Black	-8AN	3659
CHRYSLER			
Small-Block Chrysler 340/360 (for use with Super Victor Manifold #28155 and standard injectors)	Clear	-6AN	3641
Big-Block Chrysler 413-440 (for use with Victor 440 Manifold #29545 & standard injectors)	Clear	-6AN	3640
Big-Block Chrysler 413-440 (for use with Pro-Flo XT Manifold #7144. Fits standard and compact length injectors)	Black	-6AN	3644
Chrysler Gen II 426-572 HEMI (for use with Edelbrock Dual-Quad Manifold #75245)	Black	-8AN	3660
Chrysler Gen III HEMI 5.7 L/6.1 L/6.4 L (for use with Victor Manifold #7179)	Black	-6AN	3647
FORD			
Small-Block Ford (for use with Super Victor Manifolds #29245 and #29285 and standard injectors)	Clear	-6AN	3620
Small-Block Ford - Low Profile (for use with Victor Jr. 302 Manifold #29215)	Clear	-6AN	3625
4.6 L (for use with Victor Jr. Manifold #28385 and standard injectors)	Clear	3/8" NPT	3639
5.0 L (for use with 1986-1995 5.0 L Mustangs with a stock or Edelbrock Manifold)	Clear	3/8" NPT	3628
FE 390-428 (for use with Victor Manifolds #29365 and #29375)	Clear	-6AN	3632
429/460 (for use with Victor Manifold #50665)	Clear	-6AN	3645
HOLDEN			
308-383 VN (for use with RPM Air-Gap Manifold #75945)	Black	-6AN	3504
PONTIAC			
Pontiac (for use with Super Victor Manifold #29565 and #29575 and standard or pico injectors)	Clear	-6AN	3634
Pontiac (for use with Torker II Manifold #50565 and pico injectors)	Clear	-6AN	3637



#3687



#3696



#3583



#3635

FUEL INJECTORS

lb/hr @ 43 PSI	Description	Color Code	Emissions Code	Part No.	
				Single	Set of 8
60	Deka IV Tall - High Impedance	-	●●	3687	3686
60	Siemens - High Impedance (Short Body)	Blue	●●	3696	3697
80	Siemens - High Impedance (Short Body)	Red	●●	-	3522
29	Pico - High Impedance	White	●●	3583	3853
35	Pico - High Impedance	Green	●●	3635	3636
Description				Part No.	
Fuel Rail stands for use with Pico fuel injectors (set of 4 for Pro-Flo 2 systems)				3619	

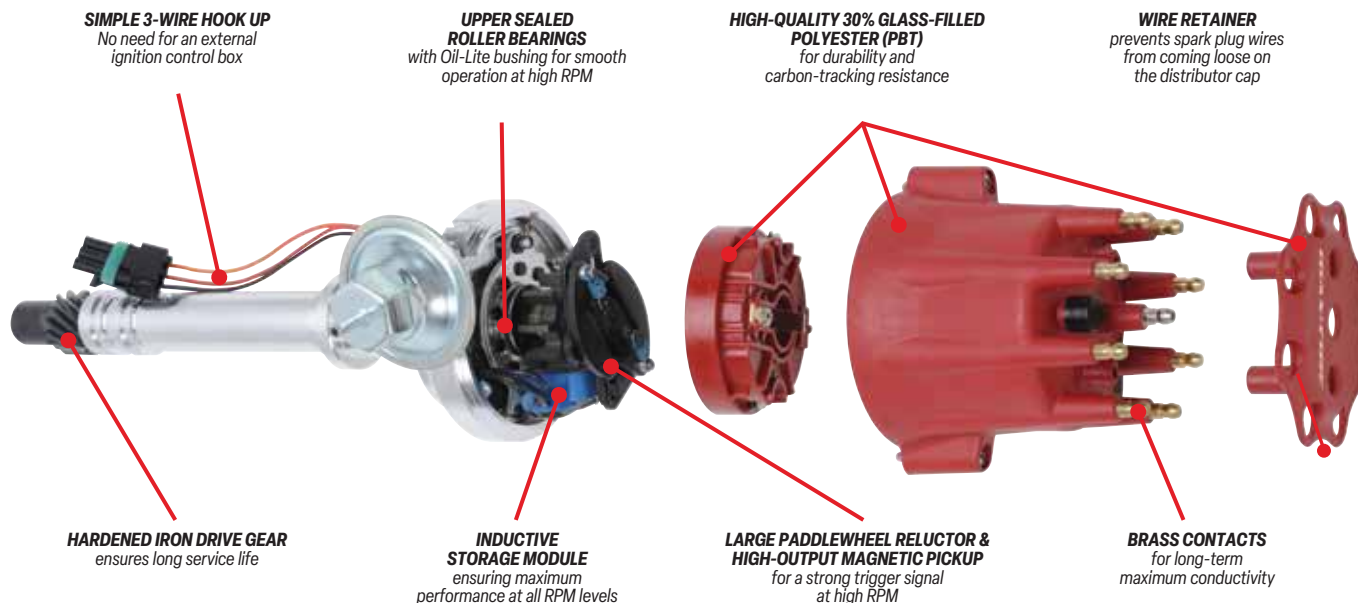


Application	Part No
ENGINE CONTROL UNITS	
Pro-Flo 4 Systems	3543
ELECTRONICS	
Calibration Module (for original Pro-Flo systems)	3519
Bluetooth Antenna Retro Fit Kit (for first generation E-Street systems only)	3523
Replacement Rotor (for Pro-Flo 4 distributor, press-on type)	22734
Electronic Oil-Filled Ignition Coil, .70 Ohms with red finish	22746
SENSORS	
Throttle Position Sensor (for clockwise rotation, GM type)	36018
Coolant Temp Sensor	3589
Air Temp Sensor (for push-in connections)	3578
Air Temp Sensor with 3/8"-18 NPT Thread (for E-Street & E-Street 2 systems)	3588
MAP Sensor 1 Bar (for E-Street, Pro-Flo 2, Pro-Flo 3 & Pro-Flo 4 systems)	36019
MAP Sensor, 1 Bar (for GML S3 Pro-Flo 4)	36021
MAP Sensor, 2 Bar (for Pro-Flo 4)	3542
2.5 T-MAP Sensor w/ Harness (for Pro-Flo 4)	3547
Oxygen Sensor (for narrow band, 4-wire for use with Pro-Flo & Pro-Flo 2 systems)	36013
Wide-Band Oxygen Sensor (for Pro-Flo Sportsman systems)	36010
Wide-Band Bosch 4.9 Oxygen Sensor (for E-Street, E-Street 2, Pro-Flo 3, & Pro-Flo 4 systems)	36126
Weld-On Bung (for steel stock with 18 x 1.5 mm internal threads)	91172
Pro-Flo 3 Fuel Sensor Kit (for 1/8"-27 NPT)	3546
EFI PCV Valve	3592
PCV Valve Fitting	3593
Fuel Pressure Sensor (for 1/8" NPT for Pro-Flo 4)	3546
Fuel Pump Power Harness	37-3504
IDLE MOTORS	
GM Stepper IAC Motor (for E-Street, E-Street 2, Pro-Flo XT, Pro-Flo 3, & Pro-Flo 4 systems)	36015
PWM Idle Air Motor and Gasket (for Hitachi, Pro-Flo 3 & Pro-Flo 4 systems)	36017
GM Stepper IAC Motor Adaptor to Hitachi PWM Throttle Body	3599
GM Stepper IAC Motor Adaptor to Hitachi PWM IAC	3855
FUEL DELIVERY	
Fuel Pump - 67 gph @ 43 psi, 3/8" Hose Barb Inlet/Outlet (M10x1.0)	3594
Fuel Pump - 80 gph @ 43 psi, -10AN Inlet/Outlet	1790
Fuel Pump - 20 gph @ 43 psi, -12AN Inlet/Outlet	1794
Fuel Pump for MPF - 57 gph @ 43 psi	3581
EFI Pump relay	3586
Fuel Filter	3596
Regulator Fitting (for -6AN for Pro-Flo 2, Pro-Flo XT, Pro-Flo 3, & Pro-Flo 4 systems)	3577
Fuel Pressure Regulator (for -6AN Inlet/Outlet/Bypass)	1728
Fuel Pressure Regulator (for -10AN Inlet/Outlet -6AN Bypass)	1729
Fuel Pressure Regulator (for Pro-Flo 2 & Pro-Flo XT systems)	3584
Fuel Pressure Regulator (for Performer MPFI kits)	3595
Fuel Pressure Regulator Kit with Rail Mount (for -6AN, 43 psi, for Pro-Flo 3, & Pro-Flo 4 systems)	17400
Fuel Pressure Regulator Kit with Rail Mount (for -6AN, 58 psi, for Pro-Flo 3, & Pro-Flo 4 systems)	17401
GASKETS	
Replacement 2V Air Valve Gasket (for Pro-Flo 2 systems #35030)	3894
Replacement 4V Air Valve Gasket (for Pro-Flo 2 Systems #3500 & #3550)	3895
Replacement Throttle Body Flange Gasket (for 90 mm throttle body)	3813
Replacement Throttle Body Flange Gasket (for 70 mm throttle body)	3830
Replacement Throttle Body Flange Gasket (for 75 mm throttle body)	3831
THROTTLE BRACKET	
Throttle and Trans Kickdown for 4150 Style Throttle Bodies and Carburetors	8041

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WHY MAX-FIRE?



MAX-FIRE IGNITION SYSTEM

Edelbrock's Max-Fire Ignition components are the perfect upgrade for your OEM or high-performance engine. Max-Fire distributors are precision machined and ready to run right out of the box. Combine with our ignition coils and a set of high-performance Ultra-Spark 50 spark plug wires and you'll have a setup designed to deliver maximum power output.

From classic '60s and '70s muscle cars to modern high-performance cars and trucks, we offer ignition components for most popular engines as well as universal kits for custom builds. Our ignition systems are easy to install, featuring components designed for the DIY enthusiast, including a simple three-wire hookup for distributors, direct-bolt-on replacement coils, and spark plug wire kits.

MAX-FIRE DISTRIBUTORS

Edelbrock distributors are ideal for replacing or upgrading from a points-triggered distributor, featuring a centerless ground shaft that utilizes an upper sealed roller bearing with an extra-long lower bronze Oil-Lite bushing for smooth operation. A high-output magnetic pickup and large paddlewheel reluctor combine to deliver a strong trigger signal at high RPM.

MAX-FIRE COILS

Edelbrock Ignition coils offer maximum voltage output, ensuring you get the most from your high-performance engine at higher RPMs. We offer various models to upgrade your ignition, including electronic oil-filled, universal dome-style, coil-in-cap, Ford coil-on-plug, and GM LS coil packs.

ULTRA-SPARK PLUG WIRES

Our Ultra-Spark performance spark plug wires are manufactured in the USA from the highest quality materials to help deliver maximum voltage. These wires feature extremely high EMI/RFI suppression, along with very low resistance, to deliver the most spark possible. Wire sets feature a heavy-duty 8.5mm silicone jacket to protect the Kevlar spiral-wound core from heat, moisture, and chemicals.



Electronic Oil-Filled
Ignition Coil #22740



Max-Fire Ultra-Spark 50
#22714



*Chevy 262-502 V8 Distributor
with Fixed Collar #22750*

DISTRIBUTORS

These distributors are ready to use right out of the box and serve as the perfect replacement or upgrade for your ignition system from a points-triggered distributor. With precision machining, they ensure a perfect fit and come with a simple three-wire hook-up for easy installation, eliminating the need for an external ignition control box. The centerless ground shaft features an upper sealed roller bearing and an extra-long lower bronze Oil-Lite bushing, promoting smooth operation. The high-output magnetic pickup and large paddlewheel reluctor provide a strong trigger signal at high RPM for maximum performance. These features allow Max-Fire distributors to deliver unrivaled voltage to the coil, guaranteeing that you're achieving maximum performance from your engine. We recommend pairing it with a new Max-Fire coil for optimal voltage output, ensuring you get the best from your high-performance engine at elevated RPM. Each distributor comes with a cap, rotor, retainer, and mechanical-advance curve kit.

FEATURES AND BENEFITS

- CNC machined from 6061-T6 aluminum with O-ring grooves for use in a fully machined engine block
- Cap and rotor are molded in high-quality 30% glass-filled polyester for durability and carbon-tracking resistance
- Hardened-iron drive gear ensures long service life
- Brass contacts and a stainless-steel rotor spring for maximum conductivity
- Fully adjustable mechanical and vacuum advance for increased mileage potential

Application	Emissions Code	Part No.
AMC/Jeep 290-401 V8	●	22765
Buick 215-350 V8 (1961-1980)	●	22759
Buick 400-455 V8 (1967-1976, except Nailhead)	●	22760
Cadillac 1968-84 V8 (425, 368, 472, & 500)	●	22753
Chevy 262-502 V8 with Fixed Collar (except tall-deck blocks and 348/409)	●	22750
Chevy 262-502 V8 with Slip Collar (fits standard 9.8" and tall 10.2" deck, except 348/409)	●	22751
Chevy 348/409 V8	●	22752
Chrysler 273/318/340/360 V8 (LA)	●	22761
Chrysler 361/383/400 V8 (short deck)	●	22763
Chrysler 413/426/440 V8 (tall deck or RB)	●	22762
Ford 260/289/302 V8	●	22755
Ford 351W V8	●	22758
Ford 351C & 429/460 V8	●	22756
Ford 332-428 FE V8	●	22757
Oldsmobile 260-455 V8	●	22764
Pontiac 326-455 V8	●	22754



*Small-Diameter, Low-Profile Cap & Retainer
#22731*



*GM V8 Male Tower Points-Style Cap and Retainer
#22732*



*Replacement Chevy
V8 Rotor #22733*

SERVICE PARTS

Product	Part No.
Small-Diameter, Low Profile Cap & Retainer	22731
GM V8 Male Tower Points-Style Cap and Retainer	22732
Replacement Chevy V8 Rotor	22733
Replacement Pro-Flo 4 EFI Rotor	22734

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Electronic Oil-Filled
Ignition Coil .45 Ohms #22740



Electronic Oil-Filled
Ignition Coil .45 Ohms #22741

ELECTRONIC OIL-FILLED COIL, .45 OHMS

These Max-Fire coils are perfect for high-performance vehicles converted to an electronic breakerless distributor, where a traditional oil-filled canister coil is preferred for the correct classic look. The coils are designed and engineered with optimized winding for compatibility with ready-to-run distributors, 6-Series CD ignition control boxes, and .45 Ohms of primary resistance for high output, resulting in quicker starts, improved throttle response, and greater power at higher RPM.

ELECTRONIC OIL-FILLED COIL, .70 OHMS

Edelbrock ignition Coil #22746 is a high-output, oil-filled canister-style coil recommended for Pro-Flo 4 EFI applications. It is also compatible with other aftermarket EFI and ready-to-run distributors. Features include a higher winding ratio for increased voltage build-up and greater spark energy when compared to competitor coils. This coil offers primary resistance of 0.7 Ohms compared to 0.4 Ohms for standard ignition systems.



12 V Canister-Style
Coil 1.4 Ohms #22739

12 V CANISTER-STYLE COIL, 1.4 OHMS

This universal 12-volt canister-style coil is designed as a high-quality direct bolt-on replacement for OEM ignition coils and features a primary resistance of 1.4 Ohms with an output of 42,000 volts. Internally, each Edelbrock coil features heavy-duty primary and secondary windings for higher energy and greater spark, which helps to provide quicker starts with improved idle quality. With a durable oil-filled housing, they are resistant to heat, shock, and vibration, operating effectively from 0 to 6500 RPM.

UNIVERSAL HIGH-OUTPUT DOME-STYLE IGNITION COIL

This universal coil is specifically designed to work with high-output inductive-storage ignition modules in ready-to-run distributors. It features heavy gauge windings engineered to deliver maximum power at higher RPM levels. The molded housing, made of glass-reinforced polyester and high-temperature epoxy encapsulation, resists shock and vibration while providing excellent thermal conductivity. Brass contacts ensure optimal conductivity, while the male tower offers superior boot and terminal retention to protect against arcing. This coil is compatible with 6-Series CD ignition systems.



Universal High Output Dome-Style
Ignition Coil #22742

COIL-IN-CAP

The Max-Fire coil-in-cap design features red and yellow primary wires for GM HEI coil-in-cap distributors. This coil is perfect for high-performance engines that demand maximum voltage. It is engineered to be compatible with aftermarket performance 4-pin modules and high-performance electronic controls. The design optimizes resistance levels, precisely aligning with the high-amperage dwell circuits of performance ignition modules. Consequently, it allows for a faster charge and complete coil saturation at higher RPM levels. It includes a high-temperature epoxy that can endure shock and vibration while providing excellent thermal conductivity, ensuring a long service life. An installation hardware kit is provided.



HEI Coil-In-Cap
#22743

Description	Ohms.	Emissions	Part No.	
			Chrome Finish	Red Finish
Electronic Oil-Filled Ignition Coil	.45 Ohms	●●●●	22740	22741
Electronic Oil-Filled Ignition Coil	.70 Ohms	●●●●	—	22746
12 V Canister-Style Coil	1.4 Ohms	●●●●	—	22739
Universal High Output Dome-Style Ignition Coil	—	●●●●	—	22742
HEI Coil-In-Cap	—	●●●●	22743	



Ford 2-Valve Coil-On-Plug For
4.6 L/5.4 L/6.8 L Engines #22744

FORD 2-VALVE COIL-ON-PLUG

This Max-Fire coil-on-plug ignition coil pack is compatible with 1997-2014 Ford 4.6 L, 5.4 L, and 6.8 L engines featuring 2-valve cylinder heads. It directly bolts on using OEM DIS electronic controls or aftermarket high-performance ignition systems. This coil is designed with higher resistance to deliver increased energy output at elevated RPM over OEM coils. It's ideal for turbocharged and supercharged applications, as well as engines converted to E85 fuel. The coil is sealed with high-temperature epoxy, providing resistance to shock and vibration while ensuring excellent thermal conductivity. The spark plug spring contact is made from stainless steel and includes a ferrite lug to minimize EMI/RFI noise. The spark plug boots are molded from a high-temperature silicone compound, offering superior heat resistance up to 550°F. The listing below is for a single coil.

FORD 3-VALVE COIL-ON-PLUG

Designed as a direct performance replacement for the OEM coil in 1998-2008 Ford 4.6 L - 5.4 L V8 engines and the 6.8 L Triton V10 2-valve engines, each coil features advanced technology with heavy-duty primary and secondary windings housed in a corrosion-resistant casing. The enhanced windings in these coils provide higher energy and voltage output for a stronger spark, helping to ensure quicker starts and improved idle quality. The coil housings resist heat, shock, vibration, and corrosion.

FORD 4-VALVE COIL-ON-PLUG

This coil is designed as a direct performance replacement for the OEM coil on 1997-2011 Ford V8 4.6 L - 5.4 L 4-valve SVT Cobra engines. Each coil features advanced technology with heavy-duty primary and secondary windings housed in a corrosion-resistant casing. The enhanced windings in these coils deliver higher energy and voltage output for a stronger spark and can help provide quicker starts with improved idle quality. The coil housings resist heat, shock, vibration, and corrosion.

LS COIL PACK

The Max-Fire LS coil pack is designed for GM Gen III & IV LS engines from 1997 to 2013. Its high-output design provides up to 11% more voltage and 19% more energy than a stock coil, making it perfect for supercharged, turbocharged, nitrous-injected, or E85-fueled engines.











Ford 3-Valve Coil-On-Plug for
4.6 L/5.4 L/6.8 L #22780



Ford 3-Valve Coil-On-Plug for
4.6 L/5.4 L/6.8 L #22790



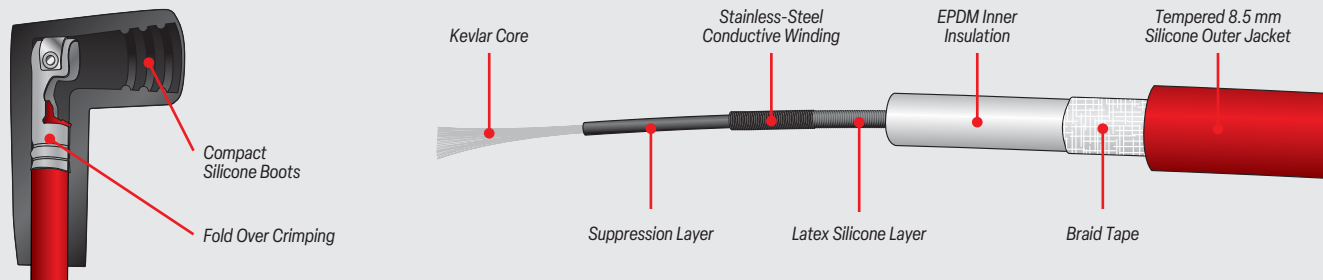
Ford LS Coil Pack Coil-On-Plug For
GM Gen III & IV LS Engines #22745

Year	Application	Emissions	Part No.	
			Single	Set of 8
FORD 2-VALVE COIL-ON-PLUG				
1997-2014	Ford 4.6 L/5.4 L/6.8 L Engines		22744	–
FORD 3-VALVE COIL-ON-PLUG				
1998-2008	Ford 3V 4.6 L/5.4 L/6.8 L - RED		22780	22781
1998-2008	Ford 3V 4.6 L/5.4 L/6.8 L - BLACK		22780B	22781B
2004-2008	Ford 3V 4.6 L/5.4 L/6.8 L - RED		22782	22783
2004-2008	Ford 3V 4.6 L/5.4 L/6.8 L - BLACK		22782B	22783B
2008-2018	Ford 3V 4.6 L/5.4 L/6.8 L Ext. Boot		22790	22791
FORD 4-VALVE COIL-ON-PLUG				
1998-2008	Ford 4V 4.6 L/5.4 L Cobra Engines		22784B	22785B
LS COIL PACK				
1997-2013	GM Gen III & IV LS Engines		22745	–

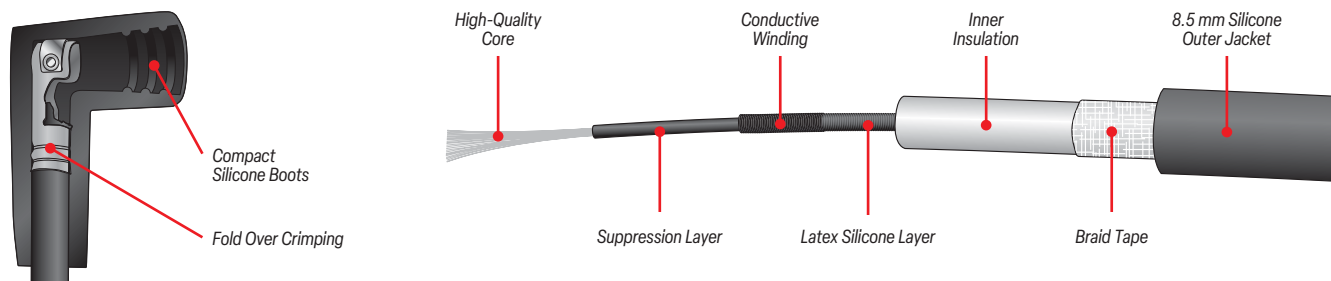
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ULTRA SPARK 50



ULTRA SPARK 500



COMPARISON CHART

Specifications	Brand "A" SuperStock 4000 Series	Brand "A" SuperStock 5000 Series	Brand "M" Street-Fire	Brand "M" Super Conductor	Max-Fire Ultra-Spark 500	Max-Fire Ultra-Spark 50
Ohms Resistance Per Foot	Meets OEM Spec	500	500	50	500	50
Boot Temp	450°	550°	450°	450°	450°	450°
Core	Carbon Graphite	Spiral Wound	Kevlar Core Ferro	Magnectic Impregnattted Ferral	Magnetic Kevlar	Magnetic Kevlar
Terminal Material	Stainless Steel	Stainless Steel	Heavy-duty	Stainless Steel	Stainless Steel	Stainless Steel
Wire Diameter	7-8 mm	7-8 mm	8 mm	8.5 mm	8.5 mm	8.5 mm

IMPORTANT TECH TIP INFORMATION

Check your spark plug wires regularly

Like everything else on your car, spark plug wires need to be checked and require periodic changing. If you want to keep the performance of your engine at the optimal level, we recommend you replace your spark plug wires at the same time you replace your spark plugs. Fouled, damaged, or worn out spark plugs can lead to a variety of engine problems such as misfires, hard starts, increased emissions, poor fuel economy, and reduced acceleration. You should replace your spark plugs and wires every 30,000 miles on most vehicles.



