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Equipment

FOR THE SPEEDY
OR THE 1000
Proven
Test
Always

IT PAYS TO
THE BEST

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EQUIPMENT
Proven
Always Superior

It Pays to Buy the Best

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POWER
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OUTSTANDING RECORD BREAKING USE
Edelbrock

POWER and SPEED
EQUIPMENT



EDELbrock EQUIPMENT CO.
10000 WILSON AVENUE, FARMERSBURGH, NY 11735

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POWER



POWER



Edelbrock
EQUIPMENT
1956

MORE
POWER
...FOR YOU

Edelbrock

'61

AUTOMOTIVE

MARINE

EDELbrock EQUIPMENT CO.
10000 WILSON AVENUE, FARMERSBURGH, NY 11735



Edelbrock

70
YEARS OF
PERFORMANCE
2008

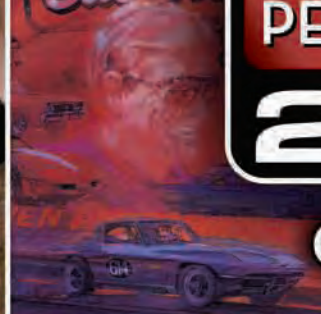
CATALOG

Edelbrock



2006
PERFORMANCE CATALOG
Edelbrock

Edelbrock



ince Catalog



Edelbrock



Edelbrock
2008 PERFORMANCE CATALOG



2000
PERFORMANCE
CATALOG

Edelbrock



Automotive Performance Catalog
1996 Edelbrock



2005
PERFORMANCE CATALOG



2004
PERFORMANCE CATALOG
FOR AMERICAN CARS & TRUCKS
Edelbrock

Edelbrock**DESIGN****70 YEARS****1938 - 2008**

The Design Process... Original Idea to Performance-Proven Product

Edelbrock products start with an original thought or idea that then has to be translated into a working model. This is the responsibility of our R&D team; a dedicated staff of engineers, engine builders and testers who validate every product we design prior to offering it to the consumer. Our R&D staff is not only well qualified at their respective positions, but they're also automotive enthusiasts. Why is being an enthusiast so important? Because an enthusiast does more than work in the automotive aftermarket, they live it — and it's at that point where understanding the inner workings of an engine, EFI system, or suspension component becomes second nature. They are constantly thinking of new and innovative ways of making a product that works better. To aid them in bringing their passion to life, they have access to the most up-to-date tools necessary in designing, engineering, modeling and testing a new product. This combination of skill-sets and equipment enables Edelbrock to take a product from an idea to a reality in a shorter period of time offering proven performance to the end user.

Beginning with Pro/Engineer®, this sophisticated design program utilizes 3D imagery to produce a digital model. This digital model can then be put through stringent Computational Fluid Dynamic (CFD) testing, ensuring that the product performs properly before ever producing a three

dimensional model. CFD allows us to test the design, make changes if necessary and then produce a working composite model using a rapid prototyping process known as Stereolithography (SLA). The SLA sample is so accurate that it can be tested as if it were the finished product; using tools like our SuperFlow SF 1020 Flowbench we are able to verify real-world performance results. Only after



Stereolithography lets our engineers create working models that can be tested to verify performance improvements before large scale production begins

all of the engineering and testing has been proven, this product will then be turned over to our manufacturing team and approved for pilot production. The R&D process improves the product while it's being developed, and is a true testament of the commitment to performance that goes into all of our products. Whether they're manifolds, fuel injection systems, cylinder heads, nitrous systems, carburetors, exhaust systems or IAS shocks, you can rest assured that the final product was directly influenced by the passion for performance that is an integral part of our Research and Development team.

Shown here is a cylinder head "Flow Box" being tested on a SuperFlow SF 1020 flow bench with computer interface for rapid data acquisition and analysis



Edelbrock engineers use computational fluid dynamics software for superior performance



We continue our research by listening to our customers...

The research and development never really stops at Edelbrock, because we continue our testing by listening to our customers. Four Edelbrock product display trailers travel across the country visiting hundreds of events throughout the year. Staffed by Edelbrock employees and our outside sales staff, these events give us invaluable feedback that helps us keep our products "on the cutting edge" of technology and ensures that we are delivering the products to the marketplace that our customers want.



Edelbrock representatives are available at hundreds of events across the country



70 YEARS
1938 - 2008

TESTING

Edelbrock

Testing Delivers Proven Performance and Lasting Durability

When you design and sell the best-engineered performance products in the world, you have to have a rigorous testing program. Why? Without adequate testing, there's no way to stand behind your product with confidence. That's why every product we design and sell at Edelbrock is tested and approved by Edelbrock engineers in a real world environment on state-of-the-art equipment. Our three Super Flow computerized engine dynos are capable of measuring 11 separate engine variables up to speeds of 12,000 rpm. Our newly installed Super Flow SF902 engine dyno is fully automated and programmable to simulate various driving situations, and is equipped with WinDyn™ software for the very latest in testing equipment. For real-world tuning and testing in the vehicle, our Super Flow model SF-840 eddy-current chassis dyno handles up to 1,000 hp at the wheels and speeds of 200 mph. At this point, we have gone as far as testing the product through high-tech computer programs, the latest dyno and performance measuring tools and now we take it to the street—Edelbrock test vehicles are driven by Edelbrock engineers and employees to get a “real world” feeling for the performance improvements and ongoing product durability. Professional race car teams and drivers are also a vital part of our performance and durability testing. Working with these talented individuals is just another



extension of our research and development process so when we say “proven performance” we really mean it! When all testing is completed, the results evaluated, and the part has passed all performance criteria, then, and only then, is the product deemed ready for production. These precise testing procedures are applied to the entire Edelbrock line for performance that's guaranteed.



Long before you take your new Edelbrock part out of the box, we have thoroughly tested it to be certain that it will provide the performance results that you expect from the most respected name in performance.

Our custom-built water pump dyno



Edelbrock's SuperFlow Chassis Dyno



Edelbrock is the only aftermarket intake manifold manufacturer licensed by NASCAR.

Top racing teams in all forms of motorsports rely on Edelbrock to produce parts that they can count on to win races and championships. Further underscoring our commitment to the racing community.



STATE-OF-THE-ART
FOUNDRIES

70 YEARS
1938 - 2008



The Edelbrock Foundries...

In a day and age where we are seeing more products sent overseas to be manufactured, we at Edelbrock see value in the quality control of American manufacturing and American workers and we are proud of our casting and manufacturing facilities— all of which are located right here, in the USA. Edelbrock's sand cast aluminum parts take shape in one of the most modern high-tech green sand aluminum foundries in the Western United States. The Edelbrock Foundry in San Jacinto, California, is a place that prides itself on quality and efficiency. The 117,000- sq/ft. complex is capable of producing over 3,000 castings a day. The computer-controlled pouring stations ensure that the molten metal is at the correct temperature and that the right amount of aluminum is used to ensure outstanding consistency and quality. Other equipment includes three automated molding lines, 21 core machines; including a new state-of-the-art cold set core machine, and a self-contained sand handling system that is capable of processing 100 tons of sand per hour.



Fully automated pouring stations ensure that the molten metal is at the correct temperature and that the right amount of aluminum is used



Investing in America... Edelbrock's NEW Permanent Mold Foundry

Edelbrock is proud to announce an expansion to the foundry in San Jacinto, CA with the addition of a brand-new 70,000-sq/ft. Permanent Mold and Heat Treat facility. Built adjacent to our sand cast foundry, the new Permanent Mold facility expands Edelbrock's casting and manufacturing diversity of "Made in USA" products. This new facility has two (2) dedicated cylinder head casting machines and three (3) additional casting machines dedicated to small parts production.

The critical procedure of setting the cores is still done by highly skilled technicians who carefully hand fit each piece in the intricate assembly that makes up the mold



Edelbrock's new state-of-the-art permanent mold foundry and heat treatment facility



STATE-OF-THE-ART **MANUFACTURING**

Edelbrock

Precision Machining and Quality Control

Edelbrock uses the finest equipment for machining and quality control. With over 55 CNC machines and hundreds of dedicated men and women, the Edelbrock facilities have earned the world recognized ISO 9001 certifications for quality. Edelbrock manufactures more types of performance products than any other company and our employees ensure that they are the finest. All of Edelbrock's aluminum products, which include cylinder heads, water pumps, manifolds and throttle bodies, are machined by modern multi-axis machining centers, like our cylinder head machining cell that uses three Makino A88 4-Axis machines which are all joined by an automated pallet loader. This remarkable cell is capable of machining a cylinder head from start to finish and has been a boon for production as well as quality. Our Coordinate Measuring Machines (CMM) in the Edelbrock Quality Control department checks all machined products. Edelbrock exhaust products are fabricated from high quality pieces that are bent, cut and welded

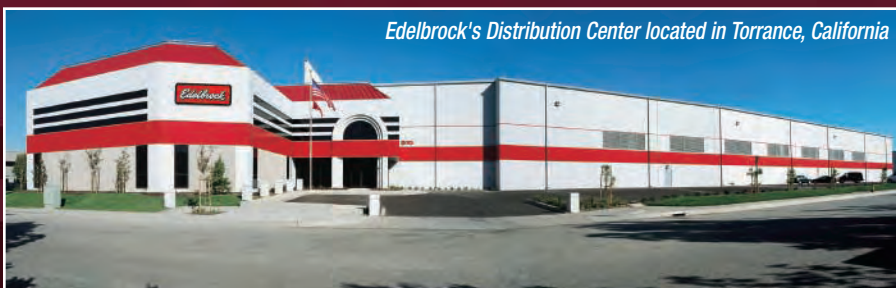


using the latest precision equipment. World-class Edelbrock IAS shocks are manufactured to the highest standards using custom-built machines. Assembly takes place in a temperature-controlled clean room to maintain the highest standards of quality. We are continually reviewing and updating the equipment in our manufacturing facilities to ensure that we remain state-of-the-art. These goals have served our customers well for over 70 years and will continue into the future.