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



Max-Fire (Ultra-Spark 500) High-Performance
Small-Block Chevy Wire Set #22702



Max-Fire (Ultra-Spark 50) High-Performance
Small-Block Ford Wire Set #22714



Max-Fire (Ultra-Spark 50) High-Performance
GM LS Car Wire Set #22715



Max-Fire (Ultra-Spark 500) Universal Flex
Boot Plug Wire Set #22700



Max-Fire (Ultra-Spark 50)
Universal Wire Set #22711

HIGH-PERFORMANCE SPARK PLUG WIRES

Edelbrock's Ultra-Spark performance spark plug wires are manufactured from the highest-quality materials to ensure ultimate performance. These wires feature extremely high EMI/RFI suppression and very low resistance to deliver the maximum spark possible. A heavy-duty 8.5 mm diameter silicone jacket protects the Kevlar spiral-wound core from heat, moisture, and chemicals. Edelbrock offers two levels of spark plug wires; Ultra-Spark 500 and Ultra-Spark 50.

Ultra-Spark 500 is an excellent choice for replacing OEM wires and are value priced. Featuring high-quality leads that deliver 500 Ohms of EMI/RFI noise suppression with low resistance. These wires are ideal for daily drivers and for budget builds, offering the best combination of value and performance.

Ultra-Spark 50 spark plug wires are engineered for high-performance engines that need all of the voltage they can get for maximum power output. Made with wire leads delivering a low 40 Ohms of resistance per-foot for maximum EMI/RFI noise suppression, making them perfect for engines with aftermarket high-performance upgrades that demand maximum voltage.

Features & Benefits

- 8.5 mm diameter reduces voltage leak for improved performance
- Spiral-wound Ferro-magnetic Kevlar core with high-dielectric-strength inner insulation creates an effective EMI choke
- Silicone jacket is chemical resistant and won't crack or shrink when exposed to extreme temperatures
- Engine-specific applications are made to length
- Cut-to-length universal applications available
- Select kits includes 45° silicone plug boots
- Stainless-steel distributor cap terminals
- Moisture-resistant silicone boots
- High-quality snap-and-lock style terminals for easy installation
- Engineered for use with automotive, marine, and industrial engines
- Meets SAE J2031 Class E specs
- Meets or exceeds OEM specs

Engine	Cyl.	Wire Type	Distributor Cap / Coil Boot Style	Spark Plug Boot Style	Wire Color	Part No.
Small Block Chevy	8	Ultra-Spark 500	90 deg.	90 deg.	Black	22702
Small -Block Ford	8	Ultra-Spark 50	90 deg.	45 deg.	Red	22714
GM LS Car	8	Ultra-Spark 50	30 deg.	Straight	Red	22715
GM LS Truck	8	Ultra-Spark 50	30 deg.	Straight	Red	22717

UNIVERSAL HIGH-PERFORMANCE SPARK PLUG WIRE SETS

Universal spark plug wire sets maintain the same high quality as our model-specific sets while offering the flexibility to customize them for a perfect fit in your V8 application. Each kit comes with factory-installed straight or 90° spark plug boots. The straight boot sets feature "Vari-Angle" boots that allow them to be bent and retain their position in tight spaces or to clear headers. They include early OEM socket-style and late-style HEI-plug distributor terminals to ensure complete coverage. Available in two performance levels—Ultra-Spark 500 and Ultra-Spark 50—so you can choose the best option for your performance needs.

The kits include 8 spark plug wires of varying lengths, 11 points-style terminals, 11 HEI-plug-style terminals, 9 straight distributor boots, 9 90° distributor boots, 1 distributor-to-coil wire, dielectric grease, and installation instructions. A wire crimping tool is needed to complete the installation.

Wire Type	Cyl.	Distributor Cap Boot Style	Factory Installed Spark Plug Boot Style	Wire Color	Part No.
Ultra-Spark 500	8	90 deg. HEI and Points	Straight/Vari Angle	Black	22700
Ultra-Spark 500	8	90 deg. HEI and Points	90 deg.	Black	22701
Ultra-Spark 50	8	90 deg. HEI and Points	Straight/Vari Angle	Red	22710
Ultra-Spark 50	8	90 deg. HEI and Points	90 deg.	Red	22711
Ultra-Spark 50	8	90 deg. HEI and Points	Straight/Vari Angle	Black	22719

Kits with straight boots include the following wire lengths: one 53", one 49", two 45", one 41", one 37" and two 33". Kits with 90° boots include the following wire lengths: one 50", one 47", two 43", one 39", one 35", and two 31".

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COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
BUICK					
Allure / LaCrosse	325 / 5.3 L V8	2008-09	-	-	22716
Century	305 / 5.0 L V8	1981	-	22703	22713
Century / Regal	305 / 5.0 L V8	1980	-	22703	22713
	350 / 5.7 L V8	1977	Engine Vin: L	22702	22712
Century / Regal / Skylark	305 / 5.0 L V8	1977	-	22702	22712
		1978	-	22703	22713
Rainier	325 / 5.3 L V8	2005-07	-	-	22716
CADILLAC					
CTS-V	346 / 5.7 L V8	2004-05	-	-	22716
	364 / 6.0 L V8	2006-07	-	-	22716
	376 / 6.2 L V8	2009-14	-	-	22716
Escalade	325 / 5.3 L V8	2002-05	-	-	22716
	364 / 6.0 L V8	2002-06	-	-	22716
		2009-13	-	-	22716
	376 / 6.2 L V8	2007-14	-	-	22716
CHECKER					
Marathon	267 / 4.4 L V8	1980	-	22703	22713
	305 / 5.0 L V8	1977-79	-	22702	22712
		1980	-	22703	22713
	350 / 5.7 L V8	1974-79	-	22702	22712
CHEVROLET					
Avalanche	325 / 5.3 L V8	2007-13	-	-	22716
	364 / 6.0 L V8	2007-09	-	-	22716
Avalanche 1500	323 / 5.3 L V8	2002-05	-	-	22716
	325 / 5.3 L V8	2002-06	-	-	22716
	350 / 5.7 L V8	1974-75	HEI	22702	22712
B7	454 / 7.4 L V8	1999-00	-	-	22716
Bel Air	350 / 5.7 L V8	1975	-	22702	22712
Bel Air / Camaro / El Camino / Impala / Laguna / Malibu / Monte Carlo	350 / 5.7 L V8	1974	HEI	22702	22712
	400 / 6.6 L V8	1974-77	-	22702	22712
C10 / C10 Suburban / C20 / C20 Suburban	305 / 5.0 L V8	1977	-	22702	22712
		1981-82	-	22703	22713
		1985-86	-	22703	22713
	350 / 5.7 L V8	1975-77	-	22702	22712
		1981-82	-	22703	22713
		1985-86	-	22703	22713
C10 / C20 / C20 Suburban / C30 / G10	400 / 6.6 L V8	1976-77	-	22702	22712
C1500 / K5 Blazer	305 / 5.0 L V8	1985-86	-	22703	22713
C2500 / K5 Blazer	350 / 5.7 L V8	1985-86	-	22703	22713
C30 / K5 Blazer / P10 / P20 / P30	350 / 5.7 L V8	1975-77	-	22702	22712
C6500 Kodiak / C7500 Kodiak	454 / 7.4 L V8	1999-00	-	-	22716
Camaro	305 / 5.0 L V8	1981-85	-	22703	22713
	350 / 5.7 L V8	1998-02	-	-	22716
	376 / 6.2 L V8	2010-15	-	-	22716
	427 / 7.0 L V8	2015	-	-	22716
Camaro / Monza / Nova	305 / 5.0 L V8	1976	-	22702	22712

COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
CHEVROLET (CONT.)					
Caprice	350 / 5.7 L V8	1973-74	HEI	22702	22712
	364 / 6.0 L V8	2011-15	-	-	22716
Caprice / Chevelle / Nova	350 / 5.7 L V8	1973	HEI	22702	22712
Caprice / Impala	267 / 4.4 L V8	1980	-	22703	22713
	305 / 5.0 L V8	1980	-	22703	22713
Caprice Camaro / El Camino / Impala / Laguna / Malibu / Monte Carlo / Nova	350 / 5.7 L V8	1975-76	-	22702	22712
Chevelle	350 / 5.7 L V8	1973-74	HEI	22702	22712
Cheyenne	325 / 5.3 L V8	2010-13	-	-	22716
Colorado	325 / 5.3 L V8	2009-11	-	-	22716
Corvette	350 / 5.7 L V8	1997-04	-	-	22716
	364 / 6.0 L V8	2005-07	-	-	22716
	376 / 6.2 L V8	2008-13	-	-	22716
	378 / 6.2 L V8	2012-13	-	-	22716
	427 / 7.0 L V8	2006-13	-	-	22716
El Camino	305 / 5.0 L V8	1976-77	-	22702	22712
		1978	-	22703	22713
Express 1500	325 / 5.3 L V8	2008-14	-	-	22716
Express 2500 / Express 3500	294 / 4.8 L V8	2008-14	-	-	22716
	364 / 6.0 L V8	2008-14	-	-	22716
Express 4500	364 / 6.0 L V8	2009-14	-	-	22716
Express Cargo / Express Pasajeros	364 / 6.0 L V8	2010-14	-	-	22716
Express Pasajeros	325 / 5.3 L V8	2010-14	-	-	22716
G10 / G20 / G30	350 / 5.7 L V8	1975	HEI	22702	22712
		1976-77	-	22702	22712
G10 / G20 / K10 / K10 Suburban	305 / 5.0 L V8	1977	-	22702	22712
G20 / G30 / K10 / K10 Suburban / K20 / K20 Suburban / K5 Blazer	400 / 6.6 L V8	1975-77	-	22702	22712
Impala	325 / 5.3 L V8	2006-09	-	-	22716
K10 / K10 Suburban / K20 / K20 Suburban	350 / 5.7 L V8	305 / 5.0 L V8	1985-86	22703	22713
		1975-77	-	22702	22712
		1981-82	-	22703	22713
		1985-86	-	22703	22713
K10 / K10 Suburban / K5 Blazer	305 / 5.0 L V8	1977	-	22702	22712
		1981-82	-	22703	22713
K30	350 / 5.7 L V8	1977	-	22702	22712
		1982	Engine Vin: L	22703	22713
K30 / C30 / C1500 / C1500 Suburban	350 / 5.7 L V8	1985-86	-	22703	22713
K30 / P10	400 / 6.6 L V8	1977	-	22702	22712
K5 Blazer / C1500 / C2500	350 / 5.7 L V8	1981-82	-	22703	22713
Laguna / Malibu / Monte Carlo	400 / 6.6 L V8	1974	HEI	22702	22712
		1975	-	22702	22712
Malibu	267 / 4.4 L V8	1979-80	-	22703	22713
	305 / 5.0 L V8	1978-81	-	22703	22713
	350 / 5.7 L V8	1980	-	22703	22713
Malibu / Monte Carlo	305 / 5.0 L V8	1977	-	22702	22712
Monte Carlo	305 / 5.0 L V8	1978-80	-	22703	22713
	325 / 5.3 L V8	2006-07	-	-	22716

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IGNITION APPLICATION SPECIFIC CHART

COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
CHEVROLET (CONT.)					
Nova	262 / 4.3 L V8	1975	-	22702	22712
P30	400 / 6.6 L V8	1976	-	22702	22712
	454 / 7.4 L V8	1998-99	Engine Vin: B	-	22716
P3500	454 / 7.4 L V8	1998-99	Engine Vin: B	-	22716
Silverado 1500	294 / 4.8 L V8	1999-06	-	-	22716
		2007-13	-	-	22716
	325 / 5.3 L V8	1999-06	-	-	22716
		2008-13	-	-	22716
	364 / 6.0 L V8	2003-06	-	-	22716
	376 / 6.2 L V8	2009-13	-	-	22716
Silverado 1500 / Silverado 2500	325 / 5.3 L V8	2007	-	-	22716
Silverado 1500 / Suburban 2500	364 / 6.0 L V8	2007-13	-	-	22716
Silverado 1500 Classic / Silverado 2500 HD / Silverado 3500 Classic	364 / 6.0 L V8	2007	-	-	22716
Silverado 1500 HD / Silverado 2500 HD	364 / 6.0 L V8	2001-07	-	-	22716
Silverado 2500	323 / 5.3 L V8	2005	-	-	22716
		1999-06	-	-	22716
	325 / 5.3 L V8	2000-06	-	-	22716
		2008-2009	-	-	22716
	364 / 6.0 L V8	1999-04	-	-	22716
Silverado 2500 HD	364 / 6.0 L V8	2007-13	-	-	22716
Silverado 3500	364 / 6.0 L V8	2001-06	-	-	22716
	366 / 6.0 L V8	2011-13	-	-	22716
Silverado 3500 HD	364 / 6.0 L V8	2007	-	-	22716
		2007-14	-	-	22716
Sonora	323 / 5.3 L V8	2003-06	-	-	22716
SSR	364 / 6.0 L V8	2005-06	-	-	22716
Suburban 1500	323 / 5.3 L V8	2003-05	-	-	22716
		2000-06	-	-	22716
		2009-14	-	-	22716
	364 / 6.0 L V8	2006	-	-	22716
		2009	-	-	22716
		2013	-	-	22716
Suburban 2500	366 / 6.0 L V8	2012	-	-	22716
	364 / 6.0 L V8	2000-06	-	-	22716
	366 / 6.0 L V8	2009	-	-	22716
Tahoe	294 / 4.8 L V8	2000-06	-	-	22716
		2007-09	-	-	22716
	325 / 5.3 L V8	2000-06	-	-	22716
		2007-14	-	-	22716
	364 / 6.0 L V8	2008-13	-	-	22716
	376 / 6.2 L V8	2008-09	-	-	22716
Trailblazer	325 / 5.3 L V8	2006-08	-	-	22716
	364 / 6.0 L V8	2006-09	-	-	22716
Trailblazer EXT	325 / 5.3 L V8	2005-06	-	-	22716
W3500 Tiltmaster	364 / 6.0 L V8	2004-08	-	-	22716
W4500 Tiltmaster	364 / 6.0 L V8	2003-08	-	-	22716

COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
DETOMASO					
Pantera	351 / 5.8 L V8	1984-86	-	22704	22714
FORD					
F-150 / F-250 / F-350	351 / 5.8 L V8	1984-87	EEC IV	22704	22714
Bronco / E-150 Econoline / E-150 Econoline Club Wagon / F-150 / F-250	302 / 5.0 L V8	1988-96	-	22704	22714
Bronco / F-150	351 / 5.8 L V8	1983	-	22704	22714
Country Squire / LTD Crown Victoria	302 / 5.0 L V8	1987	-	22704	22714
E-100 Econoline	351 / 5.8 L V8	1980-82	Windsor	22704	22714
E-100 Econoline Club Wagon / E-150 Econoline	351 / 5.8 L V8	1980-83	-	22704	22714
E-150 Econoline / E-150 Econoline Club Wagon / E-250 Econoline / E-250 Econoline Club Wagon / E-350 Econoline / E-350 Econoline Club Wagon / Bronco	351 / 5.8 L V8	1984-87	EEC IV	22704	22714
E-150 Econoline Club Wagon	351 / 5.8 L V8	1980-83	-	22704	22714
E-250 Econoline	302 / 5.0 L V8	1988-93	-	22704	22714
E-250 Econoline / E-250 Econoline Club Wagon / E-350 Econoline / E-350 Econoline Club Wagon	351 / 5.8 L V8	1980-81	Windsor	22704	22714
		1982-83	-	22704	22714
F-100 / F-250 / F-350	351 / 5.8 L V8	1981	Windsor	22704	22714
F-150	351 / 5.8 L V8	1981-82	Windsor	22704	22714
F-250 / F-350	351 / 5.8 L V8	1982-83	-	22704	22714
LTD	302 / 5.0 L V8	1984-86	-	22704	22714
	351 / 5.8 L V8	1984-86	-	22704	22714
LTD / Ranchero	351 / 5.8 L V8	1979	-	22704	22714
LTD Crown Victoria	351 / 5.8 L V8	1987	-	22704	22714
LTD II / Thunderbird	351 / 5.8 L V8	1979	Windsor	22704	22714
Mustang	302 / 5.0 L V8	1984-96	-	22704	22714
GMC					
/ K25 / K25 Suburban / Sprint	400 / 6.6 L V8	1976	-	22702	22712
B7 / C6500 Topkick / C7500 Topkick	454 / 7.4 L V8	1999-00	-	-	22716
C15 / C15 Suburban / C25 / C25 Suburban	350 / 5.7 L V8	1975-77	-	22702	22712
C15 / C15 Suburban / K15 / K15 Suburban / Sprint	305 / 5.0 L V8	1976-77	-	22702	22712
C15 / C25 / C35 / G15 / G25 / G35 / Jimmy / K15 / K15 Suburban	400 / 6.6 L V8	1976	-	22702	22712
C1500 / C1500 Suburban / C2500 / G1500 / G2500 / Jimmy / K1500	305 / 5.0 L V8	1981-82	-	22703	22713
C1500 / C1500 Suburban / C2500 Suburban	350 / 5.7 L V8	1981	Engine Vin: L	22703	22713
C1500 / C1500 Suburban / G1500 / G3500 / Jimmy / K1500 / K1500 Suburban	350 / 5.7 L V8	1982	-	22703	22713
C1500 Suburban / K1500	305 / 5.0 L V8	1985-86	-	22703	22713
C25 / C25 Suburban / Jimmy / K25 / K25 Suburban	305 / 5.0 L V8	1977	-	22702	22712
C25 / C35 / G25 / G35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / K35	400 / 6.6 L V8	1977	-	22702	22712
C2500 / C2500 Suburban	350 / 5.7 L V8	1981-82	-	22703	22713
		1985-86	-	22703	22713
C2500 / C2500 Suburban / K2500 / K2500 Suburban	350 / 5.7 L V8	1982	Engine Vin: L	22703	22713
C2500 Suburban / K1500 Suburban	305 / 5.0 L V8	1982	-	22703	22713
C35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / P25 / P35 / Sprint	350 / 5.7 L V8	1975-77	-	22702	22712
C3500	350 / 5.7 L V8	1985-86	-	22703	22713
Caballero	267 / 4.4 L V8	1979-80	-	22703	22713
Canyon	325 / 5.3 L V8	2009-12	-	-	22716
Envoy	325 / 5.3 L V8	2005-09	-	-	22716
Envoy XL	325 / 5.3 L V8	2005-06	-	-	22716

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COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
GMC (CONT.)					
Envoy XUV	325 / 5.3 L V8	2005	–	–	22716
G15 / G25	305 / 5.0 L V8	1977-78	–	22702	22712
G15 / G25 / G35	350 / 5.7 L V8	1975	HEI	22702	22712
		1976-77	–	22702	22712
G15 / G35	350 / 5.7 L V8	1978	–	22702	22712
	400 / 6.6 L V8	1975	HEI	22702	22712
G25 / G35 / Jimmy / K15 / K15 Suburban / K25 / K25 Suburban / Sprint	400 / 6.6 L V8	1975	–	22702	22712
G35	400 / 6.6 L V8	1978	–	22702	22712
G3500	305 / 5.0 L V8	1981	–	22703	22713
Jimmy / K1500	350 / 5.7 L V8	1981	–	22703	22713
K1500	350 / 5.7 L V8	1985-86	–	22703	22713
K1500 Suburban	305 / 5.0 L V8	1982	–	22703	22713
		1985	–	22703	22713
	350 / 5.7 L V8	1981-82	–	22703	22713
		1985	–	22703	22713
K1500 Suburban / K2500 / K2500 Suburban	350 / 5.7 L V8	1981	Engine Vin: L	22703	22713
K2500	350 / 5.7 L V8	1981-82	–	22703	22713
		1985	–	22703	22713
		1986	–	22703	22713
K2500 Suburban	350 / 5.7 L V8	1981	–	22703	22713
		1986	–	22703	22713
K35	350 / 5.7 L V8	1977	–	22702	22712
K3500	350 / 5.7 L V8	1986	–	22703	22713
	454 / 7.4 L V8	1998-99	Engine Vin: B	–	22716
P3500	454 / 7.4 L V8	1998-99	Engine Vin: B	–	22716
Savana 1500	325 / 5.3 L V8	2008-14	–	–	22716
Savana 2500	364 / 6.0 L V8	2008-14	–	–	22716
Savana 2500 / Savana 3500	294 / 4.8 L V8	2008-14	–	–	22716
Savana 3500	364 / 6.0 L V8	2008-14	–	–	22716
Savana 4500	364 / 6.0 L V8	2009-14	–	–	22716
Sierra	325 / 5.3 L V8	2007-14	–	–	22716
	376 / 6.2 L V8	2011-14	–	–	22716
	378 / 6.2 L V8	2008-10	–	–	22716
Sierra 1500	267 / 4.8 L V8	1999-06	–	–	22716
		1999-06	–	–	22716
	294 / 4.8 L V8	2007-13	–	–	22716
		1999-06	–	–	22716
	325 / 5.3 L V8	2007-13	–	–	22716
		2002-07	–	–	22716
	364 / 6.0 L V8	2008-13	–	–	22716
		2007-13	–	–	22716
Sierra 1500 Classic	267 / 4.8 L V8	2007	Engine Vin: U	–	22716
Sierra 1500 HD	364 / 6.0 L V8	2001-06	–	–	22716
		2001-07	–	–	22716
Sierra 1500 HD / Sierra 2500 HD / Sierra 3500 / Yukon / Yukon XL 1500	364 / 6.0 L V8	2001-06	–	–	22716

COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
GMC (CONT.)					
Sierra 1500 HD Classic / Sierra 3500 Classic	364 / 6.0 L V8	2007	-	-	22716
Sierra 2500	325 / 5.3 L V8	1999-00	-	-	22716
	364 / 6.0 L V8	1999-04	-	-	22716
Sierra 2500 HD	364 / 6.0 L V8	2001-06	-	-	22716
		2001-07	-	-	22716
		2009-13	-	-	22716
Sierra 2500 HD Classic	364 / 6.0 L V8	2007	-	-	22716
			-	-	22716
Sierra 2500 HD Classic / Sierra 3500 HD Classic	364 / 6.0 L V8	2007	Engine Vin: U	-	22716
			-	-	22716
Sierra 3500	364 / 6.0 L V8	2001-06	-	-	22716
			-	-	22716
Sierra 3500 Classic	364 / 6.0 L V8	2007	-	-	22716
			-	-	22716
Sierra 3500 HD	364 / 6.0 L V8	2007	-	-	22716
		2008-14	-	-	22716
Sierra 3500 HD Classic	364 / 6.0 L V8	2007	-	-	22716
Sprint	350 / 5.7 L V8	1974	HEI	22702	22712
	400 / 6.6 L V8	1974	HEI	22702	22712
	402 / 6.6 L V8	1974-75	-	22702	22712
W3500 Forward	364 / 6.0 L V8	2004-10	-	-	22716
W4500 Forward	364 / 6.0 L V8	2003-10	-	-	22716
Yukon	267 / 4.8 L V8	2000-06	-	-	22716
	294 / 4.8 L V8	2000-06	-	-	22716
			-	-	22716
		2007-09	-	-	22716
	364 / 6.0 L V8	2008-13	-	-	22716
Yukon / Yukon XL 1500	325 / 5.3 L V8	2000-06	-	-	22716
			-	-	22716
		2007-14	-	-	22716
	364 / 6.0 L V8	2001-06	-	-	22716
			-	-	22716
		376 / 6.2 L V8	2007-14	-	-
378 / 6.2 L V8	2007-09	-	-	22716	
Yukon XL 2500	364 / 6.0 L V8	2000-06	-	-	22716
			-	-	22716
		2007-08	-	-	22716
		2011-13	-	-	22716
HUMMER					
H2	364 / 6.0 L V8	2003-07	-	-	22716
	376 / 6.2 L V8	2008-09	-	-	22716
	378 / 6.2 L V8	2008	-	-	22716
H3	325 / 5.3 L V8	2008-10	-	-	22716
H3T	325 / 5.3 L V8	2009-10	-	-	22716
ISUZU					
Ascender	325 / 5.3 L V8	2005-06	-	-	22716

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 PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.

COMPATIBLE SPARK PLUG WIRE TABLE

Model	Engine	Year	Application Notes	Ultra-Spark 500	Ultra-Spark 50*
LINCOLN					
Mark VII	302 / 5.0 L V8	1987	Engine Vin: M	22704	22714
		1988-92	Engine Vin: E	22704	22714
MERCURY					
Capri	302 / 5.0 L V8	1984-86	–	22704	22714
Colony Park	302 / 5.0 L V8	1987	–	22704	22714
Cougar	351 / 5.8 L V8	1979	Windsor	22704	22714
Grand Marquis	302 / 5.0 L V8	1986-87	–	22704	22714
	351 / 5.8 L V8	1979	–	22704	22714
		1987-89	–	22704	22714
Marquis	302 / 5.0 L V8	1979	–	22704	22714
	351 / 5.8 L V8	1979	–	22704	22714
OLDSMOBILE					
Cutlass Calais	350 / 5.7 L V8	1980	–	22703	22713
Cutlass Calais / Cruiser / Salon / Supreme	305 / 5.0 L V8	1980	–	22703	22713
PONTIAC					
Firebird	305 / 5.0 L V8	1980-83	–	22703	22713
	350 / 5.7 L V8	1998-02	–	–	22716
G8	364 / 6.0 L V8	2008-09	–	–	22716
Grand Am / Grand LeMans	305 / 5.0 L V8	1980	–	22703	22713
Grand LeMans / LeMans / Phoenix / Ventura	305 / 5.0 L V8	1977	–	22702	22712
Grand LeMans, LeMans	350 / 5.7 L V8	1977	–	22702	22712
Grand Prix	325 / 5.3 L V8	2005-08	–	–	22716
GTO	350 / 5.7 L V8	2004	–	–	22716
	364 / 6.0 L V8	2005-06	–	–	22716
SAAB					
9-7x	325 / 5.3 L V8	2005-09	–	–	22716
	364 / 6.0 L V8	2008-09	–	–	22716

* Wires in kit #22716 are 12.5" long and come with heat-shielded boots. For plug wires without heat-shielding, order #22717. For shorter 8" wires with heat-shielded boots, order #22715.



Universal Spark Plug Wire
Crimping Tool #22730

UNIVERSAL SPARK PLUG WIRE CRIMPING TOOL

Our Max-Fire universal spark plug wire crimping tool is designed for use with various types of spark plug wires and terminals. It is designed to make securing the terminals easy and accurate, making it the perfect tool for crafting your own custom spark plug wires when used with Max-Fire universal spark plug wire kits #22700, #22710, #22701, and #22711.

- Smooth ratcheting action for a consistent factory-style crimp
- Precision stripping steel jaws ensure a quality connection
- Easy-to-grip cushioned non-slip handles
- Durable high-quality stamped steel with black-oxide finish
- For use with up to 8.5 mm wire

Product	Part No.
Universal Spark Plug Wire Crimping Tool	22730



Spark Plug Wire
Separator Kit #22799

SPARK PLUG WIRE SEPARATOR KIT

The Edelbrock Spark Plug Wire Separator Kit will organize spark plug wires on 4, 6, and 8-cylinder engines.

- Includes (6) separators: (2) each of 2-wire, 3-wire, and 4-wire
- Glass-fiber-reinforced nylon durable and heat-resistant to 464°
- Up to 8.5 mm wire diameters
- Click-lock folding design holds wires in place to prevent cross-firing

Product	Part No.
Universal Spark Plug Separator Kit	22799

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UNLEASH UNMATCHED PERFORMANCE

Edelbrock Victor LSXR Supercharger + GM LS Aluminum Racing Block

Elevate your engine's power to new heights with the ultimate performance pairing: Edelbrock's all-new Victor LSXR supercharger and the precision-crafted GM LS aluminum racing block.

Designed for enthusiasts who demand the very best, the Victor LSXR supercharger delivers unmatched airflow, creating more horsepower and torque with every rev. Paired with the Edelbrock's GM LS-compatible aluminum racing block—engineered for extreme durability and strength—this combination is ready to take on the track or the street with the ferocity of a true racing machine.

- **Maximized Airflow:** Edelbrock's Victor LSXR Supercharger boosts performance to extraordinary levels with cutting-edge technology and advanced engineering.
- **Unrivaled Strength:** Edelbrock's GM LS-compatible aluminum racing block is built for endurance, offering the ultimate in structural integrity for high-performance builds.

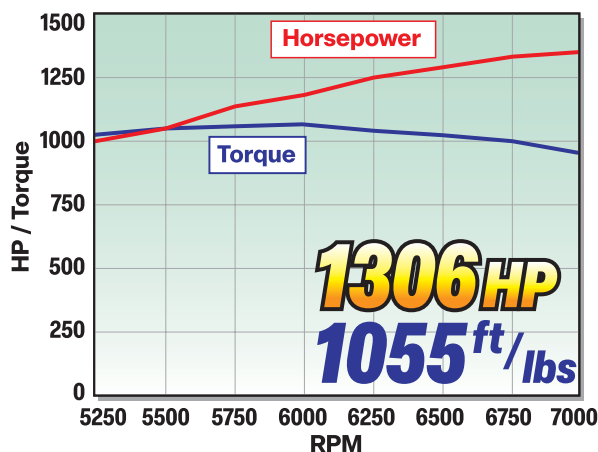


Victor LSXR
Supercharger #15493



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

R & D DYNO ENGINE SPECS



- 427 c.i. Edelbrock GM LS-compatible aluminum race block
- Victor CNC 11° 6-bolt LS3 heads
- Lunati rotating assembly with X-beam rods (9.5:1 compression ratio)
- COMP custom hydraulic roller cam
- COMP Evolution hydraulic roller lifters
- COMP 7230-16 conical valve springs
- COMP Max-Lift BSR shaft rocker system
- E85 fuel



Standard GM LS
Race Block #54903U



EDELBROCK'S GM LS-COMPATIBLE ALUMINUM RACE BLOCKS

Designed as a high-performance aluminum engine block for GM LS applications to meet the needs of race and street performance engine builders alike. The Edelbrock LS race block goes beyond the limitations of existing LS blocks and is available in both standard deck and tall deck height configurations. This innovative aluminum block features a raised cam centerline and outboard priority main-oiling, allowing rod clearance for large strokes and minimizing windage in the crankcase. For quality assurance, Edelbrock conducts a CT scan (similar to a medical CAT scan) on each block to ensure maximum casting precision and consistency. Combining unmatched finishing quality with added clearance for increased stroke applications, precision computer aided design, and extra surface material to allow custom machining, yields the new benchmark for LS horsepower, torque, and durability.

BLOCK SPECIFICATIONS

- Designed from heavy-duty A357-T6 aluminum material
- Available in standard (9.240") & tall (9.750") deck heights w/ beefy .750" deck thickness
- Both standard deck (5.67" / 5.87" - same as LS7) & tall deck (5.94" / 6.38") cylinder liner lengths available
- "Long arm friendly" w/ standard rod pin diameters (2.100") & oversized 60 mm camshaft
- Raised cam centerline (.388" / 9.86 mm) to allow larger stroke; 2 extra links in the timing chain - Timing sets available from COMP
- Main-cap surface area maximized at mating surface & large fillets from cap to cross bolts for added strength
- Significantly increased windage passage area under bores & around caps over LS7/LSX engines
- Bay-to-bay breathing improved w/ increased side window area versus LSX & LS7
- Extra large windows in valley for access to inboard "6th" head bolt
- Extra long liners for standard (5.87") & tall (6.38") decks

SUPERIOR OILING

- Designed for clearance - side-oil galley moved outboard & engineered rod clearance come standard
- Oil filter feed galley GM "dog bone" replaced with proprietary no restriction threaded plugs
- Includes provision for piston oil squirters, cast-in & machined

ADDITIONAL FEATURES

- Rolled threads on all threaded holes for added strength
- P1 main stud kit standard with enough material in castings to accommodate up to a 1/2" fastener
- Optimized billet main caps & improved windage



Standard GM LS
Race Block #54903U



Standard GM LS
Race Block #54903U

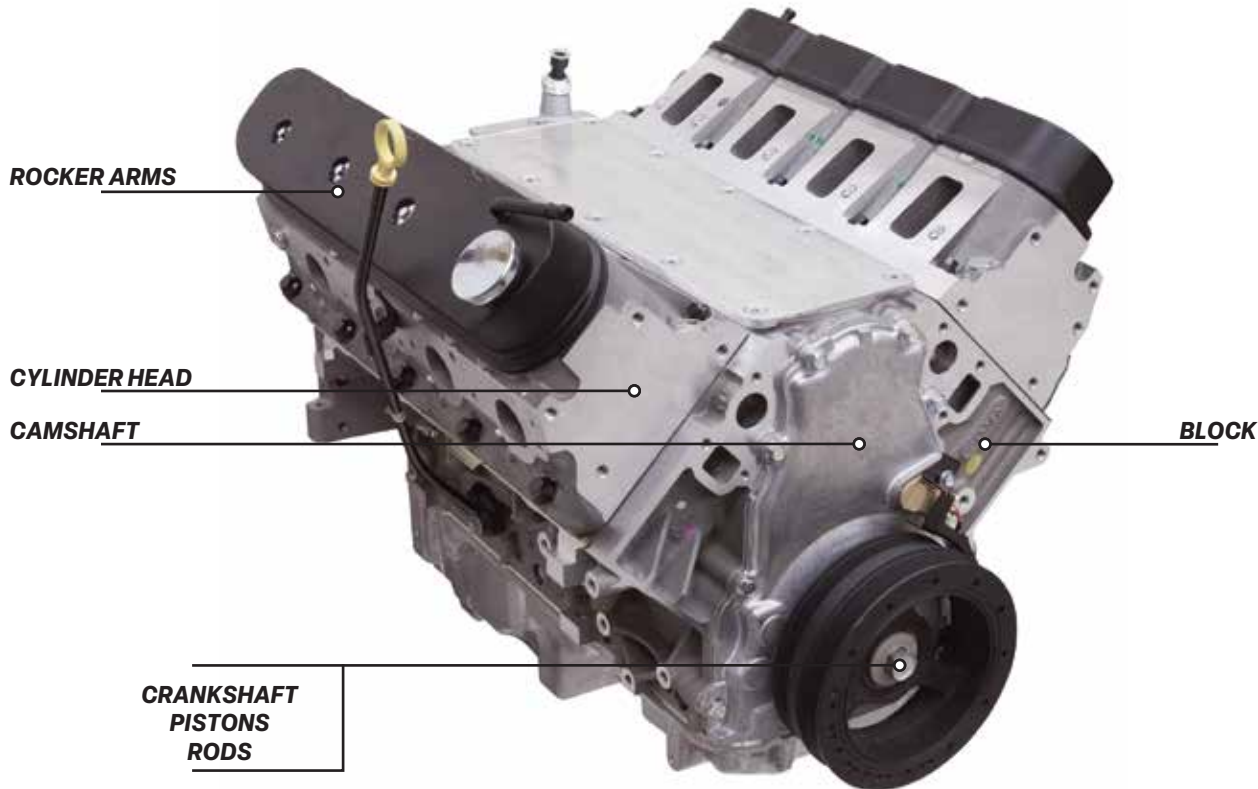
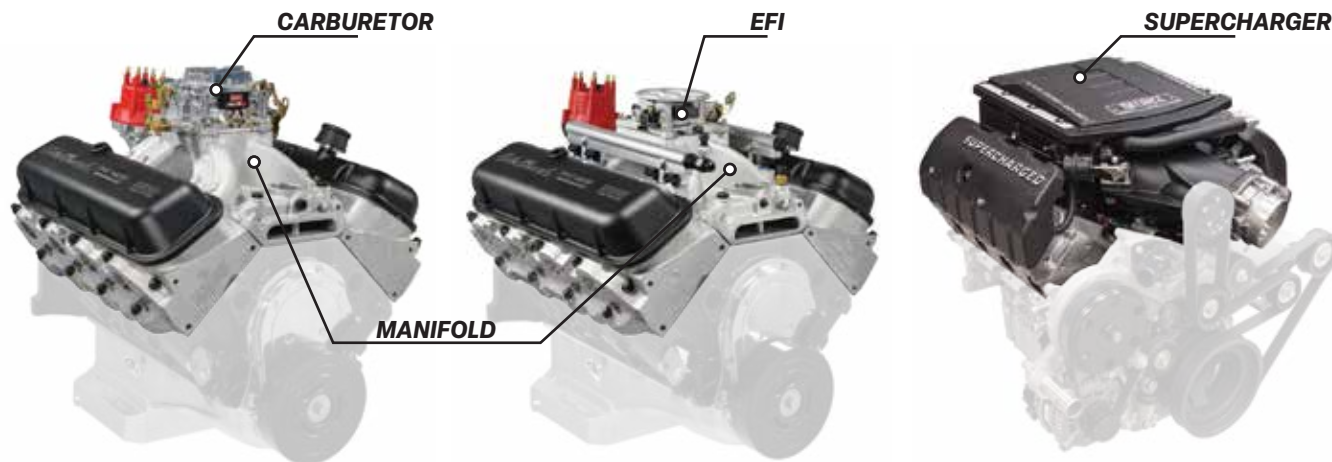
Deck Height	Bore Dia.	Cylinder Sleeve Length	Part No.
Standard (9.250")	4.120"	5.87"	54903U
Tall (9.760")	4.120"	6.38"	54901U

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FULLY ASSEMBLED CRATE ENGINES & LONG BLOCKS

Edelbrock presents a range of 100% brand-new, fully assembled performance crate engines for Small-Block Chevrolet, LS3 & LT1 Chevrolet, Big-Block Chevrolet, and Chrysler Gen III HEMI. These crate engines feature the highest quality components. Select engines are offered with an E-Force supercharger for reliable dyno-proven performance right out of the crate. In fact, they're so dependable that we provide a 2-year unlimited-mileage warranty on all applications. We also offer fully assembled long blocks for select applications.



LS3 AND LT1 CRATE ENGINES

Edelbrock offers a choice between a carbureted or supercharged LS3 416 crate engine. The carbureted version produces 602 HP and 538 ft-lbs of torque. Edelbrock's E-Force-supercharged complete 416 c.i. LS engine delivers an astounding 720 HP and 695 ft-lbs of torque on 91-octane pump gas. The 4.065" stroke and 4.000" bore push this LS3 to a remarkable 416 c.i., providing incredible low-end torque. The 9.5:1 compression ratio ensures safe and reliable supercharged performance on 91-octane pump gas.

We also offer a high-performance E-Force-supercharged LT1 416 crate engine. The complete version generates 851 HP and 780 ft-lbs of torque. The 4.065" bore and 4.000" stroke push this LT1 to an impressive 416 c.i., delivering remarkable low-end torque. The 10.5:1 compression ratio guarantees safe and reliable supercharged performance on 91-octane pump gas.



Supercharged LS 416
#46750

**BIG-BLOCK CHEVROLET CRATE ENGINES**

Edelbrock's Big-Block Chevrolet crate engines are as close to an actual custom motor as you can buy. Every 555 c.i. engine is assembled in the Edelbrock Race Center in Mooresville, North Carolina, by 8-time Pro Street World Champion Pat Musi. Three packages are available in either carbureted or EFI versions, providing maximum horsepower and torque on 91 octane fuel, ranging from 650 HP to over 700 HP.



Edelbrock/Musi 555
#49550

CHRYSLER GEN III HEMI CRATE ENGINES

You can now obtain a complete 426 c.i. E-Force-supercharged Gen III HEMI engine that produces an astounding 808 HP and 762 ft-lbs of torque. This engine is constructed from a brand-new iron Mopar 392 c.i. block and features a forged and balanced crankshaft, forged H-Beam connecting rods, and forged aluminum pistons. The 9.9:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.



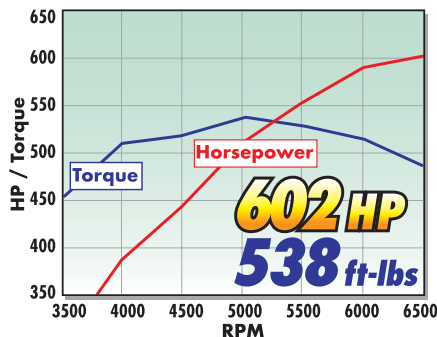
Supercharged Gen III HEMI
#46126

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Victor Jr. LS 416
#46726



VICTOR JR. LS3 416 602 HP AND 538 FT-LBS TORQUE

If you're searching for an LS powerplant for your vehicle, look no further than the Edelbrock Victor Jr. LS3 416 crate engine. It features an aluminum GM LS3 block with a forged and balanced crankshaft, forged H-Beam connecting rods, and forged aluminum pistons, creating a 416 c.i. LS3 stroker with a 4.065" bore and a 4.000" stroke. These high-quality components provide an excellent foundation for any high-performance LS build.

The Victor Jr. LS3 416 is complemented by a complete Edelbrock LS3 top end designed to maximize performance. This power package combo includes Victor Jr. LS cylinder heads #61339, a Victor Jr. LS intake manifold #28456, and a Rollin' Thunder hydraulic-roller camshaft #2219. These components help this engine deliver an impressive 602 HP and 538 ft-lbs of torque on 91-octane pump gas. Its compact profile makes this engine a fantastic option for a hassle-free swap into any muscle car, street rod, or truck! The Edelbrock Victor Jr. LS3 416 crate engine is the ultimate carbureted powerplant for your high-performance machine.



Included accessories with LS 416 Crate Engine
#46727

All of our crate engines are warrantied 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.



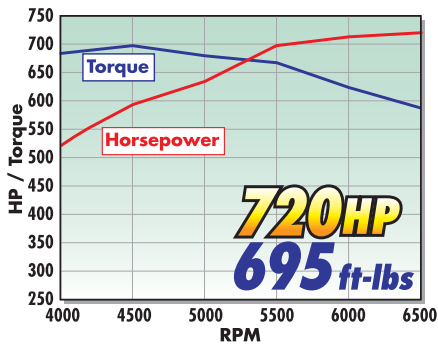
Important Note: To activate your warranty, visit Edelbrock.com/Warranty and submit your information within thirty (30) days of purchase.

Specifications		
Displacement:	416 c.i. (4.065" bore x 4.000" stroke)	Camshaft: Rollin' Thunder #2219
Horsepower:	602 HP	Rocker Arms: LS3 1.7 ratio
Torque:	538 ft-lbs	Manifold: Victor Jr. #28456
Compression:	11.2:1	Cylinder Heads: Victor Jr. #61339
Block:	GM LS3 aluminum	Carburetor: AVS2 series 800 CFM #1913
Crankshaft:	Forged 4340	Water Pump: Victor #8894 with Pulley #8899
Pistons:	Forged aluminum	Finish: Satin
Rods:	Forged H-Beam	Warranty: 2-Year unlimited mileage
Product		Emmissions Code
Victor Jr. LS 416 Crate Engine (long-block only)		46725
Victor Jr. LS 416 Crate Engine		46726
Victor Jr. LS 416 Crate Engine (with accessories)		46727

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



Visit edelbrock.com/warranty



LS 416 Crate Long-Block
#46720



LS 416 Crate Engine Electronics and Accessories
#46750



LS 416 Crate Engine Electronics and Accessories
#46760



Supercharged LS 416
#46750

SUPERCHARGED LS3 416 720 HP AND 695 FT-LBS TORQUE

Instant power is now available with this complete 416 c.i. supercharged LS engine that produces an astounding 720 HP and 695 ft-lbs of torque on 91-octane pump gas. The foundation of this engine is a brand-new aluminum LS3 block with a forged and balanced crankshaft, forged H-Beam connecting rods, and forged aluminum pistons. The 4.065" stroke and 4.000" bore push this LS3 to a remarkable 416 c.i. for incredible low-end torque. The 9.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.

The Edelbrock E-Force LS3 supercharger system helps this engine's airflow. Eaton TVS rotors on this compactly packaged supercharger provide unparalleled efficiency, whisper-quiet operation, and OEM reliability. The engine 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 airflow sensor (MAFS) housing, and a reusable air filter. The supercharger features a driver's side throttle body orientation for easy intake routing and a Corvette belt offset for compact installations. (Other belt offsets and inlet orientations are available upon request). Pair it with a universal heat exchanger for a complete installation.

#46750 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.

#46760 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.

Specification		
Displacement:	416 c.i.	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 - 18 cc	Warranty: 2-Year unlimited mileage
Product	Emmissions Code	Part No.
LS 416 Crate Engine (long-block only)	● ● ● ● ●	46720
Supercharged LS 416 Crate Engine & Electronics	● ● ● ● ●	46750
Supercharged LS 416 Crate Engine with Accessories & Electronics	● ● ● ● ●	46760

Important Note: Top of the 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 website for reference dimensions.

EMISSIONS GUIDE

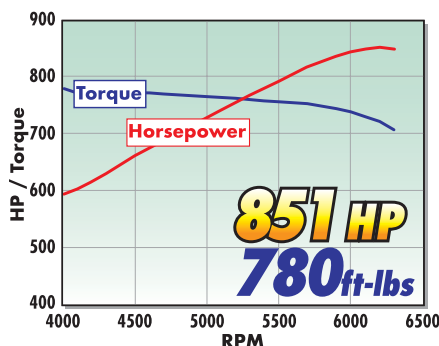
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Supercharged
LT 416 #46756



LT1 Crate Engine
Long-block #46755



E-FORCE SUPERCHARGED LT1 GEN V 416 851 HP AND 780 FT-LBS TORQUE

Get a complete 416 c.i. E-Force supercharged LT1 engine producing an amazing 851 horsepower and 780 ft-lbs of torque from Edelbrock. The foundation of this engine is a brand-new GM LT1 Gen V aluminum block with a forged and balanced crankshaft, forged H-Beam connecting rods, and forged aluminum pistons. The 4.065" bore and 4.000" stroke make this LT1 reach a whopping 416 c.i., providing incredible low-end torque, while the 10.5:1 compression ratio allows for safe and reliable supercharged performance on 91-octane pump gas.

Helping this engine breathe is the all-new Edelbrock E-Force supercharger system with a DP-3C intercooler. This great-looking system features Eaton TVS R2650 rotors, providing unparalleled efficiency, whisper-quiet operation, and OEM reliability. The engine package comes complete with all essential supercharger kit components, such as the electric intercooler water pump, intercooler plumbing, intercooler recovery tank, fuel rails, fuel injectors, mass air flow sensor (MAFS) housing, and a reusable air filter. The supercharger equipped on this engine features a driver's side throttle-body orientation for ease of intake routing and a Camaro ZL1/CTS-V LT4 belt offset for compact installation. Pair it with a universal heat exchanger for a complete setup. Visit our website for a full listing and information on our universal heat exchangers.

The Edelbrock LT1 long-block (#46755) is an excellent foundation for starting any high-performance forced-induction LT1-based build. Featuring a GM aluminum LT1 block, a forged and balanced crankshaft, forged H-Beam connecting rods and forged aluminum pistons, this setup creates a 416 c.i. LT1 stroker. Topped with the E-Force supercharger, its compact design allows for a seamless swap into most platforms, eliminating the need to modify your engine bay or hood.



Included Accessories with LT 416 Crate Engine #46757

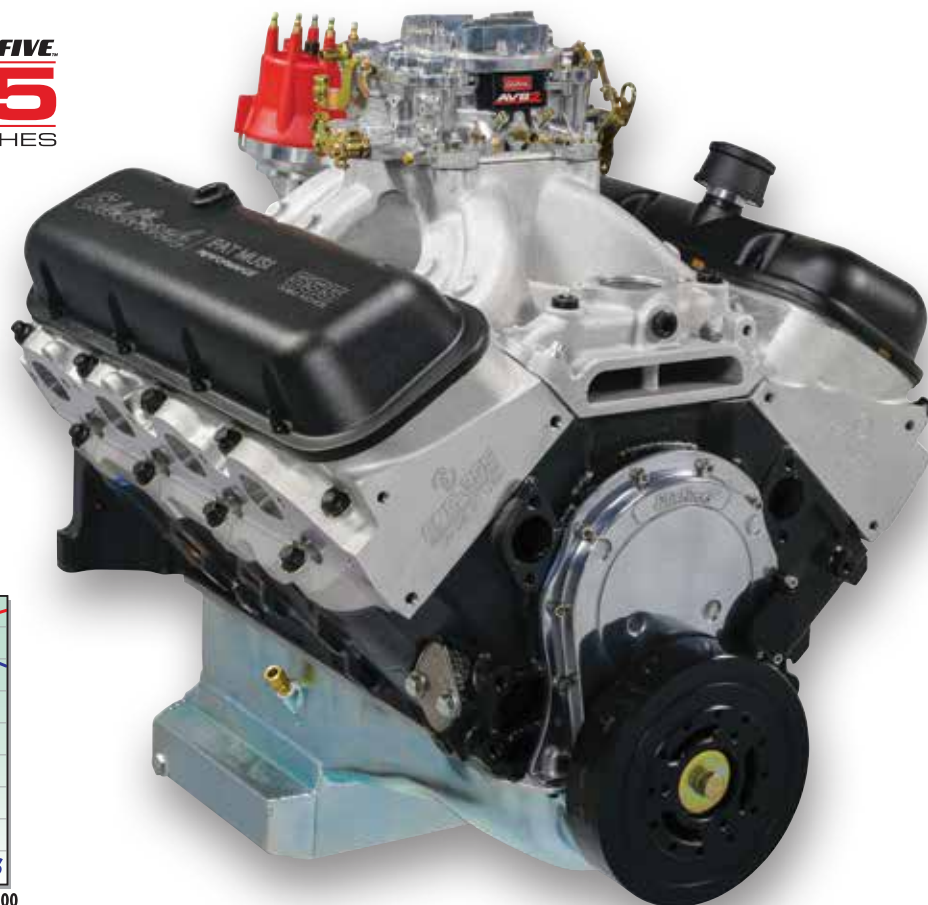
All of our crate engines are warrantied through us directly. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross-country cruise, we've got you covered.



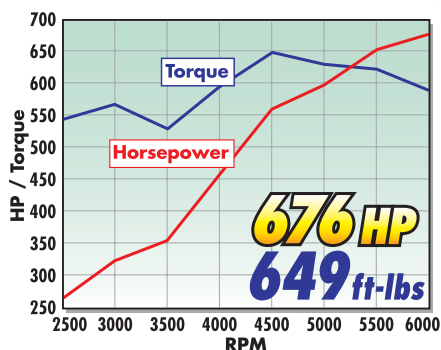
Important Note: To activate your warranty, visit Edelbrock.com/Warranty and submit your information within thirty (30) days of purchase.

Specifications			
Displacement:	416 c.i. (4.065" bore x 4.000" stroke)	Rods:	Forged H-Beam
Horsepower:	851 HP	Camshaft:	243°/254°, .660/.651, 114 LSA
Torque:	780 ft-lbs	Rocker Arms:	OEM
Compression:	10.5:1	Induction:	E-Force R2650 supercharger system
Block:	GM LT1 Gen V aluminum	Cylinder Heads:	Performer RPM #77119
Crankshaft:	Forged 4340	Finish:	Black powder coated
Pistons:	Forged aluminum -20 cc	Warranty:	2-Year unlimited mileage
Product	Emmissions Code	Part No.	
LT 416 Crate Engine (long-block only)	● ● ●	46755	
LT 416 Crate Engine with Accessories	● ● ●	46756	
LT 416 Crate Engine with Accessories & Electronics	● ● ●	46757	

Important Installation Notes: This engine requires an EFI-compatible fuel delivery system with a minimum flow of 100 gph @ 60 PSI. Fuel pressure regulator is required. Top of supercharger measures 20.80" from crank centerline. See our website for reference dimensions.



Edelbrock/Musi 555
Carbureted #49550



EDELBROCK/MUSI 555

AVAILABLE CARBURETED OR EFI

Edelbrock/Musi 555 crate engines offer a powerful big-cubic-inch package featuring E-CNC cylinder heads for peak Edelbrock performance. These heads are fully CNC ported to provide optimal airflow for maximum horsepower and torque in high-performance street and light-duty racing applications. They include a raised exhaust port design in the stock location, allowing the use of standard off-the-shelf headers. Three options are available: single carburetor, Pro-Flo 4, or Pro-Flo XT electronic fuel injection. Each engine is assembled by 8-time Pro Street World Champion Pat Musi at the Edelbrock Race Center. They all deliver maximum horsepower and torque on 91-octane pump gas.

MUSI 555 CARBURETED 676 HP

The single-carbureted package includes a Victor Jr. intake manifold and an 800 CFM AVS2 carburetor, delivering an impressive 676 HP and 649 ft-lbs of torque. The E-CNC rectangular port cylinder heads are fully CNC ported to improve airflow and overall performance. These heads also maintain stock exhaust port locations, making them compatible with off-the-shelf headers. Please visit our website for information on water pump applications.

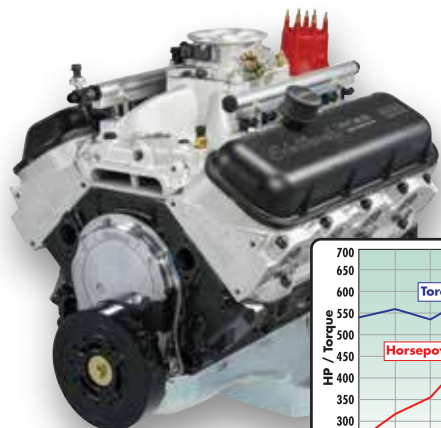


Starts with a
Dart Engine Block

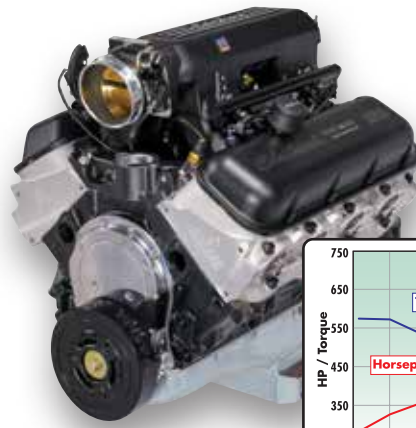
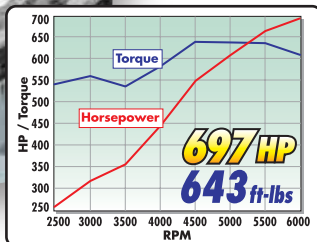
Specifications			
Displacement:	555 c.i.	Camshaft:	Rollin' Thunder hydraulic roller #2264
Horsepower:	676 HP	Rocker Arms:	1.7:1 roller COMP #1820
Torque:	649 ft-lbs	Manifold:	Victor Jr. 454-R #2902
Compression:	10.0:1	Cylinder Heads:	E-CNC #79555
Block:	Dart Big-Block (9.8" deck height)	Carburetor:	AVS2 series #1314
Crankshaft:	Forged steel 4.250"	Distributor:	Included
Pistons:	Forged	Valve Covers:	Cast aluminum
Rods:	4340 H-beam	Warranty:	2-Year unlimited mileage
Product		Emmissions Code	Part No.
Edelbrock/Musi MUSI 555 Carbureted (without water pump)		●●●	49550

EMISSIONS GUIDE

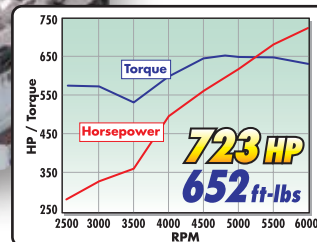
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Edelbrock/Musi 555
Pro-Flo 4 EFI #48557



Edelbrock/Musi 555
Pro-Flo XT EFI #49557



MUSI 555 EFI 697 HP #48557 FEATURING PRO-FLO 4 EFI SYSTEM

The Edelbrock/Musi 555 Pro-Flo 4 is a complete crate engine featuring Pro-Flo 4 electronic fuel injection. It comes assembled with an intake manifold, fuel injectors, fuel rails, throttle body, electronic engine control unit (ECU), high-quality billet distributor, complete harness, fuel pump, fuel hose, and necessary hardware. The Pro-Flo 4 is ready to run right out of the box, equipped with the E-Tuner app and base calibrations. The Edelbrock E-Tuner app allows users to adjust air-fuel ratios, ignition curves, idle speed, acceleration fuel, and much more.



Edelbrock/Musi 555
Pro-Flo 4 XT EFI #49557

Specifications			
Displacement:	555 c.i.	Camshaft:	Rollin' Thunder hydraulic roller #2264
Horsepower:	697 HP	Rocker Arms:	1.7:1 roller COMP #1820
Torque:	643 ft-lbs	EFI Systems:	Pro-Flo 4 #35860
Compression:	10.0:1	Cylinder Heads:	E-CNC #79555
Block:	Dart Big-Block (9.8" deck height)	Distributor:	Included
Crankshaft:	Forged steel 4.250"	Valve Covers:	Cast aluminum
Pistons:	Forged	Warranty:	2-Year unlimited mileage
Rods:	4340 H-beam		

Product	Emmissions Code	Part No.
Edelbrock/Musi MUSI 555 EFI with Pro-Flo 4 Fuel Injection (without water pump)		48557

MUSI 555 XT EFI 723 HP #49557 FEATURING PRO-FLO 4 XT EFI SYSTEM

The Edelbrock/Musi 555 Pro-Flo 4 XT is the most potent package in our naturally aspirated lineup, featuring the Pro-Flo 4 XT electronic fuel injection system. This EFI system includes a front-mounted 90 mm throttle body manifold with a large plenum and tapered runners, delivering more horsepower and torque than a traditional single-plane intake manifold. Additionally, the system comes with fuel injectors, fuel rails, fuel pump, throttle body, electronic engine control unit (ECU), and the E-Tuner app and calibrations.

Like the Pro-Flo 4 single-plane application, this engine is ready to run straight out of the crate. The E-Tuner app utilizes a Bluetooth wireless connection to communicate with the ECU's self-learning capability, continuously adjusting the calibration to maximize your engine's performance.

Specifications			
Displacement:	555 c.i.	Camshaft:	Rollin' Thunder hydraulic roller #2264
Horsepower:	723 HP	Rocker Arms:	1.7:1 roller COMP #1820
Torque:	652 ft-lbs	EFI Systems:	Pro-Flo 4 XT #35883
Compression:	10.0:1	Cylinder Heads:	E-CNC #79555
Block:	Dart Big-Block (9.8" deck height)	Distributor:	Included
Crankshaft:	Forged steel 4.250"	Valve Covers:	Cast aluminum
Pistons:	Forged	Warranty:	2-Year unlimited mileage

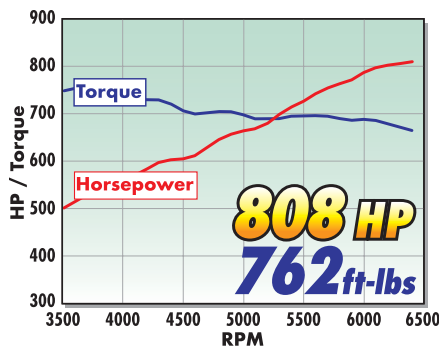
Product	Emmissions Code	Part No.
Edelbrock/Musi MUSI 555 XT with Pro-Flo 4 XT Fuel Injection (without water pump)		49557

PRO-FLO 4 ELECTRONIC FUEL INJECTION

Pro-Flo 4 offers precise efficiency with a fully sequential port electronic fuel injection system.

The Edelbrock E-Tuner app provides the ability to adjust air-fuel ratios, ignition curve, idle speed acceleration fuel and much more.

Go to page 145 for more EFI information.



Included accessories with Gen III HEMI
E-Force Supercharged Crate Engine #46126



Supercharged Gen III HEMI
#46126

SUPERCHARGED GEN III 426 HEMI

808 HP AND 762 FT-LBS TORQUE

Make your MOPAR move with a complete 426 c.i. E-Force supercharged, Gen III HEMI engine generating an astonishing 808 HP and 762 ft-lbs of torque! This engine is built on a brand-new iron Mopar 392 block, featuring a forged and balanced crankshaft, forged H-Beam connecting rods, and forged aluminum pistons. The 4.090" bore and 4.050" stroke enable this HEMI to generate incredible low-end torque. The 9.9:1 compression ratio ensures safe and reliable supercharged performance on 91-octane pump gas.

The E-Force supercharger system has the latest TVS R2650 rotors to enhance engine airflow, delivering unparalleled efficiency, whisper-quiet operation, and OEM reliability. This engine package comes complete with essential supercharger kit components, including an electric intercooler water pump, intercooler plumbing, intercooler recovery tank, along with fuel rails, fuel injectors, coils, mass air flow sensor (MAFS) housing, and a reusable air filter. The supercharger features a driver's side throttle body orientation for easy intake routing. Pair it with a universal heat exchanger for a complete installation. Visit Edelbrock.com for a full listing and more information on our universal heat exchangers.

The Edelbrock Gen III 426 HEMI long-block #46125 is the foundation for our E-Force supercharged crate engine, an excellent starting point for any high-horsepower forced-induction Mopar build. Its compact design allows for a seamless swap into most platforms, eliminating the need to modify your engine bay or hood. #46127 includes an ECU (with tune) and a wiring harness.

All of our crate engines are warrantied 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 your warranty, visit Edelbrock.com/Warranty and submit your information within thirty (30) days of purchase.



Specifications		
Displacement:	426 c.i. (4.090" bore x 4.050" stroke)	Rods: Forged H-Beam
Horsepower:	808 HP	Camshaft: COMP Cams 226°/234°, .619/.612, 116 LSA
Torque:	762 ft-lbs	Rocker Arms: Mopar OEM
Compression:	9.9:1	Induction: E-Force R2650 supercharger system
Block:	Iron Mopar 392	Cylinder Heads: Performer RPM #61099
Crankshaft:	Forged 4340	Finish: Black powder coated
Pistons:	Forged aluminum - 5 cc	Warranty: 2-Year unlimited mileage

Part No.	Emmissions Code	Part No.
Gen III 426 HEMI Crate Engine (long-block only)	● ● ●	46125
Gen III 426 HEMI Crate Engine with Accessories	● ● ●	46126
Gen III 426 HEMI Crate Engine with Accessories & Electronics	● ● ●	46127

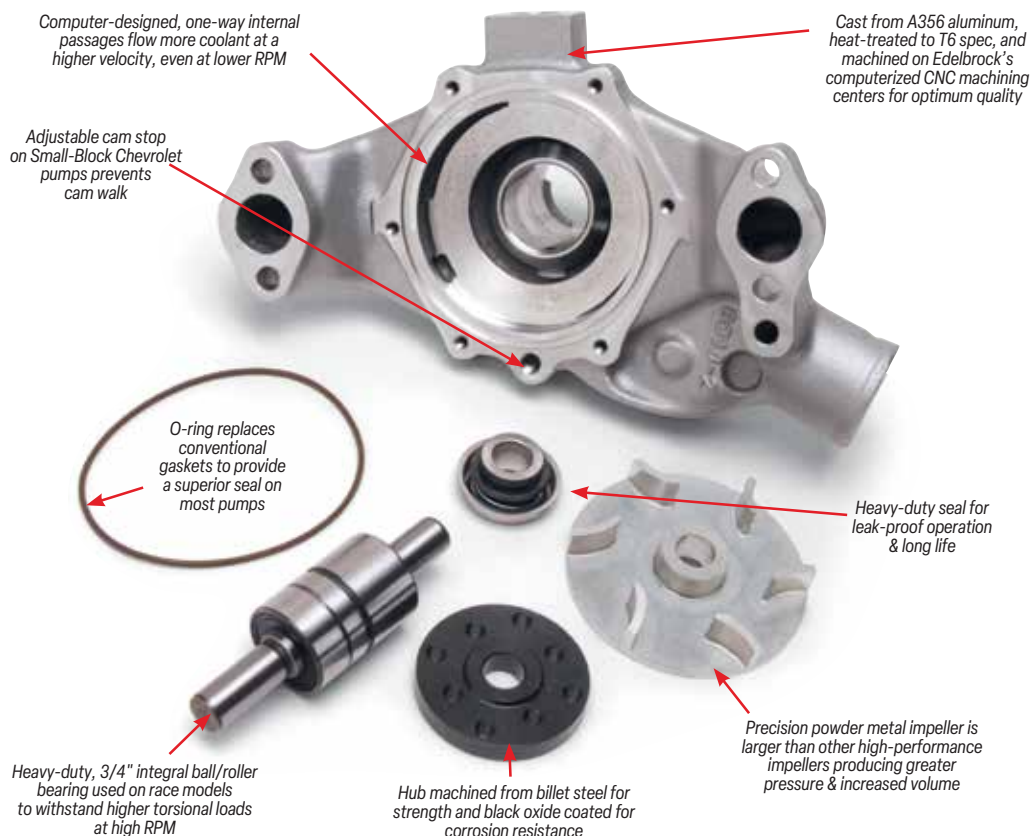
Important Installation Notes: This engine requires an EFI compatible fuel delivery system with a minimum flow of 100 gph @ 70 PSI. Fuel pressure regulator with boost reference is required. Top of supercharger measures 20.74" from crank centerline. See our website for reference dimensions.