Distribution Center... Quick and Efficient

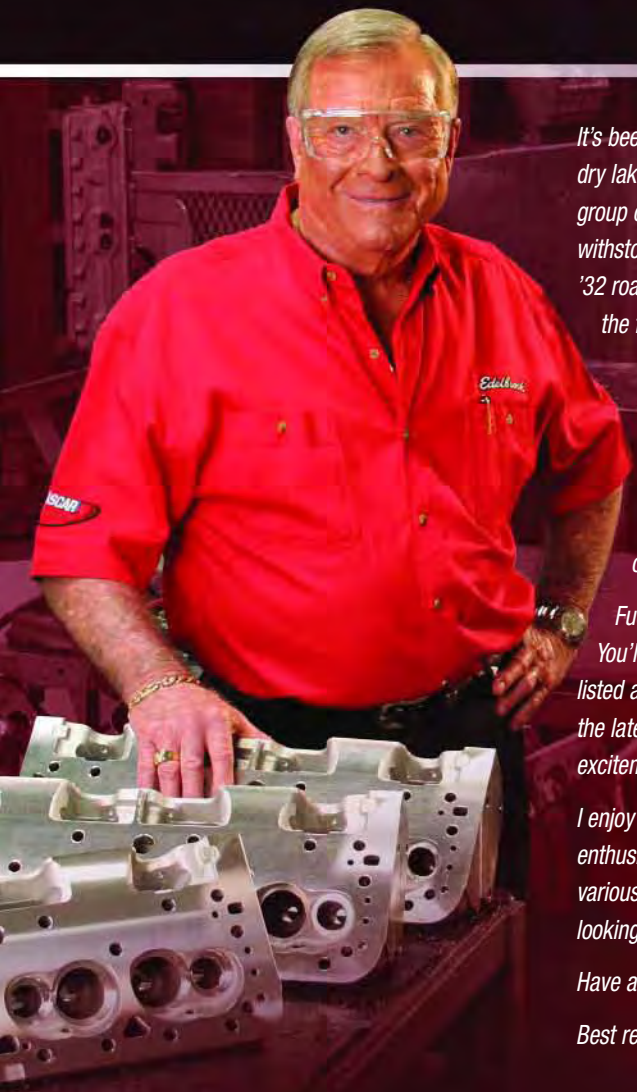
Our Distribution Center (DC) covers 65,000 square feet in Torrance, California. A "real-time" inventory system downloads all orders to hand-held scanners for fast and efficient shipping of orders. With a ceiling of 35 feet, there's enough room for 6 levels of pallet racking packed full of Edelbrock and Russell performance products ready to be shipped all over the world. Vic's Garage is located in the front 10,000 square feet of the DC and is home for the Edelbrock collection of R&D vehicles, street rods, street machines, race cars and memorabilia from over 70 years in the automotive industry.



Edelbrock's Distribution Center located in Torrance, California



A MESSAGE FROM VIC



It's been seventy years since the first Edelbrock Slingshot manifold thundered across the So Cal dry lakes in a flathead-equipped Ford. This Passion for Performance was inspired by a small group of diehard racers who were driven by a hunger for competition that was so intense it withstood World War II. My father, Vic Edelbrock Sr., was one of those original pioneers. His black '32 roadster won races, broke speed records and paved the way for a company that would shape the future of the automotive aftermarket industry.

The passion that founded this Company in 1938 is evident in everything we do from new product design to customer service and our continued support for "Made in the USA" performance. Our passion is your guarantee that the name Edelbrock will always stand for proven performance, "Made in the USA" quality and innovative new products. We recently completed a \$10 million permanent mold foundry and heat treat facility to further our investment in the USA where we can control quality and keep jobs here in America.

Fueled by the excitement of our 70th Anniversary, this full-color catalog is better than ever. You'll find innovative new products on page 8 showing the pages where these products are listed along with more information, redesigned application charts and more. Go to our website for the latest product news and sign up for the Edelbrock newsletter to further keep up with the excitement of our Company.

I enjoy this great hobby as much as you do and it's exciting to note that every year the level of enthusiasm seems to grow. I will be attending several events such as the Hot Rod Power Tour, various vintage car races, Daytona Speed Week, the SEMA Show in Las Vegas and more. I'm looking forward to seeing you on the road.

Have a great 2008!

Best regards,

A handwritten signature of Vic Edelbrock in black ink.

Vic Edelbrock

President and CEO
Edelbrock Corporation and
Edelbrock Foundry Corporation



Vic congratulates Don Prudhomme in Las Vegas on another exciting Snake Racing team win



Vic and Nancy Edelbrock at the Monterey Historics Vintage Race

MADE IN USA

Edelbrock

70

**YEARS OF
PERFORMANCE**

2008

Edelbrock

2008 AUTOMOTIVE PERFORMANCE CATALOG

Edelbrock Facilities

Edelbrock Headquarters

2700 California Street, Torrance, CA USA 90503

Phone: 310-781-2222 • Fax: 310-320-1187

Tech Line Only: 800-416-8628 • Office hours: 8am-5pm PST, weekdays • Tech Line hours: 7am-5pm PST, weekdays

Distribution Center & Vic's Garage

510 Madrid Street • Torrance, CA 90501

Exhaust & Suspension Division

501 Amapola Street • Torrance, CA 90501

Shock Division & Russell Performance

2301 Dominguez Way • Torrance, CA 90501

Aluminum Sand Cast Foundry

1320 Buena Vista Street • San Jacinto, CA 92583

Aluminum Permanent Mold Foundry and Heat Treat Facility

1380 Buena Vista Street • San Jacinto, CA 92583



Edelbrock Intake Manifolds—
Exclusive NASCAR Performance Products



Registered Names and Trademarks

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



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Edelbrock's 2008 Catalog was designed, written and produced by the Edelbrock Advertising Agency: Camee Edelbrock, Eric Blakely, Tom Dufur, Michelle Harris, Matt Tweedt, Dave Davis, Steven Call, Candice Levinson, Paul Tayyan

Technical Information from Edelbrock Research & Development: Arty Feles, Rick Roberts, Curt Hooker, Brent McCarthy, Robert Jung, Dennis Allen, Rod Sokoloski, Larry Monahan, Smitty Smith, Dave Stinson, Ulises Gonzalez, Dan Chestnut, Frank Alioto, Colin Butcher

Proofreading: Vic Edelbrock, Jeff Thompson, Arty Feles, Smitty Smith, Tom Dufur, Steve Whipple, Dave Stinson, Curt Hooker, Dan Dragoo, Jamie Wagner, Brent McCarthy, Jason Snyder, Dennis Allen, Karl Stuber, Larry Monahan, Colin Butcher, Frank Alioto, Paul Moore

Photography: Tom Dufur, Ralph Guldahl, Dave Davis, Steven Call, Ray Carofano, Lee Louie, Bob Dunsmore



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Edelbrock

HISTORY – HOW IT ALL BEGAN...

Edelbrock EQUIPPED



The "Slingshot" for the Flathead Ford was the first Edelbrock manifold

THE CHALLENGE

In the early days of the automotive performance industry, you either ran what was available, or you fabricated something you thought met your needs. Such needs were the building blocks of this industry, and it was through the efforts of many that we have the automotive aftermarket, but it was through the work of one name in particular to which many in the industry owe a great debt, and that name is Edelbrock.

THE BEGINNING

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

A NEW START IN CALIFORNIA

In 1931, Vic migrated to California to live with his brother. It was here that he met Katie, who became his wife in 1933. With his new brother-in-law, Vic opened his first repair shop on Wilshire Boulevard in Beverly Hills. The business flourished and in 1934 he moved into his own shop on the corner of Venice and Hoover in Los Angeles. Bobby Meeks, who retired in 1993, started with Vic at this time and became his loyal assistant. Between 1934 and the start of the war,

several important events occurred. Vic Sr.'s reputation as an expert mechanic helped his business grow and he moved his shop three times during this period. Vic and Katie's only child, Vic Jr., was born in 1936. In 1938, Vic Sr. bought his first project car... a 1932 Ford Roadster. This car was a turning point in Edelbrock history. It was Vic Sr.'s entry into the world of "hot rods" and it inspired the design and manufacture of the first Edelbrock intake manifold.

THE "SLINGSHOT" MANIFOLD & EL MIRAGE DRY LAKE

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

The Slingshot was a 180° manifold for a Ford flathead using two Stromberg 97 carburetors. This was the first product to feature the famous "EDELBROCK" name. Before the war, Vic produced about 100 of these flathead Ford manifolds. Vic raced and tested his new manifold on his 1932 Ford at Muroc Dry Lake, 80 miles northeast of Los Angeles (where Edwards Air Force base is today). Vic became a consistent winner with his modified roadster at racing speeds of 112 mph. Vic would drive the Ford to the dry lakes, remove the fenders and the windshield, then race the car. At the end of the races, he would re-install the fenders and the windshield and drive it home.



Vic won this SCTA dash plaque for going 112 mph at Rosamond in July of 1939

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

THE NEW BEGINNING

Other racers were continually impressed with Vic's consistent wins at the dry lakes. The requests he received for his twin carb manifold were the driving force behind the opening of his own performance parts business. Three weeks before Pearl Harbor and the advent of World War II, Vic was clocked at the speed of 121.42 mph in his fenderless '32 at Rosamond Dry Lake. During the war, Vic shelved his racing activities and used his machinist skills for the war effort. His work included welding at the Long Beach shipyards in Southern California and hand fabricating parts for aircraft. Vic's war-time experiences increased his



perception of what he could build with the right machining tools. At the end of the war, he purchased his first building to open a machine shop and repair facility at 1200 North Highland in Hollywood, CA.