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WHY CHOOSE AN EDELBROCK WATER PUMP?

Thanks to their high-flow design, durability, and superior cooling efficiency, Edelbrock water pumps are a top choice for performance enthusiasts. Constructed from precision engineered components and high-quality aluminum, our pumps ensure excellent reliability and resistance to corrosion. Lightweight and easy to install, we design our pumps to meet the demands of high-performance engines, making them perfect for both racing and street applications. With Edelbrock's trusted reputation, you can count on our water pumps for optimal performance and long-lasting reliability.



Edelbrock beats the competition hands down with features not found on competitor water pumps.

Edelbrock water pumps are designed, cast, machined and tested right here in America for unbeatable quality.

A cleaner casting and precision machining ensures higher flow volume and greater cooling efficiency than other water pumps

Modern vane design vastly increases coolant flow over competitor's dated impeller design



EDELBROCK WATER PUMP LINE-UP**VICTOR SERIES ALUMINUM WATER PUMPS**

OPTIMUM COOLING FOR AMC/JEEP, CHEVROLET, CHRYSLER, FORD, & PONTIAC

Edelbrock water pumps stand out from the competition with features that other manufacturers do not provide. Designed, cast, machined, and tested in America, these pumps ensure exceptional quality. Their cleaner casting and precise machining result in higher flow volume and improved cooling efficiency compared to other water pumps. Furthermore, the modern vane design greatly enhances coolant flow, surpassing the outdated impeller designs used by competitors. Manufactured at the Edelbrock Foundry and machined at Edelbrock's facility in the USA, Edelbrock water pumps deliver the best quality and performance.

Victor Series
#88500**VICTOR SERIES** High-Performance Street

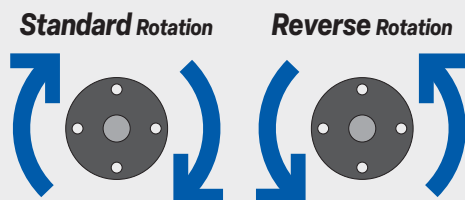
Edelbrock Victor Series water pumps for domestic V8 and some V6 engines provide maximum cooling for the street and the race track. They're ideal to prevent overheating in street rods and street machines, as well as in tow rigs and motorhomes. Using state-of-the-art racing technology, Edelbrock designed these optimum cooling water pumps to provide maximum flow and pressure, with only a 1% pressure differential between sides of the block. 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 powder-metal impeller produce the maximum flow rate possible. Three finishes are available on select water pumps: Satin Aluminum, Polished, and Black Powder Coated.

Victor Pro Series
#8827**VICTOR PRO SERIES** Competition / Racing

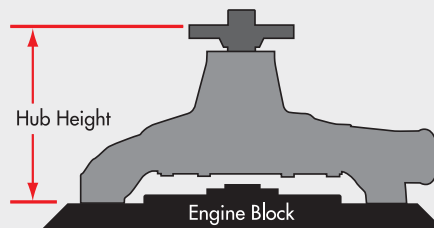
Victor Pro Series water pumps are designed for high-output racing engines, especially dirt late models and circle track applications. The two-piece, cartridge-style design allows for easy maintenance and improved performance using symmetrical flow paths to increase flow, while using less horsepower to operate. These highly efficient pumps produce optimum power from every cylinder with an aggressive 3.45" impeller and enhanced inlet and outlet port designs, providing maximum cooling and equal distribution to eliminate hot spots. Lastly, quick coolant system bleeding is easy with the -2AN bleeder screw. These water pumps will fit more aftermarket racing application pulley designs compared to other pumps on the market. Victor Pro Series delivers 20% more output with 10% less parasitic loss over a standard water pump.

**FACTORS TO CONSIDER WHEN ORDERING A WATER PUMP**

It is important to use the correct style water pump for the pulleys on the engine to line up correctly.



Some engines rotate in the opposite direction. Be sure to order the correct rotation.



Chevy water pumps come in short or long versions. However, 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.

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AMC/Jeep
#8831



Chevrolet Small-Block
#88103



Chevrolet Small-Block
#8820



Chevrolet Small-Block
#88113



Chevrolet Big-Block
#88500



Chevrolet Big-Block
#88513



Chevrolet Big-Block
#88514

HIGH-PERFORMANCE STREET STANDARD & REVERSE ROTATION WATER PUMPS

Victor Series water pumps are available in both standard and reverse rotation configurations, offering versatile cooling solutions for various engine setups. These pumps come in short and long styles, providing flexibility to fit different engine block designs while ensuring efficient coolant circulation and reliable performance.

Application	Description	Engine	Rotation	Pilot Shaft	Ball Bearing	Block to Hub Height	Inlet Size	Part No.		
								Satin	Polished	Black Powder
AMC/JEEP										
1968-72		290/304 360/401	Standard	5/8"	3/4"	4-13/16"	1.80"	8831	–	–
1973-91		304/360/401	Standard	5/8"	3/4"	4-13/16"	1.80"	8832	–	–
CHEVROLET - SMALL BLOCK										
1955-68 passenger cars 1969-70 Corvettes 1955-72 light duty trucks		350	Standard	5/8"	3/4"	5-5/8"	1.80"	88100	8820	88103
1969-87 1973-86 light duty trucks 1990 V6 passenger cars	Does not fit Corvettes (use #88100 or #88120). Late-model vehicles with serpentine accessory drive belts (use #88810)	Various	Standard	5/8"	3/4"	6-15/16"	1.80"	88110	8821	88113
1971-82 Corvettes		350/454	Standard	3/4"	3/4"	5-13/16"	1.80"	88120	8822	–
1987-95	Does not fit LT1 or Corvettes. (No "V" belts)	262/305/350	Reverse	5/8"	3/4"	6-15/16"	1.80"	88810	8891	–
1984-91 Corvettes		350	Reverse	3/4"	3/4"	5.80"	1.54"	88150	8825	–
1955-68 passenger cars, light duty trucks, and 1969-70 Corvettes	Corvettes with aftermarket serpentine belt pulleys	265/350	Reverse	5/8"	3/4"	5-5/8"	1.84"	88820	8892	–
CHEVROLET - BIG BLOCK										
1965-68 passenger cars 1966-72 trucks 1969-70 Corvettes		396/454	Standard	5/8"	3/4"	5-3/4"	1.95"	88500	8860	88503
1969-87 1988-91 heavy-duty trucks	Heavy-duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton	454	Standard	5/8"	3/4"	7-5/16"	1.875"	88510	8861	88513
1971-74 Corvettes		454	Standard	3/4"	3/4"	5-3/4"	1.95"	88520	8862	–
1958-65 "W-Series"		348/409	Standard	5/8"	3/4"	5-1/2"	1.95"	8858	–	–
1988-Later C/K pickups	Using serpentine drive belt (no "V" Belts)	454	Reverse	5/8"	3/4"	7-5/16"	1.857"	88530	8863	–
Street rods	With aftermarket serpentine belt pulleys	454	Reverse	5/8"	3/4"	5-3/4"	2.00"	88540	8864	–
GM-LS										
1997-04 GM LS1/LS6	Two-piece pump for Gen III	350	Reverse	3/4"	3/4"	6"	–	8896	–	–
2008 LS3 2007-08 LS7 2008-09 Pontiac 2008 L76	LS2 (except Cadillac CTS-V) L76 with right side return outlet	364/427	Reverse	3/4"	3/4"	5.31"	–	8893	–	–
2009-10 LSA 2009-10 LS3 2009 L76 2009-10 LS7	LSA (except Cadillac CTS-V) LS7 with left side return outlet	364/427	Reverse	3/4"	3/4"	5.31"	–	8894	–	–
Replacement cartridge	Water pump #8896 only	364/427	Reverse	3/4"	3/4"	–	–	8897	–	–



Ford - Small-Block
#88413



4.6L Ford short-style
#8803



GM/LS
#8893



Ford - Small-Block
#8849



FE Ford
#8805



GM/LS
#8896



429/460 Ford Polished
#8876



Small-Block Chrysler Polished
#8887



Pontiac Standard Rotation
#8856

STANDARD & REVERSE ROTATION WATER PUMPS (CONTINUED)

Application	Description	Engine	Rotation	Pilot Shaft	Ball Bearing	Block to Hub Height	Inlet Size	Part No.			
								Satin	Polished	Black Powder	
FORD - SMALL BLOCK											
1965-68 289 1968-69 302 1969 351W 1966-1977 Bronco	Bronco with a right-hand inlet with back plate	289/302	Standard	5/8"	3/4"	5.42"	1.78"	8841	8846	88413	
1965-67	Special "K" engine code with right-hand inlet with no back plate	289	Standard	5/8"	3/4"	5.16"	1.78"	8842	8847	–	
1970-87	1979-87 with left-hand inlet and back plate	302/351W	Standard	5/8"	3/4"	5.70"	1.78"	8843	8848	88433	
1970-79	With left-hand inlet and no back plate	351C/351M/400 V8	Standard	5/8"	3/4"	5.71"	1.78"	8844	8849	–	
1986-93 5.0 L	Using a serpentine accessory drive belt. Not for early model 289-302	302	Reverse	5/8"	3/4"	5.75"	1.78"	8840	8845	88403	
1993-97 5.0/5.8 L F-Series trucks	Using a serpentine accessory drive belt Not for early model 289-302 Will not fit 1994-95 Mustangs	302-351	Reverse	5/8"	3/4"	5.75	1.78"	8045	–	–	
FORD - 4.6 L, FE, 429/460											
2002 Mustang GT & Cobra, 4.6 L 2003-04 Mustang GT, Cobra & Mach 1, 4.6 L	–	281	Reverse	–	3/4"	2.58"	–	8803	–	–	
1996-01 Mustang GT/Cobra 2005-10 Mustang GT, 4.6 L	2001 GT & Cobra require measurement to determine long or short	281	Reverse	–	3/4"	3.43"	–	8804	–	–	
1965-76 FE		332-428	Reverse	5/8"	3/4"	7.56"	2.125"	8805	–	–	
1970-92 passenger cars, trucks, vans, & motorhomes	Left-hand inlet includes new backing plate	429/460	–	3/4"	3/4"	5.5"	1.98"	8886	8876	88663	
CHRYSLER - SMALL BLOCK											
1970-85	This pump is a direct replacement for stock and will accept all factory pulleys & accessories	318/360	Standard	5/8"	3/4"	5.55"	1.75"	8877	8887	–	
CHRYSLER - BIG BLOCK											
1958-79 including 426 HEMI	Stock replacement in factory cast-iron housing or Mopar aluminum housing	361/440	Standard	5/8"	3/4"	3.07"	–	8814	8824	88143	
PONTIAC											
1969-79	With 11-bolt front timing cover and back plate	389/455	Standard	5/8"	3/4"	4.25"	–	8856	88563	–	

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Small Block Chevy
Replacement Cartridge #8828



Small-Block Chevrolet
Two-Piece Pump #8827



GM LS Two-Piece
Water Pump #8895

COMPETITION & RACING

VICTOR PRO WATER PUMPS

The Victor Pro-Series water pumps feature an aggressive 3.45" lightweight impeller design manufactured from A356-T6 aluminum in our permanent-mold facility, creating a strong and durable casting!

#8827 - VICTOR PRO

A two-piece water pump that includes -10AN auxiliary outlet ports (90° to the block) and -6AN top inlet port. This pump is designed primarily for use in racing applications and will require the use of longer-than-stock mounting bolts. Can be modified for street applications, but may not fit stock accessory brackets.

#8895 - VICTOR PRO

A two-piece water pump that includes -10AN auxiliary outlet ports (90° to the block) and -6AN top inlet port. This pump requires aftermarket competition brackets and will require longer-than-stock mounting brackets. Can be modified for street applications, but will not fit stock accessory brackets. NOTE: Cannot be used with stock manifold and must be used with carbureted-style manifolds.

Application	Description	Engine	Rotation	Height	Pilot Shaft	Ball Bearing	Block to Hub Height	Inlet Size	Part No.
CHEVROLET - SMALL BLOCK									
1955-95	Victor Pro water pump	318-360	Standard	-	.75"	.75"	5-13/16"	1.85"	8827
	Replacement cartridge for #8827								8828
GM - LS SERIES									
GM Gen III GM Gen IV	Victor Pro NOTE: Cannot be used with stock manifold and must be used with carbureted-style manifolds.	Gen III LS1 Gen IV LS	Standard	-	-	-	6" (with relocated thermostat housing on top)	1.85"	8895
	Replacement cartridge for #8827								8828



Small-Block Chevrolet
Circle Track Pump #8817



Small-Block Chevrolet
Circle Track Pump #8819



Small-Block Ford Circle
Track Pump #8833

VICTOR SERIES CIRCLE TRACK WATER PUMPS

Designed for circle track and endurance racing, these pumps feature a revised impeller entry, a durable black anodized finish, and a thicker rear cover. Auxiliary outlets simplify custom plumbing, with AN or NPT fittings available. They deliver maximum cooling with balanced block distribution within 1%, eliminating hot spots for optimal cylinder power and reduced detonation. Built with a billet steel hub and heavy-duty bearings for lasting performance.

Application	Description	Engine	Aux. Fittings	Rotation	Pilot Shaft	Ball Bearing	Block to Hub Height	Inlet Size	Part No.	
									Satin	Black Powder
CHEVROLET - SMALL BLOCK										
1955-95	Competition Water Pump for Small-Block - 8AN	262/455	-8AN 90°	–	3/4"	3/4"	5-13/16"	1.85"	–	8816
1955-95	Competition Water Pump for Small-Block - 3/8"	262/455	3/8" NPT 45°	–	3/4"	3/4"	5-13/16"	1.85"	–	8817
1955-95	Water Pump Small-Block Victor Pro	262/455	-10AN 90°	–	3/4"	3/4"	5-13/16"	1.85"	–	8819
FORD - SMALL BLOCK										
1969-86	Fits all Windsor-style blocks with Small-Block Ford timing cover left-hand inlet with back plate	302/351	–	–	3/4"	3/4"	5.70"	1.78"	–	8883



#7251



#7252



#7257



#7253



#7254



#7258

REPLACEMENT WATER PUMP GASKETS

Durable, high-quality gaskets ensure a secure, leak-free seal for efficient cooling. Designed for a precise fit, they withstand extreme conditions and are ideal for maintenance or repairs.

Application	Description	Rotation	Part No.
Chevrolet Small-Block	Engine Water Pump Gasket Set for Chevrolet Small-Block	-	7251
Chevrolet Big-Block	Engine Water Pump Gasket Set for Chevrolet Big-Block	-	7252
Chrysler Small-Block & Big-Block	Engine Water Pump Gasket Set for Mopar Big/ Small-Block	-	7257
Ford Small-Block (early models)	Standard rotation including 351W, 351C, and 351M/400	Standard	7253
Ford Small-Block (late models)	Engine Water Pump Gasket Set for Ford 5.0	Reverse	7254
Ford & FE Big-Block	Engine Water Pump Gasket Set for Ford/FE 429-460	-	7258

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Water Bypass Kit
#8095

WATER BYPASS KIT

Includes (2) bypass hoses, fittings, and a water neck adapter to plumb from the center of the cylinder heads to the water neck. Ideal for circle track 23° high-port, 18°, and 15° heads. Note: Not intended for front-to-rear intake manifold plumbing.

Product	Part No.
Water Bypass Kit	8095

HEATER HOSE ENDS

These heater hose ends are designed to hold up to all coolants. They are made from high-quality aluminum to ensure they won't rust or corrode. Available in clear or black anodized finishes in a variety of sizes to suit your application.

Product	NPT Size	Barb Size	Part No.	
			Black	Clear
90° Heater Hose End	3/8" NPT	3/8" Barb	8167	8168
90° Heater Hose End	3/8" NPT	1/2" Barb	8163	—
90° Heater Hose End	1/2" NPT	3/8" Barb	8169	—
90° Heater Hose End	1/2" NPT	5/8" Barb	8178	8179
90° Heater Hose End	1/2" NPT	1/2" Barb	8180	—
90° Heater Hose End	1/2" NPT	3/4" Barb	8165	8166
Straight Heater Hose End	1/4" NPT	3/8" Barb	8191	—
Straight Heater Hose End	1/2" NPT	3/8" Barb	8185	—
Straight Heater Hose End	3/8" NPT	3/8" Barb	8117	8118
Straight Heater Hose End	3/8" NPT	1/2" Barb	8114	8115
Straight Heater Hose End	3/8" NPT	5/8" Barb	8187	8188
Straight Heater Hose End	1/2" NPT	1/2" Barb	8119	8121
Straight Heater Hose End	1/2" NPT	5/8" Barb	8159	8160
Straight Heater Hose End	1/2" NPT	3/4" Barb	8183	8184



HIGH-PERFORMANCE THERMOSTATS

Edelbrock thermostats are designed to ensure consistent cooling in high-performance applications. These thermostats feature a brass and copper valve assembly with a stainless-steel body for durability. The thermostats will function properly with OBD (no check engine lights) only if the temperature rating is the same as the OEM setting.

Product	Temp (F)	Emmision Codes	Part No.	
			53 mm (2-3/32")	63 mm (2-31/64")
High-Performance Thermostat	160°	● ● ●	8603	8606
High-Performance Thermostat	180°	● ● ●	8604	8607
High-Performance Thermostat	195°	● ● ●	8605	—





WATERNECKS

These waternecks are a great way to finish off your engine. They feature an O-ring design for an improved seal, which also allows for removal without requiring a new gasket. Fits 1-1/2" diameter outlet hose.

Product	Application	Material/Style	Angle	Fits diameter outlet hose	Part No.		
					Chrome	Polished	Black
WaterNeck	Chevrolet 4.3 L V6, V8	Aluminum	Straight	1.5"	-	4816	-
WaterNeck	Chevrolet 4.3 L V6, V8	Steel	15°	1.5"	4809	-	48093
WaterNeck	Chevrolet 4.3 L V6, V8	Aluminum Adjustable	45°	1.5"	-	4817	-
WaterNeck	Chevrolet 4.3 L V6, V8	Aluminum Adjustable	90°	1.5"	-	4818	-
WaterNeck	Small-Block Ford V8	Aluminum	15°	1.5"	-	4814	48143
Water Outlet Gasket	Chevrolet V8, small and big-block	-	-	-	7260		

POWER GRIP HOSE CLAMPS

Get the ultimate seal with these revolutionary thermal hose clamps. This unique maintenance-free design is easy to install, retains its tension, and never needs re-tightening. These thermal hose clamps are made from heat-sensitive thermoplastic with a "memory" to prevent over- or under-tightening. They are ideal for preventing leaks on out-of-round applications and conform to any hose shape, housing, or fitting with the use of a heat gun. Sold individually and for use with coolant hose only.



Power Grip Hose Clamp #8460

Outer Diameter	Part No.
1.5" - 1.75"	8460
1.75" - 2.00"	8461
2.0" - 2.25"	8462



Power Grip Hose Clamp installed

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Pro-Flo 1000 Series Air Cleaner #1002



Pro-Flo 1000 Air Cleaner #10023



14" Air Cleaner #1223



14" Air Cleaner #1206



Air Cleaner Spacer #8092



Oval Air Cleaner #1235



Triangular Air Cleaner #1222



T.B.I. Air Cleaner Top #1213

PRO-FLO 1000 SERIES REUSABLE AIR CLEANER

Pro-Flo 1000 Series, with the popular reusable air filter, offers superior flow capacity, low profile, good filtration, performance benefits, and long-term savings. This air cleaner fits most popular domestic 4BBL carburetors and provides minimum flow restriction with good filtering ability. These are an economical and effective way to keep clean air feeding into your engine without the expense of a new filter every few thousand miles. Inside every Edelbrock Pro-Flo 1000 series, you'll find our exclusive reticulated urethane foam element. Maintaining Pro-Flo's foam element is simple. Just release the spring clip, remove the element, wash in hot, soapy water, rinse, dry, and reassemble. If necessary, replace with element #1099.

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.

ROUND AIR CLEANERS

Edelbrock round air cleaners work with all popular 5-1/8" diameter carburetors (Performer Series, AVS2, Holley, Thermo-Quad, Quadrajet, and Carter AFB). The 10" and 14" models have knockouts in the air cleaner base for use with a crankcase ventilation adapter #1205 (sold separately on page 198). #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".

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. Overall dimension is 13-1/2" x 7".

TRIANGULAR AIR CLEANER

The Signature Series triangular air cleaner is a style with a shape reminiscent of the muscle car era. 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 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.

Description	Emission Code	Overall Height	Part No.	
			Chrome	Black
Pro-Flo 1000 Air Cleaner for 4BBL. carbs with 5-1/8" airhorn	●	3"	1002	10023
Replacement air filter element for Pro-Flo 1000 series air cleaners			1099	1099
14" Pro-Flo Round air cleaner with 3" paper element	●	3-5/16"	1207	-
14" Pro-Flo Round air cleaner with 3" pre-oiled cotton element (reusable)	●	3-5/16"	1206	-
14" Pro-Flo Round air cleaner with 3" paper element, 3/8" deeper flange**	●	3-3/4"	1221	1223
14" Pro-Flo Round air cleaner with 3" pre-oiled cotton element (reusable), 3/8" deeper flange**	●	3-3/4"	1224	1225
10" Pro-Flo Round air cleaner with 2" paper element	●	3-1/2"	1208	1203
6" Pro-Flo Round air cleaner with 2-1/2" paper element, 5-1/8" base	●	3-5/8"	1209	-
Air cleaner spacer	●	3/4"	-	8092
Air cleaner spacer	●	1/2"	-	8093
Pro-Flo Oval air cleaner for dual-quads with 2-1/2" pre-oiled cotton element (reusable)	●	3-1/2"	1235	-
Pro-Flo Triangular air cleaner with 2-1/2" pre-oiled cotton element (reusable)	●	3-1/2"	1222	-
Chrome air cleaner Top for 1988-92 GM T.B.I. vehicles	●	-	1213	-

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).

**Will not fit turbo engine



AMC/Jeep #4431



Chevy 194-292 Inline 6 #4477



Small-Block Chevy, Low Profile #4443



Oldsmobile 350-455 #4485



Pontiac 301-455 #4457



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

Round Breather
Black #4403Round Breather
Chrome #4405Round Breather
with 90° PCV Port #4410**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.