THOROUGH TESTING DELIVERED RESULTS

It was after the war that Vic designed his first aluminum racing heads for flathead Fords. Like the Slingshot, these heads were well received. The business was on the way to becoming more of a performance parts shop than a repair shop. The first catalog was printed in 1946 with the name "Edelbrock Power and Speed Equipment" across the front cover. This catalog included Edelbrock heads and intakes as well as pistons, steering wheels and crankshafts. At this time, Vic was committed to running his business and participating in his favorite sport... midget racing.

MIDGET RACING... A SUCCESS STORY

Before the war, Vic bought his first midget and knew it wouldn't be his last. In 1946, he bought a midget built by D.W. McCully. But it was the third midget he purchased that would become part of racing history. The 7th Kurtis Kraft midget, which the company still owns, was purchased later that year. With Bobby Meeks as

head wrench, they toured the Southern California tracks, racing up to six nights a week. Vic's winning team included such greats as Perry Grimm, Walt Faulkner, Billy Vukovich and Rodger Ward. Vic was now known for fast flathead Fords and race-winning midgets. History was made when Vic's V8-60 equipped midget broke the winning streak of the Offy-equipped midgets. With Rodger Ward at the wheel and nitromethane in the fuel, #27 beat the Offys in the first and only V8-60 win at the famous Gilmore Stadium. Vic was the first to use nitromethane as fuel, and needless to say, his competitors had no idea what that strange smell and color was coming from the exhaust!

THE FIRST ENGINE DYNAMOMETER

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

VIC'S FIRST PURPOSE-BUILT SHOP

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

Vic's first purpose built shop on Jefferson Blvd. in Los Angeles



...AND HOW WE EVOLVED



REPUTATION GROWS AS EDELBROCK-EQUIPPED CARS SET RECORDS

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

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

BREAKTHROUGHS

Vic Sr. began dyno tests on the brand new small-block Chevrolet engine in 1955. Several power-producing manifolds were the result, the first being the three-carb intake manifold that was featured on the cover of Hot Rod magazine. The six-carb Ram Log manifold for the street and strip was the next

development. Then in 1958, Vic managed an industry first by getting one horsepower-per-cubic-inch from a 283 cid small-block Chevy with the new Cross Ram manifold. This breakthrough led Edelbrock to develop manifolds for Pontiac and Chrysler engines as well.

FROM FATHER TO SON

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

A GREAT CREW

Vic Sr. left behind a great team of very talented people. Bobby Meeks, Don Towle and Robert Bradford were on hand to assist Vic Jr. in continuing his father's dream. In 1964, a good friend named Bob Joehneck saw an opportunity to develop an intake for a small-block Chevy. Vic's response was, "No, the factory already makes a manifold." He changed his mind a week later. The C-4B manifold was another turning point for the Edelbrock Equipment Company. The "golden age of the 1960s and 1970s" brought about the Tunnel Ram, Tarantula and Streetmaster manifolds. Vic Jr. was looking towards the future of the industry. From 1971 to 1974, he served as President of the Specialty Equipment Marketing Association (SEMA) to educate both the public and the legislators in Washington

to the benefits of a strong and legal performance parts industry.

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

EDELBROCK TODAY

Edelbrock Corporation has seven locations: four in Torrance and three in San Jacinto, California, totaling over 500,000 square feet. Headquarters include: R&D; manufacturing; tech support and more. Less than a mile away the Russell Plumbing, Exhaust and Suspension Divisions design and manufacture high quality components using custom built equipment and state-of-the-art testing facilities.

Our Aluminum Foundry and Motorcycle Division, where we manufacture carburetors for motorcycles, is located in San Jacinto. Our sand-cast foundry has been called "the most state-of-the-art foundry west of the Mississippi." In 2007 we added a new Permanent Mold and Heat Treat facility next to our existing sand cast foundry, an over 10 million dollar commitment to "Made in USA" products and performance.

In October 1999, we moved our warehouse into a new Distribution Center. All shipping and receiving operations were relocated to provide room for the expansion of our cylinder head, water pump and manifold manufacturing area at the main facility.

Vic's Garage is located in the Distribution Center and houses the Company's collection of street rods and classic cars, as well as our extensive collection of

Edelbrock



INTO THE FUTURE...

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

Just as the flathead Ford gave way to pushrod-equipped OHV V8s, today's new breed of performance engines, like GM's LS series V8s, are poised to become the powerplant of choice for tomorrow's performance enthusiasts. Edelbrock's mission is to always provide the parts and technology to keep the love affair of the automobile going strong now and into the future.

IN MEMORY OF WALLY PARKS...



One of the pioneers who guided hot rodding from its wild days on the dry lakes of California and the streets of Los Angeles

into a respected industry was a tall, lanky kid from Boyle Heights named Wally Parks. Long before he became known as the father of the National Hot Rod Association in the 1950s, Wally helped create the Southern California Timing Association and was the first editor of Hot Rod magazine. Along with Vic Edelbrock Sr., he was a member of the Road Runners car club, and loved to build and race hot rods. He ran at the dry lakes and was behind the

wheel of Bill Burkes' Sweet 16 belly tank at Bonneville. Wally was instrumental in getting racers off the streets and onto the race track where they could compete in a fair and safe environment.

Even into his 90s, Wally worked tirelessly to promote hot rodding, drag racing and the industry in which he was such an important influence. Such was his impact on the world of speed and performance that the NHRA Museum in Pomona California was changed to the Wally Parks NHRA Motorsports Museum on his 90th birthday. This fitting tribute to the man contains many examples of race cars and equipment from the earliest days of hot rodding up to today's state-of-the-art racecars. Temporary exhibits have been created to honor hot rodding's elite, including Don Prudhomme, Parnelli Jones, and of course, Vic Edelbrock. The world of automotive performance and racing lost a true friend and pioneer when Wally left us in 2007.

God speed, Wally.



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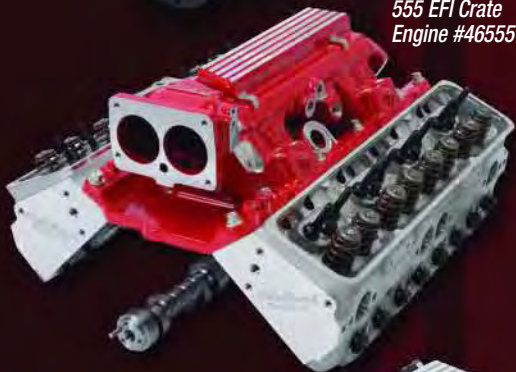
NEW PRODUCTS



We have complete line of LS Series engine components; Pro-Flo XT EFI System, Cylinder Heads, Drag Headers, Intake Elbows, Intake Manifold, Throttle Bodies, Camshafts, Timing Covers and Coil Covers as seen here on one of our test engines.



Edelbrock/Musi 555 EFI Crate Engine #46555



Power Package Top End Kit for LT4 Chevy #2019



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Pro-Flo XT #3527 for small-block Chevy

EDELBROCK-TOTAL POWER PACKAGE®

THE EDELBROCK TOTAL POWER PACKAGE® SYSTEM

PROVEN PERFORMANCE WITH NO GUESSWORK

To get great performance out of any engine, the components must work together. Since the early 1980s, the Edelbrock Total Power Package System has solved the parts matching puzzle for many street performance enthusiasts. Intake manifolds, camshaft kits, cylinder heads and carburetors are the core of the Power Package. Street legal Power Packages are possible with the emission legal Performer Series square-bore carbs. In fact, now you can buy most of our power package components in one box, go to page 12 for Edelbrock Top End Kits. Our street legal Tubular Exhaust System headers (TES) or Shorty Headers, SDT Series Mufflers and Cat-Back Systems complete the Edelbrock Total Power Package in late-model, emission-equipped vehicles.

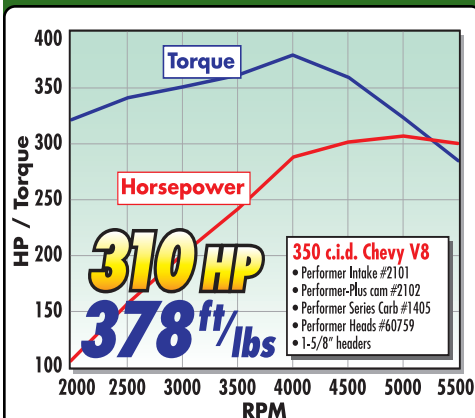


Performer RPM E-Tec
Power Package

435 HP 435 ft/lbs.

Performer RPM E-Tec Package dyno test results on a 350 Chevy.
For more info see our Performer RPM Crate Engine on page 24.

PERFORMER SMALL-BLOCK CHEVY



PERFORMER® PACKAGES

STREET LEGAL* POWER FROM IDLE TO 5500 RPM

An Edelbrock Performer Power Package is designed to greatly increase performance and driveability in the low- to mid-rpm range. Performer packages provide incredible power for passing, towing, climbing grades, daily driving or traveling across the country in an RV. Your stock engine will be more efficient, with the potential for increased mileage and lower exhaust emissions. The main components of this package include: intake manifolds, carburetors, camshafts and cylinder heads. For late-model fuel injected vehicles, Performer intake manifolds offer performance improvements with emissions equipment compatibility. Camshafts and cylinder heads are also available for these vehicles. Performer Multi-Point EFI Systems for GM vehicles originally equipped with throttle body injected V8s, Tubular Exhaust System headers, Shorty Headers, SDT Series Mufflers and Cat-Back Systems are available to increase performance even further.