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.

Description	Emission Code	Overall Height	Foot-notes	Part No.	
				Chrome	Black
AMC/Jeep 290/304/343/360/390/401 V8 '67-91 (no baffle)	-	3.0"	-	4431	-
Buick 3.8 L & 4.1 L V6 '77 & later (no baffle)	-	3.1"	A	4486	-
Chevrolet 194-292 1962-88 Inline 6 (USA) & 1962-2001 (South America)	-	3.5"	-	4477	-
Chevrolet 2.8 L 60° V6 '82-93 (no baffle)	-	2.6"	-	4488	-
Chevrolet 262-400 '59-86 (low)	-	2.8"	B	4449	4443
Chevrolet 262-400 '59-86 (tall)	●	3.7"	A,B	4649	4643
Chevrolet 262-400 '87-95 Centerbolt (low)	-	2.2"	-	4446	-
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	-	3.7"	D	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	-
Ford 429/460 V8	-	3.6"	-	4463	-
Oldsmobile 350-455 V8 (fits 5- and 10-hole heads)	-	2.9"	-	4485	-
Pontiac 301/326/350/389/400/421/455 V8 - '62-79 (low - no baffle)	-	3.0"	C	4456	4453
Pontiac 301/326/350/389/400/421/455 V8 - '62-79 (tall)	-	3.4"	C	4457	-
VALVE COVER BREATHERS					
Round Breather	●	-	-	4405	4403
Round Breather with 90° PCV Port	●	-	-	4410	4413

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.

- (A) Will not fit turbo engine
- (B) Will not fit '86 & later Vette aluminum heads or 1987 & later Chevy cast iron heads
- (C) Will not clear alternator on 1968 Firebird 400
- (D) Will not clear 5.0 L EFI intakes (except Victor #2945 and #3887) unless spacers on page 78 are used

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Elite II Series
Air Cleaner #4266



Elite II Series
Oval Air Cleaner #4272



Small-Block Chevy Low Profile #4262



Small-Block Chevy Tall Profile #4263



Big-Block Chevy #4275



Big-Block Chrysler #4276



Small-Block Ford #4264



Ford FE #4277



#4204

ELITE II SERIES AIR CLEANER & VALVE COVERS

Introducing the next generation of Elite Series accessories... Elite II. This new line of accessories feature a design that is influenced by the original Elite Series originally released in 1985, but with a new modern take on this classic look. They're made from heavy-gauge, die-cast aluminum and are finished off with a show-quality high-luster polished finish. The raised fins are accented by contrasting gloss-black finish between the fins for the definitive Elite Series look.

ELITE II AIR CLEANER

Our Elite II round air cleaners fit all popular 5-1/8" diameter carburetors and include a black-anodized knurled nut. They come with a high-quality 3" pre-oiled, washable, and reusable Pro-Flo universal filter with the exclusive Pro-Charge clean strip for easy maintenance and excellent filtration. Our oval air cleaners are designed to fit Edelbrock single- and dual-quad applications and should clear HEI distributors and stock parts. They come with high-quality 2-1/2" washable, pre-oiled reusable filter for excellent filtration. Overall oval air cleaner dimensions are 13-5/8" x 7-3/16".

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.

ELITE SERIES BREATHER

The Elite Series breather is die-cast aluminum with a foam element. Will not fit Elite Series valve covers #4246, #4247, or #4252.

Description	Overall Height	Emissions Code	Foot-notes	Part No.
AIR CLEANERS				
14" diameter with 3" element, 3/8" deeper flange for all Edelbrock carbs	3.125"	● ● ●	-	4266
14" diameter with 3" element	3.125"	● ● ●	-	4268
14" Round replacement 3" element only			-	43666
Oval with 2-1/2" element for Edelbrock dual-quads carbs	3.50"	● ● ●	-	4272
Oval with 2-1/2" element for single 4BBL carburetor	3.50"	● ● ●	-	4273
Replacement Pro-Flo oval 2-1/2" element only			-	1226
VALVE COVERS				
Chevy 262-400 V8 1959-86, Low Profile	2.93"	● ● ●	B	4262
Chevy 262-400 V8 1959-86, Tall Profile	4.40"	● ● ●	A,B	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	3.70"	● ● ●	A,C	4264
Ford FE 1958-1976	3.55"	● ● ●	-	4277
BREATHER				
Push-in style, Top-mounting	2-1/2"	● ● ●	-	4204
Replacement Grommet			-	72-9940

Installation Notes: #4268 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #4275 and #4277 are designed to clear most roller rockers on factory cast iron and Edelbrock cylinder heads. They may interfere with some factory accessory brackets and power brake boosters. #4276 is designed to clear most roller rockers on factory cast iron and Edelbrock heads.

- (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 5.0 L engines with stock or Edelbrock #3821, #7123, or #7126 EFI manifolds



Racing Series Air Cleaner #41663



Racing Series Air Cleaners include the exclusive air element with Edelbrock Pro-Charge Strip



Small-Block Chevy Low Profile #41633



Small-Block Chevy Tall Profile #41643



Small-Block Ford #41653



Racing Series Accessories feature a raised Edelbrock Racing logo with a distinctive look



Racing Series Air Cleaner and Valve Covers are included with all Edelbrock E-Street Crate Engines

RACING SERIES AIR CLEANER & VALVE COVERS

These new Racing Series accessories are the latest addition to our line of engine dress-up accessories. Made from heavy-gauge, die-cast aluminum, these valve covers feature a sleek flat-black textured finish with diamond-cut raised racing stripe and Edelbrock Racing logo. The modern high-tech look will give any engine an aggressive look to match its performance.

RACING SERIES AIR CLEANER

Fits all popular 5-1/8" diameter carburetors and includes a black-anodized knurled nut. Includes a high-quality 3" pre-oiled, washable, and reusable Pro-Flo universal air filter for excellent filtration. Our Pro-Flo universal air filters feature the exclusive Pro-Charge Clean Strip for easy maintenance.

RACING SERIES VALVE COVERS

Our Tall Profile covers are 2" taller than stock, and clear most roller rockers and valvetrain components. Our Low Profile valve covers clear all air-conditioning, alternator brackets, and aluminum rockers. Overall height is measured from gasket flange to top at the highest point. Match with billet breather #42133, see page 195.

Description	Overall Height	Emissions Code	Foot-notes	Part No.
AIR CLEANERS				
14" diameter with 3" element, 3/8" deeper flange for all Edelbrock carbs	3.125"	● ● ●	-	41663
14" Round replacement 3" element only			-	43666
VALVE COVERS				
Chevy 262-400 V8 1959-86, Low Profile	3.05"	● ● ●	B	41633
Chevy 262-400 V8 1959-86, Tall Profile	4.51"	● ● ●	A, B	41643
Ford 289/302/351W (except Boss) Tall Profile	3.70"	● ● ●	A, C	41653

(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 5.0 L engines with stock or Edelbrock #3821, #7123, or #7126 EFI manifolds.

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Victor Series
Air Cleaner
#41613



Victor Series
Air Cleaner #42203



Victor Small-Block Chevy Valve Cover #41733



Victor Small-Block Chevy Centerbolt Valve Cover #41723



Victor Big-Block Chevy Valve Cover #41813



Aluminum Breather #4407



Aluminum Breather #42133



Aluminum Racing Breathers
#4203



Circle Track
Breather #4420

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 4BBL throttle bodies and includes a knock-out in the base for use with a crankcase ventilation adapter (sold separately below). They come with high-quality 3" washable, pre-oiled cotton gauze element for excellent filtration. Overall height is measured from base to top at the highest point. See below for replacement elements.

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.

VALVE COVER BREATHERS

AVAILABLE IN POLISHED OR BLACK FINISH

Edelbrock billet aluminum breathers #4213 and #42133 are a great way to finish off any engine bay. These push-in style valve cover breathers contain a foam element that allows the engine to properly breathe, traps oil vapor, and prevents engine compartment contamination. They are available chrome or with a black textured finish to match Edelbrock valve covers. Fits any 1-1/4" diameter valve cover hole. Racing Breather #4203 is made from die-cast aluminum and is designed for competition use. It features a polished finish with an etched Edelbrock script logo on top. Circle Track Breather #4420 is ideal for high-performance competition applications. This push-in style breather is chrome finished and stamped with the Edelbrock name. It has an oiled-cotton gauze washable element and screen that provides low airflow restriction.

Description	Color	Overall Height	Emissions Code	Part No.
AIR CLEANERS				
Round air cleaner, 14" diameter with 3" element	Black	3-1/8"	●	41613
Oval air cleaner, 11-7/8" x 8-1/4" with 2.4" element	Black	3-3/4"	●	42203
VALVE COVERS				
Chevy 262-400 1959-86, Low Profile	Black	2.50"	●●●	41713
Chevy 262-400 1959-86, Tall Profile	Black	3.75"	●●●	41733
Chevy 262-400 1986-95 with left breather hole - (centerbolt)	Black	2.50"	●●●	41723
Chevy 396-502 1965 & later, Tall Profile	Black	3.75"	●●●	41803
Chevy 396-502 1965 & later, Low Profile	Black	2.75"	●●●	41813
Chrysler 361/383/400/413/426/440 1958-79	Black	3.50"	●●●	41783
Ford 289/302/351W (except Boss), Low Profile *	Black	2.75"/3.90"	●●●	41253
Ford 289/302/351W (except Boss), Tall Profile *	Black	3.88"	●●●	41263
BREATHERS				
Billet aluminum breather	Polished	-	-	4213
Billet aluminum breather	Black	-	-	42133
Billet aluminum breather with 90° PCV port	Polished	-	-	4407
Billet aluminum breather with 90° PCV port	Black	-	-	4406
Aluminum racing breather (3-1/8" bolt space)	Polished	4.75"	-	4203
Circle Track breather	Chrome	-	-	4420

Installation Notes: * 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.



Classic AMC Valve Cover #41993



Classic Small-Block Chevy Valve Cover #4144



Classic 348/409 W-Series Chevy Valve Cover #41403



Classic Series Chevy Valve Cover #4143



Classic B/B Chevy Valve Cover #41853



Classic Chrysler Small-Block LA Valve Cover #4176



Classic Small-Block Ford Valve Cover #4160



Classic Ford FE Valve Cover #41623



Classic Series Air Cleaner housings are cast and machined proudly in the USA, filter element and hardware supplied from foreign sources



Classic Series Oval Air Cleaner with Polished Finish #41199



Classic Series Round Air Cleaner with Satin Finish #41179


















Classic Series Round Air Cleaner with Black Powder Coated Finish #41173

CLASSIC SERIES AIR CLEANERS

The Classic Series air cleaners were created to perfectly match our popular classic aluminum finned valve covers. Three models for single- or dual-quads give you plenty of options for that “just right” look on any nostalgic rod or muscle car. Additionally, the small oval air cleaner provides adequate hood clearance in demanding applications as well as a coordinated appearance with the classic finned look. They come with high-quality 2-1/2" washable, pre-oiled cotton gauze element for excellent filtration. These air cleaners work with all popular 5-1/8" necks, for all carburetors or throttle bodies. Our Classic Series air cleaners are available in either a satin, polished, or durable black powder coated finish. See page 198 for replacement elements.

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.

Description	Overall Height	Emissions Code	Part No.		
			Satin	Polished	Black
AIR CLEANERS					
Small Oval cast air cleaner for single 4BBL carb with 2.4" element	3.9"		41159	4115	41153
Round cast air cleaner for single 4BBL carb with 2.4" element	3.9"		41179	4117	41173
Large Oval cast air cleaner for dual-quads with 2.4" element, 6-7/16" center to center *	4.45"		41199	4119	41193
VALVE COVERS					
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 **	5"		41629	4162	41623
Pontiac 301-455 V8 1962-79	3-1/8"		41309	4130	41303

Installation Notes: * Will not fit C-26 intake manifolds #5425, #54251, #54254 and #5426 due to distributor clearance. ** May not clear some power brake boosters on Ford FE applications.

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Valve Cover Breather #43513



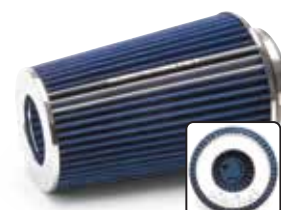
Medium Air Filter #43651



Compact Air Filter Black #43610



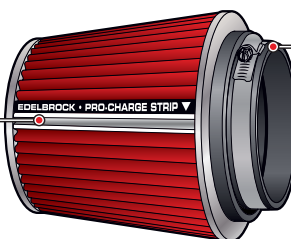
Medium Air Filter Red #43641



Tall Air Filter Blue #43693

Pro-Charge Strip

Patent pending technology informs you when it's time to clean your reusable air filter



4" Intake Systems

3-1/2" Intake System

3" Intake Systems

PRO-FLO UNIVERSAL AIR FILTERS

Edelbrock's Pro-Flo universal air filters are an economical way to ensure your engine is getting clean air, without the expense of buying a new filter every few thousand miles. They are constructed for superior filtration and airflow performance. They also feature the Edelbrock exclusive Pro-Charge clean strip for easy maintenance. The Pro-Charge strip will let you know when it's time to clean your filter. Each filter is washable and reusable. Use Edelbrock Pro-Charge cleaning kit #43600 to clean and re-oil.

The Pro-Flo universal-fit Conical Series features triple chrome plated trim for a show-quality look. They are also designed with three inlet adapter rings for use on 3", 3.5", and 4" inlet tube systems. Available in black, red, and blue to complement any engine bay.

Our Pro-Flo 14" round air cleaners feature a high-flow element top and are designed to be used with all popular 5-1/8" diameter carburetors. In testing, the high-flow element top delivered improved performance over a traditional air cleaner top. Available in black with black trim, red with chrome trim, and blue with chrome trim.

CONICAL AIR FILTERS

Description	HP Range	Length	Width	Emissions Code	Part No.		
					Black	Red	Blue
Pro-Flo valve cover breather with 9 mm inlet	—	2.5"	2"	●●●	43510	43511	43513
Pro-Flo Cone air filter with 3" inlet and red element	250-370	6.5"	6"	●●●	—	43651	—
Pro-Flo Compact Cone universal-fit air filter	240-340	3.7"	6"	●●●	43610	43611	43613
Pro-Flo Medium Cone universal-fit air filter	330-470	6.7"	6"	●●●	43640	43641	43643
Pro-Flo Tall Cone universal-fit air filter	350-500	10"	6"	●●●	43690	43691	43693

ROUND AIR CLEANERS

Description	Width	Height	Emissions Code	Part No.		
				Black	Red	Blue
Pro-Flo Round high-flow 14" air cleaner with chrome trim	14"	3.5"	●●●	—	43660	43661
Pro-Flo Round high-flow 14" air cleaner with black trim	14"	3.5"	●●●	43662	—	—
Pro-Flo Round high-flow 14" air cleaner element only	14"	3.5"	—	43668	43666	43667

ACCESSORIES

Description	Part-No.
Pro-Charge air filter cleaning kit	43600
Pro-Charge air filter cleaner (12 qty - 10.14 oz bottles)	43601
Pro-Charge air filter oil (12 qty - 10.14 oz bottles)	43602
E-Logo black anodized round nut	4270
E-Logo black anodized round nut with machined "E"	4271
Black anodized knurled round nut	4209



Cleaning Kit #43600

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.

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.

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.

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.

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.

Description			Part No.
COIL COVERS			
LS-Series engines - satin finish*			4118
LS-Series engines - polished finish*			41181
LS-Series engines - black finish*			41183
REPLACEMENT ELEMENTS			Part No.
For #1207, #1221, #1223, #4207, & #4221 (paper element)	3"	14"	1217
For #1208 & #1203 (paper element)	2.5"	10"	1218
For #1209 & #1210 (paper element)	2.5"	6.375"	1219
Oval filter element for #1235, #1236, #4235, #4236, & #4237 (pre-oiled reusable element)	2.5"	13.5" x 7"	1220
Triangular filter element for #1222 & #4222 (pre-oiled reusable element)	2.5"	13.38" x 14.13"	4226
CRANKCASE VENTILATION HOSE			Part No.
PCV hose connection kit			1205
WING BOLTS AND HOLDDOWN TABS			Part No.
2-piece wing bolts (set of 4)	3.75"	Chrome	4400
2-piece wing bolts (set of 4)	4.25"	Chrome	4401
2-piece wing bolts with T-top (set of 4)	5"	Chrome	4402
2-piece wing bolts with T-top (set of 4)	5"	Black	44023
Hold-down tab kit (Small-Block Chevy, set of 4)	5"	Chrome	4404
Hold-down tab kit (Small-Block Chevy, set of 4)	5"	Black	44263
Hold-down tab kit (Big-Block Chevy, set of 7)	5"	Chrome	4414
Hold-down tab kit (Big-Block Chevy, set of 7)	5"	Black	44143
Hold-down tab kit (universal, set of 8)	1.5"	Chrome	4427
Hold-down tab kit (universal, set of 8)	1.5"	Black	44273
OIL FILL HOLE PLUGS			
Chrome oil-fill hole plug	-	-	4415
Rubber PCV valve grommets (pair)	-	-	8094

Installation Notes: * For use on 1999-later factory GM center-bolt valve covers. Designed for street rod and muscle car applications. Will not clear underhood accessories on production vehicles.

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Coil Covers #41181 for LS Series Engines



Coil Covers #41183 for LS Series Engines



#1217

#1218



#1219

#1220



#4226

#1205



#4400

#4402



#44023

#4414



#4427

#4415



Performer RPM 110 gph Fuel Pump for S/B and W-Series Chevy #1721



Performer RPM 110 gph Fuel Pump for B/B Chevy #1722



Victor Series 130 gph Fuel Pump for 289-351W Ford #1715



Victor Series 130 gph Fuel Pump for 429/460 Ford #1718



Block-Off Plates #4020

Block-Off Plates #4021



Regulator Kit #8192



#8122

#8127

PERFORMER RPM SERIES

110 GPH FUEL PUMPS

These high-performance street fuel pumps feature a durable, three-stage polished finish designed for Edelbrock carburetors in Performer or Performer RPM applications. The unique valve design enhances flow quantity and quality, supporting engines up to 600 HP. With a high-volume, 3/8" NPT inlet and outlet, it surpasses the capacity of conventional models. It produces 6 psi and does not require a regulator. For use with gasoline only, the clockable lower housing can be rotated in 60° increments for optimal inlet/outlet alignment.

VICTOR SERIES

130 GPH FUEL PUMPS

These fuel pumps boast a high-quality, three-stage polished finish and are essential for drag racing, circle track racing, street machines, or any application requiring high-volume fuel delivery. With high-volume 3/8" NPT inlet and outlet orifices, they exceed the capacity of conventional models. They produce 10 psi and should be paired with an external fuel pressure regulator, such as our #8190. For gasoline only. The clockable lower housing can be rotated in 60° increments for optimal inlet/outlet alignment.

FUEL PUMP BLOCK-OFF PLATES

Block off your mechanical fuel pump mounting flange in style with these great looking plates from Edelbrock. They're made from billet aluminum and are black anodized with a machined Edelbrock "E". Includes gasket and high-quality mounting hardware.

FUEL PRESSURE REGULATOR KITS

FOR 4150 SERIES, DUAL-FEED, OR 4500 SERIES CARBS

These kits allow for the adjustment of fuel pressure from 4.5 to 9 psi. Match with Edelbrock racing fuel pumps. Kits include fittings, mounting plate, fuel line, and regulator. The fuel line from the fuel pump to the regulator is not included; use #8122 or #8127 below for fuel pumps with 1/2" NPT outlets.

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. Preassembled hose with hose ends.

Description	Part No.
PERFORMER RPM SERIES	
Chevrolet Small-Block & "W" Series	1721
Chevrolet Big-Block	1722
Chrysler Small-Block	1720
Chrysler Big-Block	1723
289-351W Ford	1725
352-428 FE Ford	1724
429/460 Ford	1726
Pontiac V8	1713
VICTOR SERIES	
Chevrolet Small-Block and "W" Series	1711
Chevrolet Big-Block	1712
Ford 289-351W	1715
Ford 429/460	1718
FUEL PUMP BLOCK-OFF PLATES	
Chevrolet Small-Block	4020
AMC 290-401, Buick 350-455, Chevrolet 396-502, Chevrolet 348/409, & Ford 260-460 (will not fit Ford 351C, 351M/400, Holden, Olds, or Pontiac)	4021
FUEL PRESSURE REGULATOR KITS	
Single regulator, dual-outlet, standard-flange	8192
Single regulator, dual-outlet, 4500 flange	8193
Single regulator plate only, standard-flange	8189
STAINLESS-STEEL BRAIDED FUEL LINE KITS	
22" braided fuel line kit (for S/B applications)	8122
27" braided fuel line kit (for B/B applications)	8127



4-7 psi Micro Pump
#17301



Diesel Micro Pump
#17302



Electric Fuel Pump
#182061



Electric Fuel Pump
#1792

UNIVERSAL MICRO ELECTRIC FUEL PUMPS FOR CARBURETED & DIESEL APPLICATIONS

Edelbrock Universal Micro Electric Fuel Pumps provide maximum performance in a compact design. They feature a durable and simple construction that minimizes the risk of vapor lock and flooding. These pumps are easy to install and operate quietly, ensuring you won't even notice they're there! The package includes the fuel pump, filter, mounting hardware, and instructions for hassle-free installation. Available for gasoline and diesel applications.

- For use with standard 12-volt negative ground systems with 1-amp draw max
- Easy-to-setup 2-wire design
- Gravity-fed inline, self-priming, and regulating design
- Can be used as a transfer pump
- Designed for automotive and industrial applications
- Includes filter and all necessary hardware for installation
- Not for use in aviation applications

Max Flow Rate	Fuel Type	PSI Range	Inlet Port	Outlet Port	Part No.
30 gph / 114 lph	Gasoline & E85	2-3.5	5/16"	5/16" Barb	17303
38 gph / 144 lph	Gasoline & E85	4-7	5/16"	5/16" Barb	17301
38 gph / 144 lph	Diesel	4-7	5/16"	5/16" Barb	17302
Replacement filter element for #17301 and #17303 (40 micron)					17311
Replacement filter element for #17302 (100 micron)					17312

ELECTRIC FUEL PUMPS

These state-of-the-art electric fuel pumps deliver maximum performance in a compact package. They are strong and durable, with anodized aluminum housings and high-quality internals. The carbon vanes and composite rotor give these pumps an extra boost for peak performance. The superior quality construction ensures the pump runs 4 to 14 dB quieter than competing models at the same pressure. Model #1791 is factory preset to 6.5 psi and does not require a regulator. Featuring a replaceable screen-type inlet filter, it has a freeflow rate of 120 gph, sufficient to supply 480 HP. Model #1792 boasts a freeflow rate of 160 gph, enough for a 1000 HP engine. This pump is factory preset to 12 psi and necessitates an external regulator like the Edelbrock regulator #8190.