PERFORMER RPM™ PACKAGES

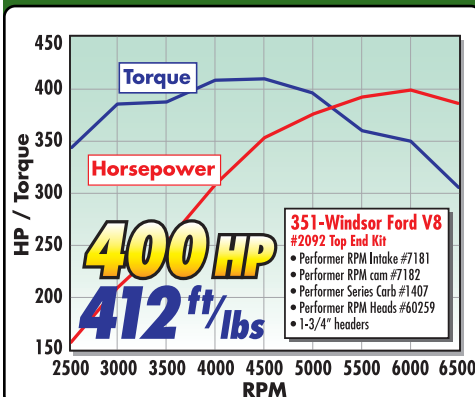
POWER FROM 1500 TO 6500 RPM

The Performer RPM Power Package has a broad operating range for streetable performance and high-end horsepower. The dual-plane, 180° design of the Performer RPM intake works with an Edelbrock carburetor for great throttle response and power up to 6500 rpm. Our RPM Air-Gap manifolds have a unique air-gap design for a cooler, denser intake charge and more power. The Performer RPM cam has more lift and duration than most street cams with acceptable low-end torque while maintaining 10"-12" Hg @ idle.

The Edelbrock E-Tec package includes E-Tec aluminum heads that fit small-block Chevys with "Vortec-style" intake manifolds. E-Tec heads feature a high-quench combustion chamber and repositioned spark plugs for more efficient combustion, and one-piece swirl-polished stainless steel valves with undercut stems for maximum flow. They accept center-bolt or standard valve covers. Match with an Edelbrock manifold, carb, hydraulic roller cam and lifters for proven performance out of the box!

Performer RPM Hydraulic Roller Lifter cams feature more aggressive profiles without excessive valve overlap for even more power with good manifold vacuum and driveability. Performer RPM heads are matched to the intake and available bare or assembled with top-quality valvetrain parts for maximum bolt-on power. Ideal for high-performance street and weekend events, Performer RPM packages are for non-emission engines only. Because of the high rpm (above 5500) capabilities of this package, a high-volume oil pump, adjustable rocker arms and high-performance pistons with 9.5:1 compression are recommended.

PERFORMER RPM 351W FORD



Check out Crate Engine Section (pgs. 18-30)
& Power Package Kits Section (pgs. 12-15)
for the whole package in one box!

WWW.EDELBROCK.COM

Edelbrock

*Many Performer Power Package components are street legal.
See separate listings for details.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
CAMS & ACCESS.
HEADS
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX



POWER PACKAGE

PERFORMER POWER PACKAGES - IDLE TO 5500 RPM

ENGINE FAMILY	INDUCTION			VALVETRAIN				
	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs (E) non-rotate, rotate	Valve Spring Kits
AMC								
290-304-343-360-401 V8 1970-91	2131	600-650 cfm	60139	2132	7818	-	5832, 5932	(F)
304-360-401 V8 EGR 1970-91	3731	500-650 cfm	-	2132	7818	-	5832, 5932	(F)
BUICK								
231-252 V6 even-fire 1979-84	5486	500 cfm	-	5487	7829	-	-	(F)
CHEVROLET								
2.8L V6 longitudinal '82-85 2V	3785 & 3787	-	-	3790 (B)	-	-	-	(F)
2.8L V6 longitudinal '82-85 4V (D)	3785 & 3789	-	-	3790 (B)	-	-	-	(F)
200, 229, 90° V6 1978-86 (A)	2111	500 cfm (D)	-	2112 (A)	7331/32, 7800/01	7890	5813, 5913	(F)
4.3L 90° V6 T.B.I. 1987-95	3713	-	-	3714 (A)	7332, 7801	-	5814	(F)
262-400 V8 1957-86	2101, 2601, 2701	600-650 cfm (D)	60759	2102, 2103, 2208 (G)	7331, 7800, 7802	7890	5802, 5902	5894
283-400 V8 w/Vortec or E-Tec '57-99	2116, 2716	600-650 cfm (D)	60979	2102, 2103	7331, 7800, 7802	7890	-	-
305-400 V8 1987-95 non-EGR (A)	2104, 2604	600-650 cfm (A,D)	60859	2102, 2103	7331, 7800, 7802	7890	5802, 5902	5894
262-400 V8 '73-86 EGR (not H.O. or T.P.I.)	3701	600-650 cfm (D)	60759	2102, 2103	7331, 7800, 7802	7890	5802, 5902	5894
305 V8 EGR LG4 1978-86	3701	-	60759	3702	7331, 7800, 7802	7890	5802, 5902	5894
305 V8 EGR L69 1978-86	3701	-	60759	-	7331, 7800, 7802	7890	5802, 5902	5894
262-400 V8 EGR 1987-95	3706	-	60859	2102, 2103 (B,D)	7331, 7800, 7802	7890	5802, 5902	5894
305, 350 V8 T.B.I. 1987-95	3704	-	60859	3702 (A,D)	7331, 7800, 7802	-	5802, 5902	5894
350 V8 T.B.I. 1987-95	3501, 3502	-	60859	3702 (A,D)	7331, 7800, 7802	-	5802, 5902	5894
350 LT1	7107	3809/3810	61909	2108/97384/97383	-	-	5767 (H)	-
350 LT4	7109	3809/3810	61939	2108/97384/97383	-	-	5768 (H)	-
396-427-454 V8 1965-90	2161	600-800 cfm (D)	60479	2162 (A)	7334, 7809, 7810	7891	5862	5895
402-454 V8 EGR 1972-89	3761	-	60479	-	7334, 7809, 7810	7891	5862	5895
454 V8 T.B.I. 1987-95 (Mk IV) (Gen V)	3764	-	60499	-	7334, 7809, 7810	-	5862	5895
454 V8 T.B.I. 1987-95 (Mk IV) (Gen V)	3562, 3563	-	60499	-	7334, 7809, 7810	-	5862	5895
CHRYSLER								
318-340-360 V8 1964-91	2176	600-650 cfm (D)	-	2177	7803	-	5877, 5977	(F)
318-340-360 V8 EGR 1972-91	3776	-	-	2177 (A)	7803	-	5877, 5977	(F)
361-383-400 V8 1959-79	2186	600-800 cfm	-	2192 (A)	7804	-	5892, 5992	(F)
413-440 V8 1959-79	2191	750-800 cfm	-	2192 (A)	7804	-	5892, 5992	(F)
FORD								
289-302 V8 Early Models 1965-95	2121	500-650 cfm (D)	60329, 60359	2122 (A)	7335, 7811/14/20	7892	5822, 5922	5896
289-302 V8 EGR except EFI 1973-85	3721, 3723	-	60329, 60359	2122 (A)	7335, 7811/14/20	7892	5822, 5922	5896
302 Boss	7129	600-800 cfm	61689	-	7820	7892	5792 (H)	-
5.0L V8 EFI 1986-93 Mustang GT/LX	3821	70mm (B)	60379, 60399	3722	7811, 7814	7892	5822	(F)
5.0L V8 EFI 1994-95 Mustang GT	3821	70mm (B)	60379, 60399	3722	7811, 7814	7892	5822	(F)
5.0L V8 EFI 1987-95 trucks	3841	-	60379, 60399	-	7811, 7814	7892	5822	(F)
5.8L V8 EFI 1988-95 trucks	3881	-	60379, 60399	3782 (A)	7811, 7814	7892	5822	(F)
351W V8 1969-95	2181	600-650 cfm (D)	60329, 60359	2182	7335, 7811/14/20	7892	5882, 5982	(F)
351W V8 EGR except EFI 1973-95	3781, 3783	-	60329, 60359	2182 (A)	7811/7814	7892	5882, 5982	(F)
351M-400 V8 1971-82	2171	600-650 cfm	-	2172	7821	-	5872, 5972	(F)
351M-400 V8 EGR 1973-82	3771	-	-	2172 (A)	7821	-	5872, 5972	(F)
352-360-390-427-428 V8 1958-76	2105	600-800 cfm	-	2106 (A)	7808	-	5806, 5906	(F)
429-460 V8 1968-87	2166	650-800 cfm	-	2167	7830	7894	5867	(F)
429-460 V8 EGR 1973-87 except EFI	3766	-	-	2167 (A)	7830	7894	5867	(F)
OLDSMOBILE								
330-350-403 V8, 1964-85	2711, 3711	-	-	3712 (A,B)	7813	-	5812	(F)
400-425-455 V8, 1967-76	2151	750-800 cfm	-	2152	7813	-	-	(F)
PONTIAC								
350-455 V8 1965-79	2156	600-800 cfm	60579	2157 (A)	7812	7895	5857	(F)

- (A) Certain exclusions apply; read the listing for this part or call our Tech Line
 (B) Throttle body must be used with matching EGR plate
 (C) Manifolds, heads and water pumps also available with polished finish
 (D) Not for computer controlled engines
 (E) Retainers and keepers available for these springs (for stock heads only)
 (F) Retainers and keepers available separately
 (G) Hydraulic roller cam
 (H) Replacement valve springs for Edelbrock heads only - will not fit stock heads



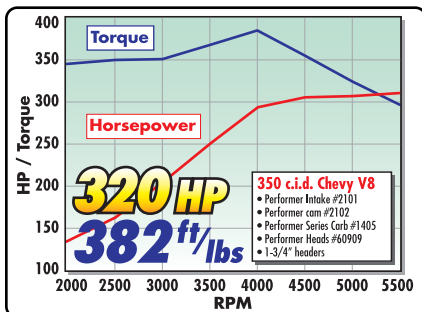
POWER PACKAGE

PERFORMER RPM POWER PACKAGES - 1500 TO 6500 RPM

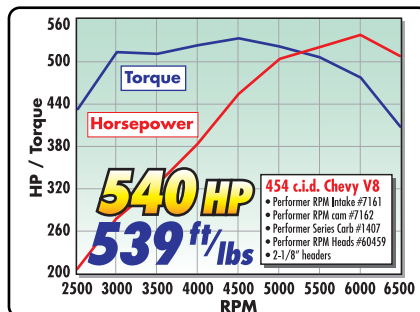
ENGINE FAMILY	INDUCTION			VALVETRAIN				
	Intake Manifolds & EFI Systems (C)	Carburetor or Throttle Body Size	Cylinder Heads (C)	Camshaft & Lifters	Timing Chain	Gear Drive	Valve Springs (E)	Valve Spring Kits
AMC								
343-401 V8 1970-91	7530, 7531	650-800 cfm	60119	7132	7818	-	-	-
CHEVROLET								
283-400 V8 (A) 1957-86	7101, 7501	650-800 cfm	60719/39, 60899	7102, 2201 (G)	7800, 7331	7890	5703	5794
283-400 V8 w/Vortec or E-Tec '57-99	7116, 7516	650-800 cfm	51989, 60979, 60989	7102, 2201, 2204 (G)	7800, 7801, 7331	7890	-	-
4.8, 5.3, 5.7, 6.0L 1998-02	7118	650-800 cfm	61989, 61949	2215 (G), 2216 (G)	-	-	-	-
396-454 V8 (oval-port) 1965-90	7161, 7561	650-800 cfm	60459	7162, 2261 (G)	7810, 7334	7891	5762	5795
396-454 V8 (rect.-port) 1965-90	7163, 7562	650-800 cfm	60559	7162, 2261 (G)	7810, 7334	7891	5762	5795
CHRYSLER								
340-360 V8 1964-91	7176, 7576	650-800 cfm	60779	7177	7803	-	5777	(F)
383-400 V8 1959-79	7186	750-800 cfm	60929	7194	7804	-	5792	(F)
413-426-440 V8 1959-79	7193	750-800 cfm	60929	7194	7804	-	5792	(F)
FORD								
289-302 V8 1965-95	7121, 7521	600-800 cfm	51319, 60229, 60259	7122, 2221 (G)	7811, 7820, 7335	7892	5722	5796
5.0L 1986-95	7123	70mm (B)	60399		7811	7892	5722	(F)
351W V8 1969-95	7181, 7581	650-800 cfm	51309, 60229, 60259	7182, 2281 (G)	7811, 7820, 7335	7892	5722	(F)
351 Clevor (Cleveland heads on 351W block)	7183	650-800 cfm	61699	2281/97453	7820	7892	5792 (H)	-
351C	7564	650-800 cfm	61699	7168	7821	7896	5792 (H)	-
390-428 FE 1958-76	7105	650-800 cfm	60069	7106	7808	-	5767	(F)
429-460 V8 1968-87	7166, 7566	750-800 cfm	60669, 60679	7167	7830	7894	5767	(F)
OLDSMOBILE								
350-403 V8 1964-85	7111	600-800 cfm	60519	7112	7813	-	5712	(F)
PONTIAC								
350-455 V8 1965-79	7156	600-800 cfm	60579, 60599 (D)	7157	7812	7895	5757	(F)

Check the part description in each section to determine if the part is legal for sale or use on pollution controlled motor vehicles.

CHEVY

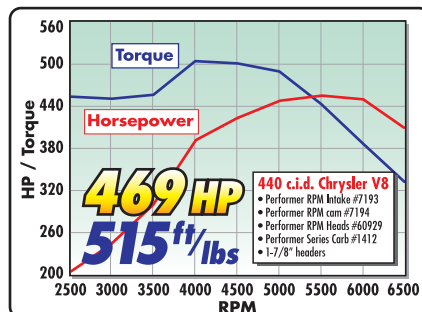


PERFORMER PACKAGE FOR 350 CHEVY



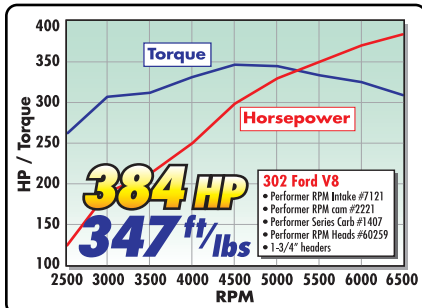
PERFORMER RPM PACKAGE FOR 454 CHEVY

CHRYSLER

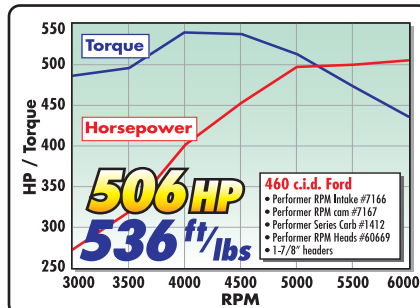


PERFORMER RPM PACKAGE FOR 440 CHRYSLER

FORD

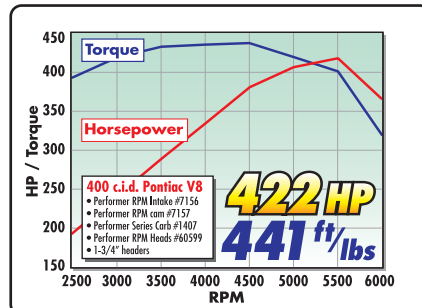


PERFORMER RPM PACKAGE FOR 302 FORD WITH HYDRAULIC ROLLER CAM



PERFORMER RPM PACKAGE FOR 460 FORD

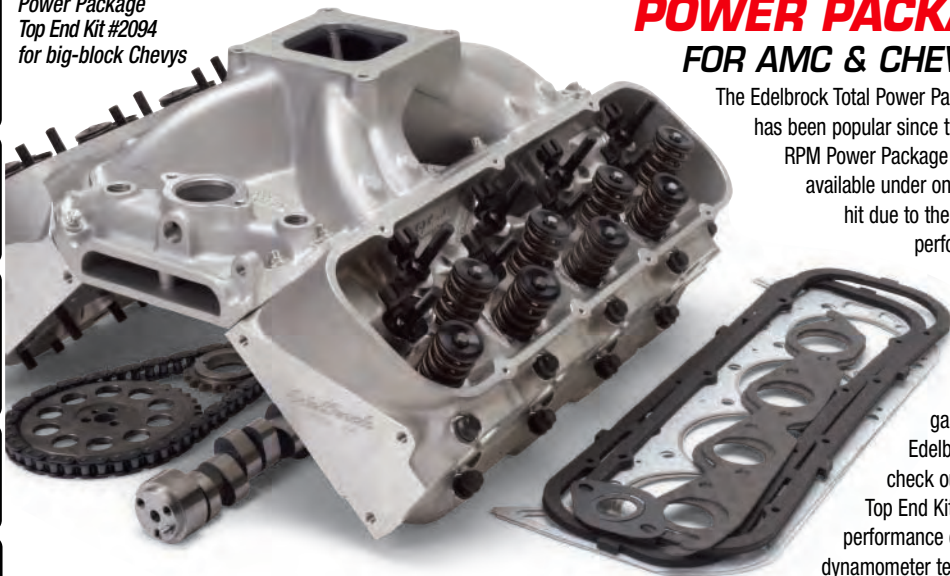
PONTIAC



PERFORMER RPM PACKAGE FOR 400 PONTIAC

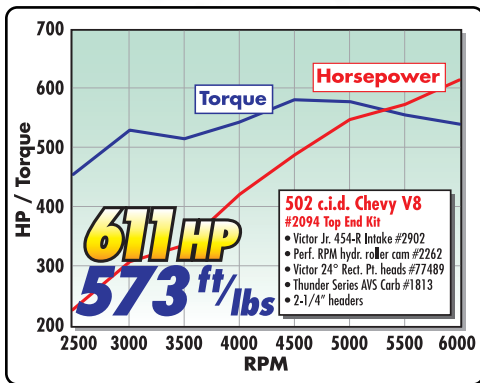
POWER PACKAGE KITS

Power Package
Top End Kit #2094
for big-block Chevys



POWER PACKAGE TOP END KITS FOR AMC & CHEVY

The Edelbrock Total Power Package® concept of selling dyno-matched components has been popular since the 1980s, but with the introduction of the Performer RPM Power Package Top End Kits, Edelbrock matched parts are now available under one part number! Our Top End Kits have been a huge hit due to their all-in-one-box convenience and “no guesswork” performance appeal. With just about everything you need to top off your Chevy or AMC/Jeep, these Top End Kits are performance-proven. They include an Edelbrock intake, cylinder heads, hydraulic cam & lifters or hydraulic roller cam, timing chain (in most cases), complete bolt kits and an Edelbrock gasket set. For our Chevy Top End Kits, choose the best Edelbrock carburetor for your application (page 31) and check out the horsepower listed with each kit. Our AMC/Jeep Top End Kit includes a complete Pro-Flo EFI system for unrivaled performance on or off the road. These are real results from engine dynamometer tests on factory short blocks.



AMC/JEEP POWER PACKAGE TOP END KITS

For AMC/Jeep V8 (1970-91) - 433 hp & 489 ft/lbs.

includes Performer RPM Pro-Flo EFI **NEW**...#2030
Performance results obtained on a 416 c.i.d. shortblock w/9.5 compression.

CHEVY POWER PACKAGE TOP END KITS

For 383 S/B Chevy (1987 & later) - 460 hp & 460 ft/lbs. w/hydraulic roller cam#2096 (A)
Performance results obtained on a 383 c.i.d. ZZ383 shortblock w/9.5:1 compression.

For 327-350 S/B Chevy (1987 & later) - 435 hp & 435 ft/lbs.
w/late model hydraulic roller cam#2097 (A)
Performance results obtained on a 350 c.i.d. ZZ4 shortblock w/9.5:1 compression.