GPH	Factory Pressure Setting (PSI)	Inlet Port (NPT)	Outlet Port (NPT)	External Regulator Required	Supported HP	Part No.		
						Red	Blue	Black
120	6.5	3/8"	3/8"	No	480+	182051	182052	1791
160	12	1/2"	1/2"	Yes	1,000+	182061	182062	1792

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

Bottom View Half-Section Cutaway #1791

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

Precision molded composite rotor reduces inertia loads for longer fuel pump life

Accurately set to factory specs and can be easily adjusted with this screw if needed

Lightweight carbon vanes reduce the centrifugal force for less friction and wear

Internal race is machined to minimize wear, improve performance, and reduce noise

Part No.	HP Rating	Current Draw
#1791, #182051, #182052	384 HP @ 12.0 VDC 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 1008 HP @ 14.0 VDC @ 7.5 psi	3.8 amps @ 12.0 VDC 4.3 amps @ 14.0 VDC @ 7.5 psi

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Regulator
#8190



Regulator
#1789



Fuel Pressure Regulator
#174131



Fuel Pressure Regulator
#174052



Regulator Rebuild Kit
#178040

FUEL PRESSURE REGULATORS FOR CARBURETED APPLICATIONS



Fuel Pressure Regulator #8190 is for carburetor applications that require consistent pressure from 4.5 to 9 psi. It features two 3/8" NPT outlets, one 3/8" NPT inlet, 1/8" NPT gauge port and is adjustable from 5 to 12 psi. This regulator is manufactured from billet aluminum and features a nylon-reinforced Nitrile diaphragm for excellent heat and leak resistance.

Fuel Pressure Regulator #1789 is ideal for providing consistent pressure in Edelbrock 94 or other low-pressure carburetor applications. It features two 3/8" NPT outlets, one 3/8" NPT inlet and is adjustable from 1 to 4 psi. Finished off in chrome for a great look when installed.

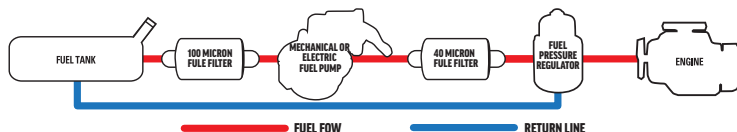
Description	Emission Code	Part No.
Adjustable Billet Fuel Pressure Regulator (Satin/Black Finish - 4.5 to 9 psi)	● ● ●	8190
Adjustable Fuel Pressure Regulator (Chrome Finish - 1 to 4 psi)	● ● ●	1789

ADJUSTABLE FOR CARBURETED APPLICATIONS

Edelbrock fuel pressure regulators are machined from aircraft-quality aluminum for those who demand the best. These carbureted fuel pressure regulators have an internal diaphragm made of fluorosilicone to ensure high temperature protection, resulting in an extended life. They are compatible with all fuel grades of gasoline, ethanol, methanol, and E85. Select regulators available with 1/8" NPT gauge port and a boost-reference fitting for blow-through or pressurized carburetor applications (even beyond 30 psi of boost). Pressure regulation slope is 0.75 psi/gal of flow rate change. Will hold fuel system pressure for at least 20 minutes after pump shutdown. Developed for optimum compatibility with Edelbrock electric fuel pumps.

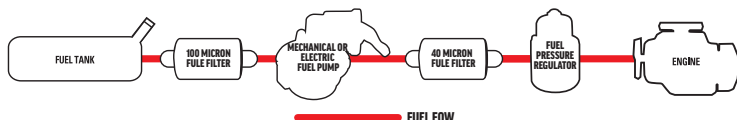
Flow Rate (GPH)	Pressure Range (PSI)	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port	Emission Code	Part No.			
								Red Clear	Blue Clear	Black Clear	Black
BYPASS STYLE											
160	5-10	3/8" NPT	3/8" NPT	3/8" NPT	No	Yes		174131	174132	1778	174133
180	5-10	-10AN	-10AN	-6AN	Yes	Yes		174051	174052	-	174053

WHAT IS THE DIFFERENCE BETWEEN A BYPASS AND NON-BYPASS REGULATOR?



REGULATOR WITH BYPASS SETUP

A bypass-style fuel regulator always provides the engine with consistent fuel pressure, releasing excess pressure through the bypass port at the bottom via a fuel line back into the tank. This prevents fuel pressure creep, and maintains steady fuel pressure. Additionally, the fuel stays cool instead of deadheading against the regulator valve while waiting to enter the engine, which prevents overheating the fuel under the hood. The system usually creates a stable fuel pressure curve, ensuring the most efficient horsepower and torque benefits.



REGULATOR WITH NON-BYPASS SETUP

Non-Bypass regulator systems are easier to build and less costly since they do not require a return line or bypass regulator. For years, this was the go-to style of fuel delivery and works well for those looking for a no-frills system delivering the utmost in reliability.

CARBURETED REGULATOR SERVICE PARTS

Description	Part No.
Carbureted Diaphragm & Hardware Rebuild Kit (for use with #174051, #174052, & #174053)	178040



Universal Fuel Pump
Relay Kit #1795



In-Line Blue Electric
Fuel Pump #182032



Electric Fuel Pump
#3594



Fuel Pump Rebuild Kit
#178050

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 other pumps. Constructed of the highest quality wire and weather pack 30-amp relay, this industrial grade kit allows you to mount the relay in virtually any location. The relay ensures proper voltage for the fuel pump at all times for consistent and accurate fuel pressure. Each kit is complete with: 18' of 12-volt activation wire lead, 18' of 12-volt battery wire lead, 18' fuel pump 12-volt lead, 18' of ground wire lead, two red 12 ga. and one 18 ga. pink and black wire, 30-amp weather-resistant relay, and complete instructions.

INLINE ELECTRIC FUEL PUMPS EFI & CARB APPLICATIONS

These fuel pumps feature an anodized aluminum housing and high-quality internals. The strong and durable inline 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.

INLINE STREET/STRIP ELECTRIC FUEL PUMPS FOR EFI APPLICATIONS

Street/strip fuel pumps can be used as either an inline booster pump or a stand-alone unit. These pumps are rated for continuous duty and are ideal for EFI applications that need extra pumping capability from upgrades such as high-compression pistons, high-flow intake manifolds, big-bore throttle bodies, cams, turbo kits, superchargers, and nitrous applications up to 600 HP. Mounting brackets and 3/8" (10 mm x 1) barb fittings are included. Pair with EFI regulator #1728 for adjustability from 35 to 90 psi. For external use only.

Description	Part No.
Universal Fuel Pump Relay Kit	1795
Inline Electric Fuel Pump - Red 80 gph @ 45 psi, -10 (SAE) Inlet/Outlet Port	182031
In-Line Blue Electric Fuel Pump - Blue 80 gph @ 45 psi, -10 (SAE) Inlet/Outlet Port	182032
Inline Electric Fuel Pump - Black 80 gph @ 45 psi, -10 (SAE) Inlet/Outlet Port	1790
Inline Street/Strip Electric Fuel Pumps 255 liter/hr. (67 gph @ 43 psi), 3/8" Hose Barb Fittings	3594
Quiet-Flo Fuel Pump Rebuild Kit (for use with #1791, #182051, #182052)	178050
Quiet-Flo Fuel Pump Rebuild Kit (for use with #1792, #182061, #182062)	178060

Important Notes:

Inline street/strip electric fuel pumps should be mounted as close to the fuel tank as possible, at or below the fuel level.

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In-Tank Fuel Pump #17935



Fuel Pressure Regulator #17400



Fuel Pressure Regulator #1728



Fuel Pressure Regulator #1729



EFI Regulator Rebuild Kit #178010



Fuel Pressure Regulator #174041



Fuel Pressure Regulator #174042

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.

FUEL PRESSURE REGULATORS RAIL-MOUNTED FOR EFI APPLICATIONS

These fuel pressure regulators feature a unique design that allows them to be mounted directly to the fuel rail. They feature a compact push-in design with a swivel-style mounting bracket, so they can be clocked in various directions to fit your setup. They are used in Edelbrock Pro-Flo 4 EFI systems and can be used with any -6AN fuel rail.

ADJUSTABLE FOR EFI APPLICATIONS

These fuel pressure regulators are machined from aircraft-quality aluminum for those who demand the best. These EFI fuel pressure regulators have an internal diaphragm made of fluorosilicone to ensure high temperature protection, resulting in an extended life. They are compatible with all fuel grades of gasoline, ethanol, methanol, and E85. These regulators hold fuel system pressure for at least 20 minutes after pump shutdown. Mounting bracket and hardware is included. Each regulator features a vacuum/boost compensating port for a supercharger, turbo, or intake manifold vacuum connection.

Year	Application	Flow Rate (gph)	Pressure (psi)	Part No.
IN-TANK FUEL PUMPS				
1985-97	Ford Mustang (Except 1996-97 Cobra)	41	-	17930
1985-97	Ford Mustang (Except 1996-97 Cobra)	50	-	17931
1985-97	Ford Mustang (Except 1996-97 Cobra)	67	-	17932
1985-97	Ford Mustang (Except 1996-97 Cobra)	67	-	17935
1985-92	GM Fuel Injected Vehicles, (Non-TBI)	67	-	17933
1994-99	Acura Integra	67	60+	17937
1992-00	Honda Civic			

Flow Rate (gph)	psi	Inlet Port	Outlet Port	Return Port	Vacuum or Boost Port	Gauge Port	Emissions Code	Part No.				
								Red/Clear	Blue/Clear	Black/Clear	Solid Black	Plain
FUEL PRESSURE REGULATORS - RAIL-MOUNTED												
67	43	-6AN	-6AN	-	-	-	●●●	-	-	-	-	17400
67	58	-6AN	-6AN	-	-	-	●●●	-	-	-	-	17401
FUEL PRESSURE REGULATORS - ADJUSTABLE												
180	35-90	-6AN	-6AN	-6	Yes	No	●●●	174041	174042	1728	174043	-
180	35-90	-10AN	-10AN	-6	Yes	Yes	●●●	174021	174022	1729	174023	-
EFI REGULATOR SERVICE PARTS												
EFI Diaphragm & Hardware Rebuild Kit (for use with #1728, #1729, #174021, #174022, #174023, #174041, #174042, #174043)												178010



Russell Performance Products...
An Edelbrock Company



Aluminum Street Fuel Filters

ALUMINUM STREET FUEL FILTERS

These Aluminum Street fuel filters feature a sintered-bronze 40-micron element that can be cleaned and returned to service. 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	Part No.			
		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"	-	8139	8136	8157

COMPETITION FUEL FILTERS

These 1-1/4" Competition fuel filters are designed for high-volume gas or alcohol fuel systems. They are manufactured from billet aluminum and available in -6AN, -8AN, and 3/8" NPT male outlets. A 40-micron disc element keeps the fuel free of debris. The 3/8" NPT connects directly to the fuel pump, Y-block, or fuel regulator. Available in polished aluminum, red, blue, or black anodized finish. Designed for carbureted engines only.



Competition Fuel Filters

Description	Inlet/Outlet Port	Part No.		
		Red/Blue	Polished	Black
3" length	-6AN male	650130	650140	650133
3-1/4" length	-8AN male	650100	650110	650103
3" length	-6AN x 3/8" NPT male	650190	650200	-
3-1/4" length	-6AN x 3/8" NPT male	650170	650180	-
Replacement 40-micron element			651670	
Replacement seals for all competition filters			650160	

PRO-FILTER II

The Russell Pro-Filter II is engineered and designed for optimum filtration without the pressure loss seen in other designs. These free-flowing elements keep clean fuel moving to feed the horsepower your engine demands. The 76 "Big Russ" and 75 Series filters are compatible with ethanol added fuels including E85. Designed and tested to be used on carbureted or EFI applications. The 75 Series comes in -06, -08, and -10AN ends. The 76 Series comes in -10, -12, and a monster-sized -16 AN. Each size is available with 10, 40, and 100-micron elements.



-6AN Pro-Filter II #75061

75 SERIES (STREET CARS UP TO 750HP)

Description	10 Micron	40 Micron	100 Micron
-6AN Pro-Filter II	750601	750604	750610
-8AN Pro-Filter II	750801	750804	750810
-10AN Pro-Filter II	751001	751004	751010

76 SERIES (STREET AND RACE VEHICLES UP TO 2000+ HP)

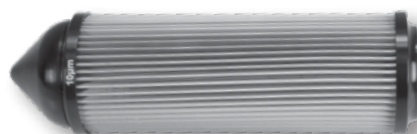
Description	10 Micron	40 Micron	100 Micron
-10AN Pro-Filter II	761001	761004	761010
-12AN Pro-Filter II	761201	761204	761210
-16AN Pro-Filter II	761601	761604	761610

REPLACEMENT FILTER ELEMENT FOR PRO FILTER II

Description	10 Micron	40 Micron	100 Micron
75 Series	755010	755040	755100
76 Series	765010	765040	765100



-12AN Pro-Filter II #761201



-10AN Pro-Filter II Element 761010

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RETURN-STYLE EFI FUEL KIT

These kits include everything needed to upgrade a carbureted fuel system to a high-pressure EFI system, excluding the fuel tank. These return-style kits will complete the fuel system loop by returning unused fuel to the tank. Each kit comes with a high-pressure EFI fuel pump, regulator, filter, Russell Twist-Lok hose, hose ends, mounting brackets, and hardware. These kits are ideal for use with Edelbrock E-Street, Pro-Flo 3, and Pro-Flo 4 EFI systems, and many popular aftermarket EFI systems.

Kit #3604 features fuel regulator #1728, which is adjustable from 35 to 90 psi. Kits #3651 and #3653 include our new rail-mounted fuel regulator preset to 43 or 58 psi. The fuel pressure regulator's unique, compact, push-in style design allows it to be mounted directly to the fuel rail, and the swivel-style bracket enables it to be clocked in various directions to fit your needs. A baffled fuel tank is recommended to prevent fuel starvation.



Return-Style Fuel Kit #3604

Description	psi	Max Flow Rate (gph / lph)	Supported HP	Emissions Code	Part No.
Adjustable EFI Return-Style Fuel Kit	35-90	67 / 255	600	● ● ●	3604
Preset EFI Return-Style Fuel Kit	43	67 / 255	600	● ● ●	3651
Preset EFI Return-Style Fuel Kit	58	67 / 255	600	● ● ●	3653



Universal EFI Sump Fuel Kit #36031



Universal EFI Sump Fuel Tank Only #36032

UNIVERSAL EFI SUMP FUEL KITS

These Universal Sump Fuel Kits are designed to provide the high fuel pressure required for EFI applications in vehicles equipped with low-pressure carbureted fuel systems. They are a complete self-contained system that can be easily installed under the hood. The unique design of these systems allow them to deliver a constant fuel pressure without needing a fuel return line, an external fuel pressure regulator, or modifications to the fuel tank. They are compatible with the existing factory fuel tank and pump, making them ideal for aftermarket EFI systems and many popular engine-swap applications that require a constant 35-90 psi fuel pressure.

These compact fuel sump kits are adjustable from 35-90 psi and include a vacuum reference port. They are available in a 67 gph flow rate that supports up to 600 HP, making them an excellent solution for vehicles with an E-Street, Pro-Flo 3, Pro-Flo 4, or other aftermarket EFI systems.

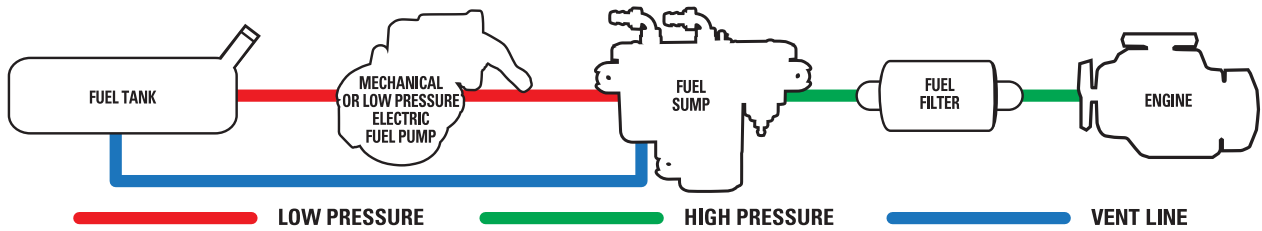
The Adjustable Universal EFI Sump Fuel Kit #36031 includes a durable, lightweight plastic fuel sump tank with a high-pressure fuel pump, wiring harness, hoses, and fittings.

Fuel Sump Tank Assembly #36032 is intended for builders and consumers who want to use their own hoses and fittings. It will require the installation of a vent line from the sump overflow vent port to the fuel tank. Edelbrock universal EFI sump fuel kits are the most affordable way to prepare your fuel system for EFI.

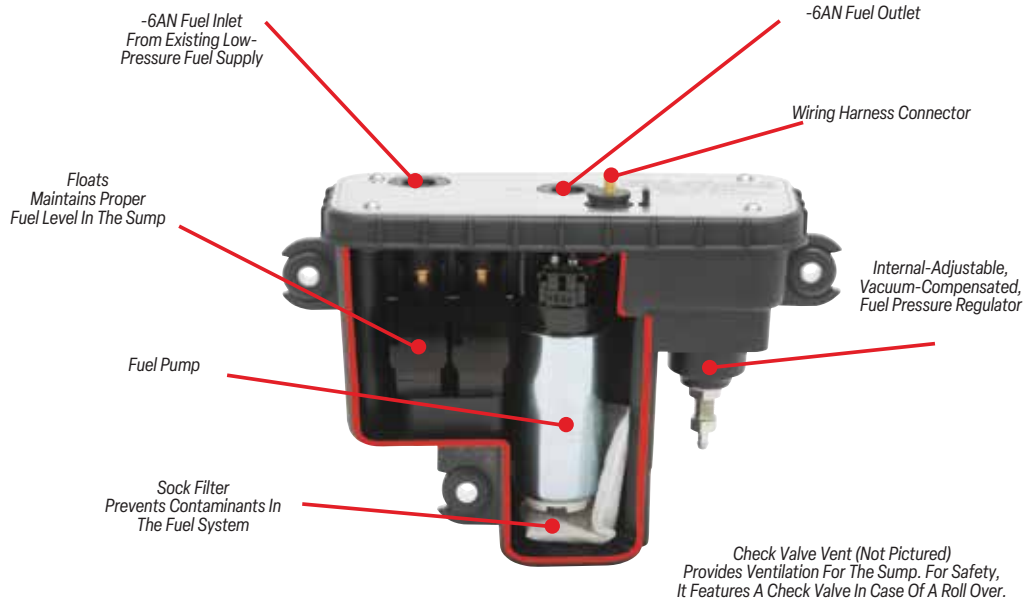
Description	psi	Max Flow Rate (gph)	Size (H x W x D)	Emissions Code	Part No.
Adjustable Universal EFI Sump Fuel Kit	35-90	67	9" x 10" x 3.75"	● ● ●	36031
Adjustable Universal EFI Sump Fuel Tank Assembly	35-90	67	9" x 10" x 3.75"	● ● ●	36032

FUEL SUMP AND FUNCTIONALITY

HOW DOES IT WORK?



FEATURES & BENEFITS



Universal EFI Sump Fuel Kit Installed

EMISSIONS GUIDE

● 50-STATE LEGAL ● EPA LEGAL ● RACING ONLY ● PRE-POLLUTION CONTROLLED VEHICLES ● STOCK REPLACEMENT ● ENGINE SWAP
PLEASE REFER TO PAGE 215 FOR MORE INFORMATION REGARDING THE EMISSIONS GUIDE.



EG Model Parts T-shirt

EG MODEL PARTS T-SHIRT

Bella+Canvas 90/10 Airlume combed and ring-spun cotton/poly blend t-shirt featuring Edelbrock Group powertrain model car parts.

Color	SM	MD	LG	XL	2X	3X
Black	E28986B-S	E28986B-M	E28986B-L	E28986B-XL	E28986B-2XL	E28986B-3XL
Gray	E28986G-S	E28986G-M	E28986G-L	E28986G-XL	E28986G-2XL	E28986G-3XL
Blue	E28986RB-S	E28986RB-M	E28986RB-L	E28986RB-XL	E28986RB-2XL	E28986RB-3XL
Red	E28986R-S	E28986R-M	E28986R-L	E28986R-XL	E28986R-2XL	E28986R-3XL



Edelbrock Racing T-shirt

EDELBROCK RACING T-SHIRT

This shirt is a unisex Hanes 5.2 oz. 50/50 EcoSmart T-shirt featuring the Edlebrock Racing logo on the front and back.

Color	SM	MD	LG	XL	2X	3X
White	2362	2366	2367	2368	2369	2370
Black	2310	2311	2312	2313	2314	2315
Gray	23312	23322	23332	23342	23362	-



Edelbrock Badge T-shirt

EDELBROCK BADGE T-SHIRT

This unisex Hanes 5.2 oz. 50/50 EcoSmart T-shirt features a large Edelbrock badge logo on the back and a small one on the left chest.

Color	SM	MD	LG	XL	2X	3X	4X
Black	289060	289061	289062	289063	289064	289065	289066



Made In Usa T-shirt

MADE IN USA T-SHIRT

This unisex Hanes 5.2 oz. 50/50 EcoSmart T-shirt features a large script logo on the back and a small one on the left chest.

Color	SM	MD	LG	XL	2X	3X
Black	289073	289074	289075	289076	289077	289078



Vic's Service T-shirt

VIC'S SERVICE T-SHIRT

This unisex Hanes 5.2 oz. 50/50 EcoSmart T-shirt features throwback lettering honoring Vic Edelbrock's first speed shop on the back and a small Edelbrock script on the left chest.

Color	SM	MD	LG	XL	2X	3X
Black	289179	289180	289181	289182	289183	289184



Since 1938 T-shirt

SINCE 1938 T-SHIRT

This unisex Hanes 5.2 oz. 50/50 EcoSmart T-shirt features vintage-style lettering on the back and a small Edelbrock script on the left chest.

Color	SM	MD	LG	XL	2X	3X
Red	289191	289192	289193	289194	289195	289196



Tarantula Tee

TARANTULA TEE

This 100% ring-spun cotton shirt features a large Edelbrock Tarantula manifold logo on the back and a manifold graphic on the left chest.

Color	SM	MD	LG	XL	2X	3X
White	289328	289329	289330	289331	289332	289333



Edelbrock Badge Hoodie

EDELBROCK BADGE HOODIE

This soft, 80/20 cotton/poly medium-weight unisex hoodie features logo graphics on the left chest and also in the center of the back.

Color	SM	MD	LG	XL	2X	3X	4X
Gray	289665	289666	289667	289668	289669	289670	289671

GO TO: [SHOP.EDELBROCK.COM](https://www.edelbrock.com) TO SHOP 24 HOURS A DAY!

Edelbrock's online store is packed full of the latest apparel, overstocks, and closeout merchandise. Shop online and we'll ship it for free. Free shipping is valid on standard UPS ground in the contiguous 48 states. Visa, MasterCard, American Express, and PayPal accepted.





Since 1938 Zip-Up Hoodie

SINCE 1938 ZIP-UP HOODIE

This medium weight, 80/20 cotton/poly blend, 8.25oz. sweatshirt features an Edelbrock 'Since 1938' patch sewn on the right chest and screened graphic on back.

Color	SM	MD	LG	XL	2X	3X
Black	289304	289305	289306	289307	289308	289309



Edelbrock Script Hoodie

EDELBROCK SCRIPT HOODIE

This pullover hoodie is a 7.5 oz 65/35 poly/cotton twill blend featuring the Edelbrock script logo above the pocket.

Color	SM	MD	LG	XL	2X	3X
Black	289692	289691	289690	289689	289688	289687



Edelbrock Coach Jacket

EDELBROCK COACH JACKET

This 100% polyester water-resistant, button-up windbreaker coach's jacket features a large Edelbrock logo on the back and a patch on the left chest.

Color	SM	MD	LG	XL	2X	3X	4X
Black	289678	289677	289676	289675	289674	289673	289672



APPAREL & MERCHANDISE WOMEN & KIDS



WOMEN'S SCRIPT T-SHIRT

Color	XS	SM	MD	LG	XL	2X	3X
Gray	389686	389687	389688	389689	389690	389691	389692

WOMEN'S BADGE T-SHIRT

Color	XS	SM	MD	LG	XL	2X	3X
Black	389679	389680	389681	389682	389683	389684	389685

WOMEN'S RACING TANK

Color	XS	SM	MD	LG	XL	2X	3X
Black	389693	389694	389695	389696	389697	389698	389699

WOMEN'S COLORBLOCK SCRIPT HOODIE

Color	SM	MD	LG	XL	2X	3X
Gray/Dark Gray	389712	389711	389710	389709	389708	389707

KID'S BUDDIES T-SHIRT

Color	XS	SM	MD	LG	XL
Red	489707	489708	489709	489710	489711

KID'S BADGE T-SHIRT

Color	XS	SM	MD	LG	XL
Red	489712	489713	489714	489715	489716

TODDLER LITTLEBROCK T-SHIRT

Color	2T	3T	4T
Gray	489717	489718	489719

KID'S RACE HOODIE

Color	XS	SM	MD	LG	XL
Heather Black	489734	489733	489732	489731	489730



Kid's Badge Cap
#489720



Flex Cap
#289627



Badge Skull Beanie
#289422



Shaded Since '38 Baja Hat
#289434



Since 1938 Air Freshener
#189143



Charge Forward Air Freshener
#189142



Badge Patch
#2348



Edelbrock Script Socks
#189222



Power-Speed Garage Sign
#189147



Since 1938 Patch
#189224



Tarantula Socks
#489720



E-Force Supercharger Fender Cover
#2323



Racing Series Fender Cover
#2324

EDELBROCK FENDER COVERS

Edelbrock fender covers are made from a strong PVC foam with a reinforced nylon mesh. They're impervious to motor oil, coolant, lacquer thinner, brake fluid, etc. The non-slip material will not harm paint and adheres to slick surfaces, while keeping your tools in place. Both fender covers are washable.

APPAREL & MERCH

Type	Description	Color	Size	Part No.
Cap	Kid's Badge Cap	Red	One size	489720
Cap	Flex Cap	Black	One size (L/XL)	289627
Beanie	Badge Skull Beanie	Black	One size	289422
Baja Hat	Shaded Since '38 Baja Hat	Black	One size	289434
Air Freshner	Since 1938 (Ocean-Scented)	—	—	189143
Air Freshner	Charge Forward (Vanilla-Scented)	—	—	189142
Sign	Power-Speed Garage Sign	Black/White	20" x 10"	189147
Patch	Badge Patch	—	4" x 1.5"	2348
Patch	Since 1938 Patch	—	3.5" diameter	189224
Socks	Edelbrock Script Socks	Red	—	189222
Socks	Tarantula Socks	Black	—	189221
Fender Covers	E-Force Supercharger Fender Cover	Black	34" x 22"	2323
Fender Covers	Racing Series Fender Cover	Black	34" x 22"	2324

LIMITED WARRANTY (U.S. AND CANADA)

Edelbrock, LLC shall not be liable for any consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale in excess of the product's purchase price. For complete details, see <https://www.edelbrock.com/warranty-policy>. If you need a written copy of this warranty or have any questions regarding a warranty claim, please contact our customer service department via one of the following options:

- Toll-free phone: 800-999-0853 or 800-416-8628 (7:00 a.m. To 6:00 p.m. CST, Monday through Friday)
- Mail: Edelbrock, LLC c/o warranty, 8649 Hacks Cross Rd Olive Branch, MS, 38654
- Website: <https://www.Edelbrock.com/contact-us>

It is the constant endeavor of Edelbrock, LLC to give our customers the highest quality products obtainable. We warrant each new product sold to the original consumer/purchaser to be free from defects in both workmanship and material from the original date of purchase, provided that the product is properly installed, subjected to normal use and service, not modified or changed in any way, not damaged because of negligence by the customer or installer, nor used for racing or competition purposes.

Customers who believe they have a defective product should return it to the dealer from which it was purchased, contact the Edelbrock group tech department, or follow the Edelbrock return policy found on the website to receive a return merchandise authorization (RMA) to ship it directly to Edelbrock, along with proof of purchase, and a complete description of the problem. The product must be returned freight prepaid; no C.O.D. shipments will be accepted. All electronic fuel injection systems, crate engines, Edelbrock supercharger systems, and cylinder heads maintain a conditional limited warranty. These products must not be returned to the dealer; instead, they should be sent directly to Edelbrock.

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. This warranty covers the replacement or repair of the product only and does not cover the cost of removal or installation. Any implied warranty determined to be applicable is limited to the duration of this warranty. Some states do not allow limitations on how long an implied warranty is, so the limitations outlined here may not apply in your state.

See Table W.1 for a list of warranty durations by product line.

TRANSFERABILITY

The limited warranty is not transferable to any subsequent owner.

MISCELLANEOUS

Neither reseller nor its employees, nor any employee of Edelbrock, LLC, is authorized to make any modification, extension, or addition to this warranty. Edelbrock reserves the right to modify this limited warranty at any time. However, any such modification will not alter the warranty conditions applicable at the time of sale.

RACING USE ONLY

Many of the parts described or listed herein are designed for racing. Installing "racing-use-only" parts may impair your vehicle's emission-control system performance; these parts should not be installed on any vehicle subject to pollution-control regulations. Any installation of emissions-non-compliant parts on pollution-controlled vehicles may violate state, federal, or other international government emission laws and could void this warranty. Visit the Environmental Protection Agency (EPA) and California Air Resources Board (CARB) websites for more information.

CYLINDER HEADS AND CAMSHAFTS

When using other camshafts with Edelbrock cylinder 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. It is the installer's responsibility to ensure that all components are correct before installation. We assume no liability for any errors made in tolerances, component selection, or installation. Camshafts that exceed the specified valve spring rate will void the warranty on these cylinder heads.

CARBURETOR

This warranty is void if a new fuel filter is not installed when the carburetor is installed, or any carburetor products are used for race or competition purposes, or if fuel other than gasoline with a maximum of 15% Ethanol is used.

PLASMA FINISH

Our Plasma finishes carry the same warranty as the parts to which they are adhered. With proper care and cleaning, Plasma parts will keep their high-gloss shine for years. However, using abrasive or solvent cleaners, such as carburetor or brake parts cleaner, will void your warranty. Use of these cleaners will dull the luster and remove the coating. Always clean your Plasma parts using a soft microfiber cloth,

mild soap, water, or non-solvent cleaners like Simple Green; never use paper towels. Any cleaning product or polish used on Plasma parts MUST be clearcoat-safe or developed explicitly for cleaning acrylic coatings. For optimal results, use a high-quality polish such as Novus No. 2 Fine Scratch Remover, Meguiar's, or Mothers Plastic Lens Cleaner. After cleaning, we suggest applying automotive wax to help seal the surface and protect the finish.

Table W.1 - Warranty duration

Product Line	Warranty Duration
Performer Series Carburetors	90 Days
Remanufactured Carburetors	30 Days
AVS & AVS2 Carburetors	1 Year
Camshafts & Valvetrain Components	1 Year
Cylinder Heads	1 Year
Electronic Fuel Injection Systems & Components	2 Years
Engine Accessories & Installation Items	1 Year
Fuel Pumps & Components	1 Year
Gaskets	1 Year
Ignition (Max-Fire)	1 Year
Intake Manifolds	1 Year
Nitrous Systems & Components	1 Year
Water Pumps	1 Year
Crate Engines	2 Years
Edelbrock Superchargers	3 Years



EDELBROCK SUPERCHARGER & TURBOCHARGER WARRANTY

Edelbrock, LLC warrants each new supercharger and turbocharger kit to be free from defects in both workmanship and materials for a period of three (3) years or 36,000 miles from the original date of purchase, whichever comes first.

On new purchases of a 50-state-legal E-Force Supercharger system (Stage 1 & 2) or Turbocharger system (Stage 1, 2, & 3) utilizing the Edelbrock Group calibration, Edelbrock offers a Limited Powertrain Warranty, which will pay up to \$16,500 to cover the cost of parts and repairs for engine, transmission, and rear axle components

if a warranted vehicle suffers a mechanical failure. To qualify, customers must meet the following conditions and have a supercharger warranty activation form on file with Edelbrock. For complete details, see the Edelbrock Limited Powertrain Warranty Terms and Activation sheet at <https://www.Edelbrock.com/warranty-policy>.

ELIGIBILITY

In order for a vehicle to be eligible for the Edelbrock Supercharger & Turbocharger Limited Powertrain Warranty:

- The vehicle must have less than 36,000 miles on the odometer, and the Edelbrock Supercharger or Turbocharger system must be installed within 3 years of the original in-service (purchase) date as determined by the manufacturer of the vehicle, or by OASIS, or by GMVIS, or by Dealer Connect.
- The vehicle must be equipped with an Edelbrock emissions-compliant Supercharger or Turbocharger system in the USA or Canada that is not used for racing or competition events.
- The vehicle must be legally registered and insured for public street use in the USA or Canada by the applicant named on this Limited Powertrain Warranty Terms & Activation document. Pre-pollution controlled vehicles, marine applications, and aerospace applications are excluded from this warranty.
- The installation of the Edelbrock Supercharger or Turbocharger system must be conducted by an automotive service technician certified by the Institute for Automotive Service Excellence (ASE) at a new car dealership or an automotive repair facility with a valid business license.
- The Supercharger or Turbocharger must be a new purchase from Edelbrock (not refurbished or purchased used).

WARRANTY TERM

The contract term shall be 36 months or 36,000 miles, whichever occurs first. The term of months shall be counted from the vehicle's original in-service date. In order to determine the in-service date for your vehicle, you may request it from a new car dealer for your make of vehicle or order a CarFax report. Mileage shall be measured from ZERO (0). The coverage under this contract will only be activated provided you submit the applicable documentation to Edelbrock, LLC within THIRTY (30) days of the installation date.

WARRANTY ACTIVATION

In order to activate the coverage under this warranty, you must register your product at <http://forms.Edelbrock.com/e-force-warranty/>, along with a scanned copy of your paid service order installation receipt (which includes your vehicle identification number (VIN)), or a copy mailed to: Edelbrock, LLC Attn: Edelbrock Supercharger and Turbocharger Warranty, 8649 Hacks Cross Rd, Olive Branch, MS, 38654 within THIRTY (30) days of the service order installation date. If the stated items are not received within THIRTY (30) days of the service order installation date, this contract shall be deemed invalid. A warranty card will be mailed to you for evidence of coverage.

WARRANTY COVERAGE

This warranty is secondary to all other warranties and any manufacturer's recall that may be in effect. Edelbrock, LLC's maximum liability per covered vehicle over the term of this warranty is limited to \$16,500, which represents the total of the individual component group's liability as follows: Engine components are covered to a maximum of \$12,500; transmission components are covered to a maximum of \$2,500; and rear axle components are covered to a maximum of \$1,500. A replacement system or component(s) that have been installed in accordance with our instructions assumes the remaining warranty of the original (replaced) system. If a system or any of its component(s) is/are exchanged, the replacement becomes your property, and the returned system or component(s) becomes Edelbrock, LLC's property. Component(s) provided by Edelbrock, LLC to fulfill our warranty obligation must be used in the product for which warranty service is claimed.

ENGINE COMPONENTS:

COVERED: Pistons, piston rings, piston pins, crankshaft and bearings, connecting rods and bearings, camshafts and bearings, timing chain and gears, intake/exhaust valves and seals, valve springs, oil pump, push rods, rocker arms, rocker arm shafts, lifters, Supercharger and Turbocharger related components including related Edelbrock electrical components up to the maximum limit of \$12,500. If a failure of any of the above parts damages either the engine block or cylinder heads, a remanufactured long block assembly will be provided, subject to the maximum limit of liability applicable.

NON-COVERED: Any engine components not specifically listed, including but not limited to, factory electrical components, seals & gaskets (except cylinder head gaskets), finish on Superchargers or Turbochargers; any parts, filters, fluids etc., that are required to be replaced as a part of your vehicle's normal maintenance schedule as published by the manufacturer.

TRANSMISSION COMPONENTS:

COVERED: All internally lubricated parts within the transmission to the maximum limit of \$2,500.

NON-COVERED: Failure of related parts external to the transmission which may cause a transmission claim including but not limited to: electrical components; seals & gaskets; transmission coolers; levers; controls; any parts, filters, fluids etc., that are required to be replaced as a part of your vehicle's normal maintenance schedule as published by the manufacturer.

REAR AXLE COMPONENTS:

COVERED: Rear axle, ring gear, drive pinion, pinion shaft, differential, side gears, bearings, bearing cap, washers, slinger, axle shaft, housing, and housing cover, up to the maximum limit of \$1,500.

NON-COVERED: Seals and gaskets; any parts, filters, fluids etc., that are required to be replaced as a part of your vehicle's normal maintenance schedule as published by the manufacturer.

ADDITIONAL BENEFITS

No deductible applies to Additional Benefits.

RENTAL REIMBURSEMENT: We will provide reimbursement for a rental vehicle from a licensed agency in the event of a covered incident. We will pay up to THIRTY-FIVE (35) dollars for every day, or portion thereof, of approved labor time to complete the covered repair with a THREE (3) day maximum, not to exceed ONE HUNDRED FIVE (105) dollars. You must submit receipts to Edelbrock, LLC for reimbursement.

EXCLUSIONS/LIMITATIONS/WARRANTY DISCLAIMER

To the extent permitted by law, this warranty and its remedies are exclusive and in lieu of all other warranties, remedies, and conditions, whether oral or written, statutory, express, or implied. As permitted by law, Edelbrock, LLC specifically disclaims all express, statutory, or implied warranties, including, without limitation, the warranties of merchantability, fitness for a particular purpose, and warranties against hidden or latent defects. If Edelbrock, LLC cannot lawfully disclaim any statutory or implied warranties, then to the extent permitted by law, all such warranties shall be limited in duration to the warranty period and the warranty coverage described herein.

This warranty covers any defects in our materials or workmanship, as well as any factory equipment not covered by the factory warranty, if deemed the damage was a direct result of the installed supercharger; all of which is void if the damage is related to or arising from the:

USE OF FUEL WITH OCTANE RATING LESS THAN 91 (R+M)/2, OR 93 IF SPECIFIED.

Improper installation, abnormal operation, abuse, neglect, lack of maintenance, lack of fluids, or damage resulting from a collision. Operation of such an impaired vehicle will void this warranty. The vehicle owner is responsible for ensuring that no further damage occurs once a problem has occurred.

Covered components being tampered with or altered from factory specifications (OEM or Edelbrock), including but not limited to, the removal of the supercharger drive pulley, for any reason, as evidenced by the tamper-proof label.

Failure to perform normal maintenance and/or service recommended or required by the manufacturer's maintenance schedule for your vehicle, or Edelbrock, LLC, as applicable, as well as any damage caused by any gradual reduction in operating performance (wear & tear).

Abuse related to overloading, engine or transmission-control module recalibration, misuse, negligence, road conditions, unapproved tire size and/or tire compound, and other non-Edelbrock-approved modifications. Edelbrock-approved modifications are limited to the following: exhaust modifications beyond the catalytic converter (referred to as cat-back or post-cat); wheel and tire modifications that are within fifteen percent (15%) of OEM or factory-equipped size (modified tires are only allowable if they are DOT compliant with a UTQG treadwear of 250 or higher).

Any fluids, lubricants, refrigerants, filters, or fasteners, unless required in connection with repair or replacement of covered parts under the terms of this warranty, including but not limited to shop supplies, materials charges, hazardous waste charges, storage charges, or miscellaneous charges, are not covered.

Any damages to the vehicle and/or the supercharger or turbocharger during the installation procedure, participating in or preparation of the vehicle for off-road and/or racing (on a track or otherwise), fires, flood, riots, acts of war or terrorism, theft, vandalism, natural disasters, physical damage, consequential damage, and acts of God are not covered.

OBTAINING WARRANTY SERVICE

To obtain warranty service on your vehicle upfitted with an Edelbrock Supercharger or Turbocharger system, the vehicle must have an operational and accurate odometer, and records of scheduled maintenance services performed at the intervals as stated on your manufacturer's maintenance schedule must be provided. It is highly recommended that you retain the maintenance receipts for your records in the event of a claim. Such receipts must be on Licensed Repair Facility forms or actual Store Receipts – hand-written receipts will not be accepted.

Copies of the following documents must be submitted with your warranty claim:

(a) Your warranty registration card, (b) Vehicle maintenance records may also be requested at Edelbrock's discretion.

CLAIMS PROCEDURES

When you present Edelbrock, LLC with a valid, properly documented warranty claim during the Warranty Period, Edelbrock, LLC will replace the defective component(s) by this warranty. We reserve the right to improve or modify the Supercharger or Turbocharger assembly in accordance with Edelbrock, LLC's current production specifications.

- If a component covered by this warranty has failed, please contact the Edelbrock Warranty department immediately at (800) 416-8628.
- Prevent further damage – you should use all reasonable means and precautions to protect your vehicle from further damage. This Contract will not cover damage caused by not securing a timely repair of the failed component.

You may take your vehicle to any Licensed Repair Facility, including your local dealer, independent shop, or national chain. However, Edelbrock, LLC reserves the right to move the vehicle to a Repair Facility of our choice.

Instruct the Repair Facility that they must obtain an authorization number from Edelbrock, LLC, prior to proceeding with repairs. The amount authorized is the maximum that will be paid. Any additional exception amounts need prior approval.

You must authorize the Repair Facility to tear down the component for inspection before Edelbrock, LLC will authorize repair or replacement of a failed component covered by this warranty. If the failed component is not covered under this warranty, the tear-down and subsequent repair or replacement costs will be solely your responsibility.

After you contact us, please review the components that will be covered for this claim with the Repair Facility.

A certified automotive dealership, an Edelbrock-certified installer, or an automotive service technician certified by the Institute for Automotive Service Excellence (ASE) at an automotive repair facility with a valid business license must complete the repair and/or replacement of failed components, as specified in the Warranty Coverage section, during the term of this warranty provided you follow the activation procedure listed in the Warranty Activation, as solely determined by Edelbrock, LLC. Edelbrock, LLC bases labor rates for repair or replacement services on All-Data labor time guides.

Edelbrock, LLC will provide the part covered by this warranty, or pay the Repair Facility directly, or reimburse you for the cost of authorized repairs performed on your vehicle. All repair orders and necessary documentation must be submitted to Edelbrock, LLC within THIRTY (30) days to qualify for payment.

YOUR FAILURE TO CONTACT Edelbrock, LLC AND RECEIVE AN AUTHORIZATION NUMBER BEFORE ANY REPAIR WORK IS PERFORMED WILL VOID YOUR WARRANTY CLAIM.

TRANSFERABILITY

The Limited Warranty is not transferable to any subsequent owner.

CONSUMER PROTECTION LAWS

This warranty is valid only in the United States and Canada. Some states and provinces do not allow the exclusion or limitation of certain damages or the duration of implied warranties or conditions, so the above limitations or exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other rights that vary by state or province. The laws of the State of Mississippi will govern this warranty. Any action brought to enforce or interpret this warranty shall occur only in a court of the Northern District of Mississippi.

MISCELLANEOUS







Neither reseller nor its employees, nor any employee of Edelbrock, LLC, is authorized to make any modification, extension, or addition to this warranty. Edelbrock reserves the right to modify this limited warranty at any time. However, any such modification will not alter the warranty conditions applicable at the time of sale.

NOTICE TO RESELLER

Please supply a written copy of this warranty to any customer who purchases an Edelbrock Supercharger or Turbocharger. Written copies can be obtained by contacting the Edelbrock Warranty Department.

EMISSIONS GUIDE

The following guide is designed to help you determine which Edelbrock components are legal for use on your vehicle. It is your responsibility to use the guide below to ensure that you are installing the right emissions-legal product for your application.

	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 .
	EPA Legal	All products with this icon currently meet the EPA Anti-Tampering Policy reasonable basis for emissions criteria, and can be sold in U.S. states which don't require a California Air Resources Board (C.A.R.B.) Executive Order (E.O.) for aftermarket, performance and add-on parts.
	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. Vehicles sold in the U.S. which 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 or 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.

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