For 327-350 S/B Chevy (1986 & earlier) - 410 hp & 408 ft/lbs. w/flat tappet cam#2098
Performance results obtained on a 350 c.i.d. ZZ4 shortblock w/9.5:1 compression.

For 327-350 S/B Chevy (1986 & earlier) - 435 hp & 435 ft/lbs.
w/retro-fit hydraulic roller cam#2099 (A)
Performance results obtained on a 350 c.i.d. shortblock w/9.5:1 compression.

For Chevy LT4 (1992-97) - 406 hp & 390 ft/lbs. **NEW**...#2019 (B)
Performance results obtained on a 355 c.i.d. shortblock w/10.5:1 compression.

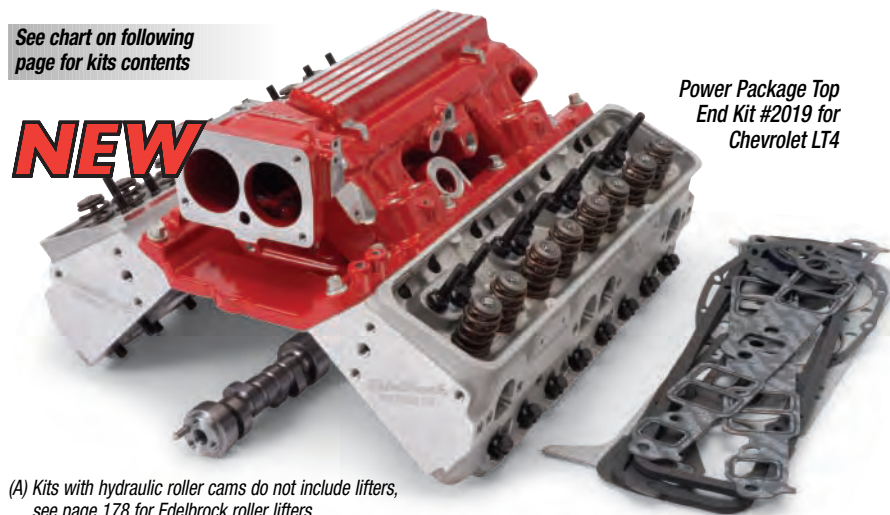
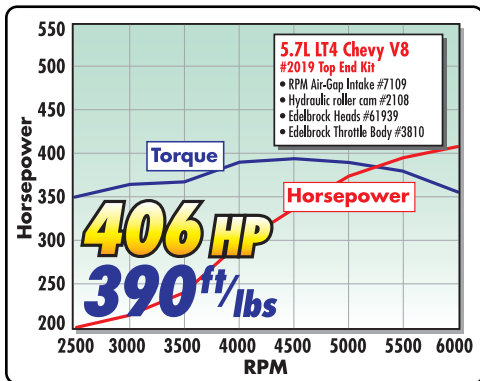
For 502 B/B Chevy (Gen V/VI) - 611 hp & 573 ft/lbs. w/hydraulic roller cam.....#2094 (A)
Performance results obtained on a 502 Gen V shortblock w/9.6:1 compression.

For 396-454 B/B Chevy (1995 & earlier) - 540 hp & 539 ft/lbs...... **NEW**...#2095
Performance results obtained on a 460 c.i.d. shortblock w/9.6:1 compression.

See chart on following
page for kits contents



Power Package Top End Kit #2096 for small-block Chevy



Power Package Top
End Kit #2019 for
Chevrolet LT4

(A) Kits with hydraulic roller cams do not include lifters, see page 178 for Edelbrock roller lifters.
(B) Gaskets not included.
All parts on this page not legal for sale or use on pollution controlled motor vehicles.

POWER PACKAGE KITS

POWER PACKAGE TOP END KITS FOR FORD & CHRYSLER

The success of our Power Package Top End Kits for small-block Chevys has paved the path to new kits for Ford and Chrysler. We've taken the next step in providing "no guesswork" by placing the power package components together under a single part number. These kits include almost everything you need to build your own engine using our performance proven Power

Packages; intake, heads, cam & lifters (except roller lifters), head & intake bolt kits as well as a complete gasket set. Simply finish the system with the Edelbrock carburetor that best matches your application. These are real results from engine dynamometer tests on factory short blocks.

FORD POWER PACKAGE TOP END KITS

For 289-302 S/B Ford (1981 & earlier) - 367 hp & 340 ft/lbs.

w/flat tappet cam#2091

Performance results obtained on a 302 Ford shortblock w/9.5:1 compression.

For 351W S/B Ford (1969-95) - 400 hp & 412 ft/lbs. w/flat tappet cam.....#2092

Performance results obtained on a 351W Ford shortblock w/9.5:1 compression.

For 351W S/B Ford (1969-95) - 451 hp & 433 ft/lbs. w/hyd. roller cam & Glidden CNC heads..#2093

Performance results obtained on a 351W Ford shortblock w/9.5:1 compression.

Cleveland heads on 302 block - 8.2" deck (will not fit 351M/400)**NEW**.....#2059

Cleveland heads on 351W block - 9.5" deck (will not fit 351M/400)

438 hp & 414 ft/lbs.**NEW**.....#2060

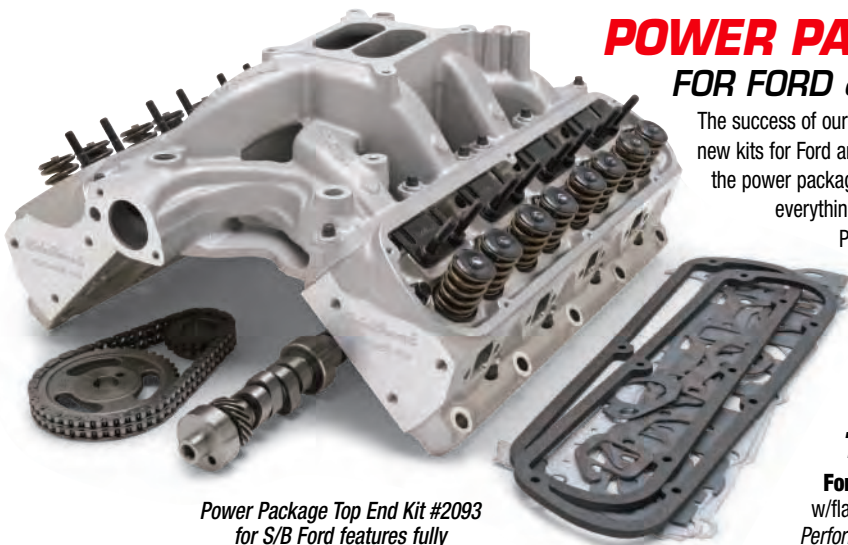
Performance results obtained on a 351W c.i.d. shortblock w/9.37:1 compression.

CHRYSLER POWER PACKAGE TOP END KITS

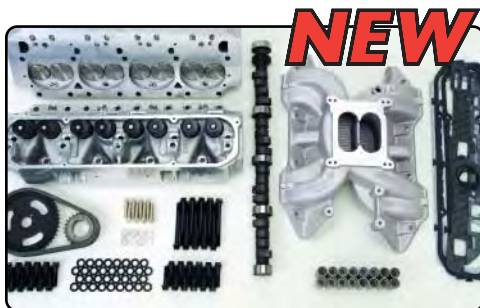
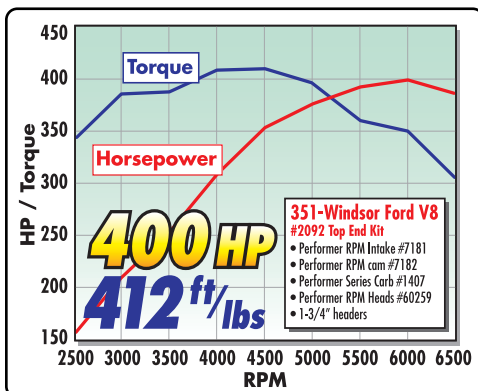
For 383 B/B Chrysler (1968-79)**NEW**.....#2086

For 440 B/B Chrysler (1968-79) - 482 hp & 528 ft/lbs.....**NEW**.....#2087

Performance results obtained on a 446 c.i.d. shortblock w/9.27:1 compression.



Power Package Top End Kit #2093 for S/B Ford features fully CNC-ported heads and a hydraulic roller cam for phenomenal performance



Power Package Top End Kit #2087 for 440 B/B Chrysler



Power Package Top End Kit #2091 for S/B Ford

POWER PACKAGE TOP END KITS INCLUDE

KIT PART #	INTAKE MANIFOLD	CYLINDER HEADS	CAM & LIFTERS (A)	TIMING CHAIN	HEAD BOLT KIT	INTAKE BOLT KIT	GASKET SETS
2019	7109	61939	2108	7820	8550	—	—
2030	3531	60119	2132	7818	8532	8534	7372
2059	7129	61699	TBD	7820	8562	—	—
2060	7183	61699	2281	7820	8560	—	—
2086	7186	60929	7194	7804	8591	8594	7366
2087	7193	60929	7194	7804	8591	8594	7366
2091	7521	60229	7122	7820	8552	8524	7364, 6991
2092	7581	60259	7182	7820	8553	8584	7364, 6991
2093	7581	51309	2281	7820	8553	8584	7364, 6991
2094	2902	77489	2262	7816	8554	8564	7376
2095	7561	60459	7162	7810	8551	8564	7363
2096	7516	60989	2207	7801	8550	8516	7367, 6997
2097	7516	60979	2204	—	8550	8516	7367, 6997
2098	7501	60899	7102	—	8550	8504	7361, 6997
2099	7516	60979	2201	—	8550	8516	7367, 6997

MANIFOLD & CARB KITS

SINGLE-QUAD MANIFOLD AND CARB KITS WITH ENDURASHINE™ FINISH

With the Manifold and Carb Kits it's easy to upgrade your induction system with the best combination of Edelbrock proven performance in a single box. Featuring our show-quality EnduraShine™ finish, these kits include: an Edelbrock manifold with EnduraShine finish, an Edelbrock carb with EnduraShine finish, a chrome fuel inlet, high-quality Edelbrock intake gasket set, intake bolt set and carb stud kit.

CHEVY SINGLE-QUAD KITS

For 1957-86 small-block Chevy

- Performer EPS manifold & carb kit** w/Performer Series 600 cfm carb.....#20214
- Performer Air-Gap manifold & carb kit** w/Performer Series 600 cfm carb.....#20224
- Performer RPM manifold & carb kit** w/Thunder Series AVS 800 cfm carb.....#20234
- RPM Air-Gap manifold & carb kit** w/Thunder Series AVS 800 cfm carb.....#20244

For small-block Chevy Vortec or Edelbrock E-Tec

- Performer manifold & carb kit** w/Thunder Series AVS 650 cfm carb.....#20274
- Performer RPM manifold & carb kit** w/Thunder Series AVS 800 cfm carb.....#20284
- RPM Air-Gap manifold & carb kit** w/Thunder Series AVS 800 cfm carb.....#20294

For big-block Chevy

- Performer manifold & carb kit** (oval port) w/Thunder Series AVS 800 cfm carb.....#20614
- Performer RPM manifold & carb kit** (oval port) w/Thunder Series AVS 800 cfm carb.....#20624
- RPM Air-Gap manifold & carb kit** (oval port) w/Thunder Series AVS 800 cfm carb.....#20634
- RPM Air-Gap manifold & carb kit** (rect. port) w/Thunder Series AVS 800 cfm carb.....#20644

CHRYSLER SINGLE-QUAD KIT

- RPM Air-Gap manifold & carb kit** for 340/360 Chrysler w/Thunder Series AVS 800 cfm carb....#20754

FORD SINGLE-QUAD KITS

For 289-302 small-block Ford

- Performer manifold & carb kit** w/Performer Series 600 cfm carb.....#20314
- Performer RPM manifold & carb kit** w/Thunder Series AVS 800 cfm carb.....#20324
- RPM Air-Gap manifold & carb kit** w/Thunder Series AVS 800 cfm carb.....#20334

- RPM Air-Gap manifold & carb kit** for 351W Ford w/Thunder Series AVS 800 cfm carb.....#20344

- Performer RPM manifold & carb kit** for Ford FE w/Thunder Series AVS 800 cfm carb.....#20374

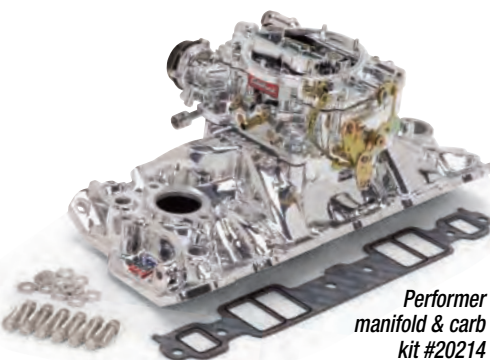
PONTIAC SINGLE-QUAD KIT

- Performer RPM manifold & carb kit** for '65 & later 389-455 w/Thunder Series AVS 800 cfm carb...#20564

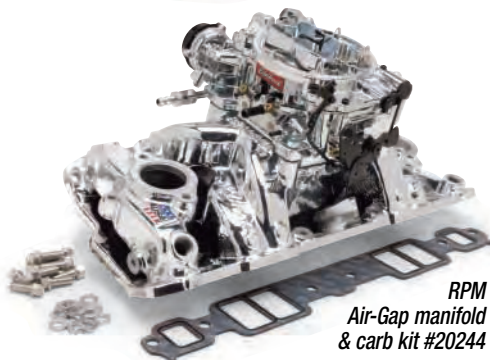
SINGLE-QUAD MANIFOLD & CARB KITS INCLUDE

KIT PART #	INTAKE MANIFOLD	CARBURETOR	FUEL LINE	INTAKE GASKETS	INTAKE BOLT KIT	CARB STUD KIT
20214	27014	14064	8126	7201	8504	8008
20224	26014	14064	8126	7201	8504	8008
20234	71014	18134	8126	7201	8504	8008
20244	75014	18134	8126	7201	8504	8008
20274	21164	18064	8126	7235	8516	8008
20284	71164	18134	8126	7235	8516	8008
20294	75164	18134	8126	7235	8516	8008
20614	21614	18134	8126	7203	8564	8008
20624	71614	18134	8126	7203	8564	8008
20634	75614	18134	8126	7203	8564	8008
20644	75624	18134	8126	7202	8564	8008
20754	75764	18134	8126	7276	8579	8008
20314	21214	14064	8126	7220	8524	8008
20324	71214	18134	8126	7220	8524	8008
20334	75214	18134	8126	7220	8524	8008
20344	75814	18134	8126	7220	8584	8008
20374	71054	18134	8126	7224	8507	8008
20564	71564	18134	8126	7280	8559	8008

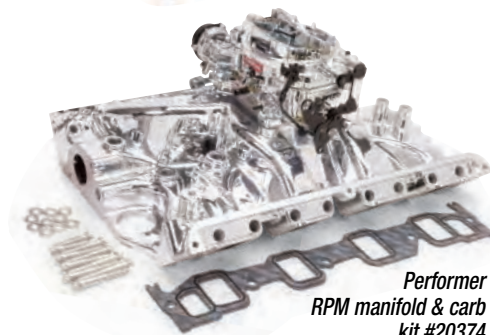
All parts on this page not legal for sale or use on pollution controlled motor vehicles.



Performer
manifold & carb
kit #20214



RPM
Air-Gap manifold
& carb kit #20244



Performer
RPM manifold & carb
kit #20374



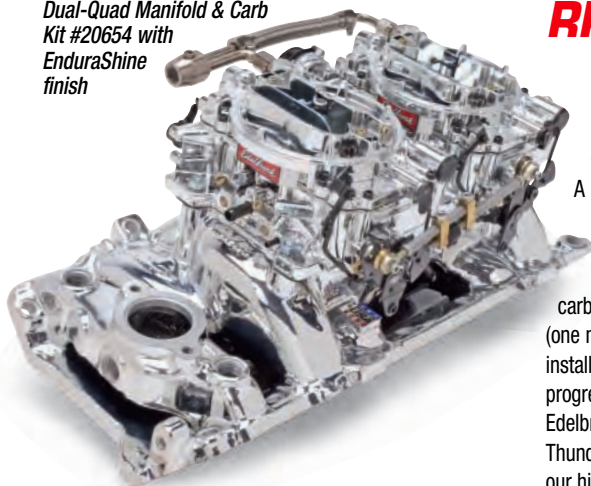
RPM
Air-Gap manifold
& carb kit #20634



Performer
RPM manifold & carb
kit #20564

MANIFOLD & CARB KITS

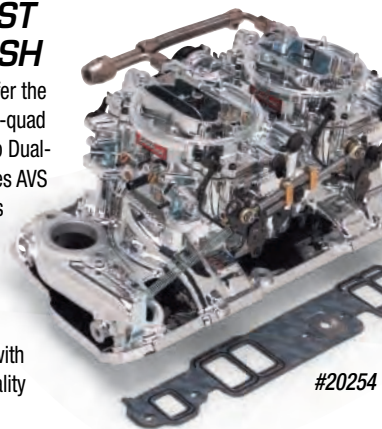
Dual-Quad Manifold & Carb Kit #20654 with EnduraShine finish



RPM AIR-GAP™ DUAL-QUAD MANIFOLD AND CARB KITS

AVAILABLE WITH AN AS-CAST OR OUR ENDURASHINE FINISH

A huge hit among street rodders, these Dual-Quad Kits offer the ultimate set-up for anyone who wants the look of dual-quad carbs. They include the new Edelbrock RPM Air-Gap Dual-Quad intake manifold and two 500 cfm Thunder Series AVS carburetors calibrated specifically for dual-quad applications (one manual choke, one electric choke). To make the installation simple, these kits also include our high-tech progressive throttle linkage, Russell fuel line and high-quality Edelbrock intake gaskets. The RPM Air-Gap manifold and Thunder Series carbs are available with a standard finish or with our high-tech EnduraShine™ chrome-like finish for show quality looks that last.



#20254

AS-CAST FINISH ENDURASHINE FINISH

CHEVY DUAL-QUAD KITS

For 1957-86 small-block Chevy#2025#20254
 For small-block Chevy with 1996 & later Vortec L31 or E-Tec heads#2026#20264
 For small-block Chevy LS1 (A)#2068#20684
 For big-block Chevy.....#2065#20654

CHRYSLER DUAL-QUAD KIT

For Chrysler 5.7L Hemi (requires Ignition Control Module #91239).....#2076#20764
 Ignition Control Module#91239

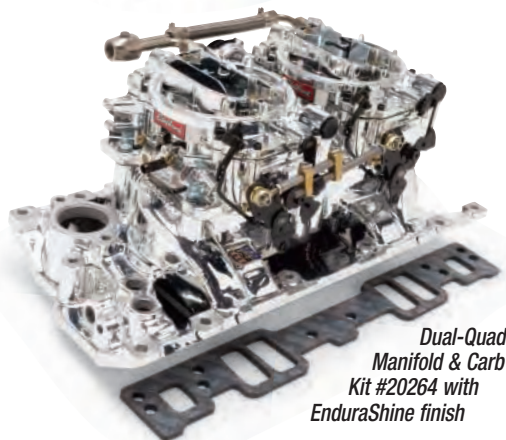
FORD DUAL-QUAD KITS

For 289-302 Ford.....#2035#20354
 For 351W Ford#2085#20854

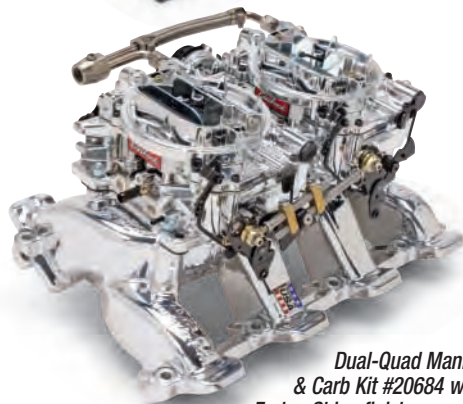
Note: See listings in the manifold section for manifold specs.
 (A) Includes ignition control module, wiring harness and MAP sensor



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



Dual-Quad Manifold & Carb Kit #20264 with EnduraShine finish



Dual-Quad Manifold & Carb Kit #20684 with EnduraShine finish

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

KIT PART #	INTAKE MANIFOLD	CARBURETORS ELECTRIC	MANUAL	THROTTLE LINKAGE	FUEL LINE	INTAKE GASKETS	CARB STUD KIT
2025	7525	1803	1804	7094	8091	7201	8008
20254	75254	18034	18044	7094	8091	7201	8008
2026	7526	1803	1804	7094	8091	7235	8008
20264	75264	18034	18044	7094	8091	7235	8008
2068	7518	1803	1804	7094	8091	—	8008
20684	75184	18034	18044	7094	8091	—	8008
2065	7520	1803	1804	7094	8091	7203	8008
20654	75204	18034	18044	7094	8091	7203	8008
2076	7528	1803	1804	7094	8091	—	8008
20764	75284	18034	18044	7094	8091	—	8008
2035	7535	1803	1804	7094	8091	7220	8008
20354	75354	18034	18044	7094	8091	7220	8008
2085	7585	1803	1804	7094	8091	7220	8008
20854	75854	18034	18044	7094	8091	7220	8008

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

CRATE ENGINES

FULLY ASSEMBLED SMALL-BLOCK CHEVY CRATE ENGINES

Get a brand new fully-assembled engine that's virtually ready to run and delivers classic Edelbrock performance right out-of-the-box. Available in **Power Levels from 310 hp to 675 hp**, these engines include high-quality Edelbrock manifolds, cylinder heads, Thunder Series AVS carbs, cams and optional water pumps.

High quality MSD distributor and coil

MSD
IGNITION

Edelbrock aluminum valve covers with custom badge

Edelbrock THUNDER SERIES AVS
ADJUSTABLE SECONDARIES

Edelbrock Crate Engines now include our top-of-the-line carburetor... **Thunder Series AVS** with adjustable secondaries (Performer Series carbs on street legal)

Available with Edelbrock Performer, Performer RPM, Dual-Quad or RPM Air-Gap manifolds or powerful Edelbrock EFI

ENDURASHINE FINISH NOW AVAILABLE!

High-quality Edelbrock aluminum heads with swirl-polished stainless steel valves

All S/B engines include a new GM short block with 4-bolt mains

Order with or without an Edelbrock water pump (your choice of two styles)

Performer RPM engines include Milodon oil pan, oil pump and timing cover as well as precision-machined forged crankshaft, powdered metal connecting rods and hypereutectic pistons

Heavy-duty 8-inch harmonic balancer

Dyno-matched Performer, Performer Hydraulic Roller, Performer RPM & Performer RPM Hydraulic Roller camshafts



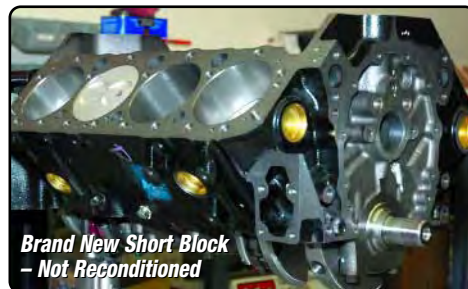
TWO YEAR, UNLIMITED MILEAGE WARRANTY

All Edelbrock crate engines come with an exclusive 24 month, **unlimited mileage** insured warranty. Edelbrock's crate engine warranty program is administered through Edelbrock Corporation. One of the great features of this warranty is your right to choose a service facility. Upon Edelbrock's approval, you have the flexibility of choosing any ASE-certified facility nationwide to take care of your warranty claims. Whether you're close to home or on a cross country cruise, we've got you covered. **Important Note: To activate warranty service, the warranty card included with the engine must be completed and submitted to Edelbrock within thirty (30) days of purchase.**



Precision Assembly in the USA with Quality Components

Edelbrock heads, camshaft, water pump and Thunder Series carburetor top off the GM short block for great out-of-the-box performance. Only the best components such as MSD and ARP are utilized for the assembly of Edelbrock Crate Engines. Quality and care are used for each Edelbrock Crate Engine as they are hand built by dedicated team members.



Brand New Short Block – Not Reconditioned



High Quality Edelbrock Aluminum Heads



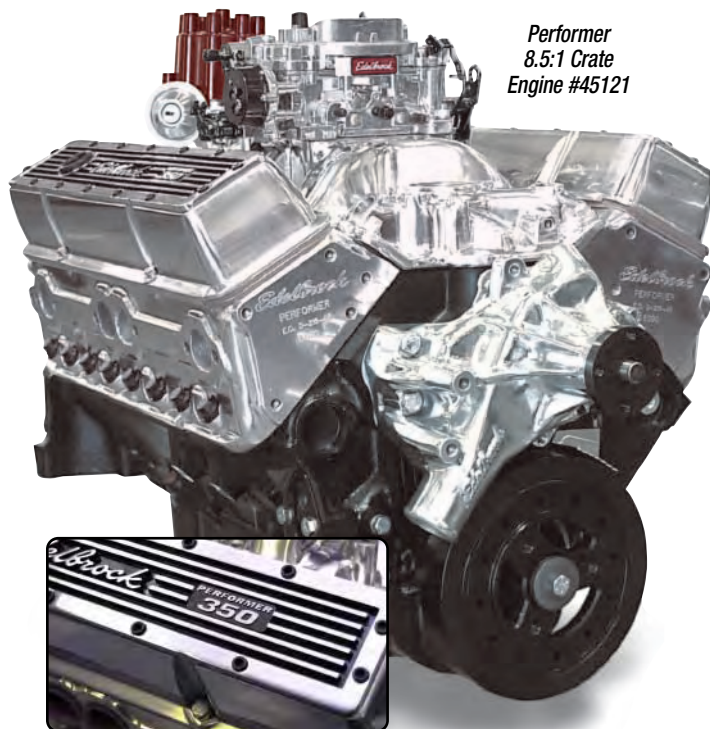
Edelbrock Manifold – Made in USA



High Quality MSD Distributor

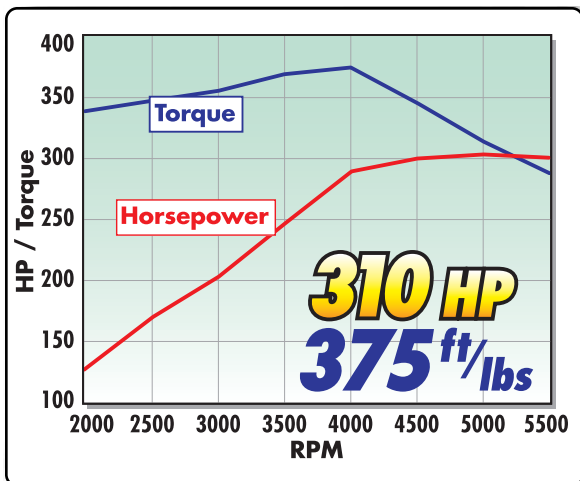
Order As-Cast, Polished or EnduraShine finished Edelbrock Components

Edelbrock understands that every customer wants choices. This is why Edelbrock offers our customers the option of having their crate engine built with our aluminum products in the traditional as-cast finish or with a show-quality polished finish. Order the "Polished Package" and you'll get an engine with polished heads, intake manifold and water pump if applicable. Two models are also offered with our EnduraShine finish on the manifold, carb, valve covers and air cleaner for a brilliant shine that you have to see to believe!



Performer
8.5:1 Crate
Engine #45121

All Performer engines include Elite Series aluminum valve covers with badge



PERFORMER 8.5:1

Great Performance with Low Octane Fuel

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower310
- Torque.....375 ft/lbs.
- Compression8.5:1
- Max recommended RPM5500
- Block.....New GM 4-bolt
- 2-piece rear main seal
- CrankCast iron
- Pistons.....Cast aluminum
- Camshaft.....Edelbrock Performer #2102
- (.420" / .442" lift)
- (204° / 214° duration @ .050)
- Rocker arms.....Stamped steel 1.5:1
- Manifold.....Edelbrock Performer
- Performer EPS #2701
- Performer EGR #3701
- CarburetorEdelbrock electric choke
- 600 cfm Performer Series, street legal #1400
- 650 cfm Thunder Series AVS #1806
- Cylinder Heads.....Edelbrock Performer #60759
- 70cc Combustion chamber
- 170cc intake runner / 60cc exhaust runner
- Stainless steel 2.02" intake / 1.60" exhaust valves
- Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
or street legal HEI
- Warranty2 Year/Unlimited Mileage
- \$0 deductible
- Water pumpEdelbrock Victor Series
- Short style #8810
- Long style #8811
- Order the "Polished Package"
- Edelbrock manifold
- Edelbrock cylinder heads
- Edelbrock water pump
- 50-state legal option for pre-1980 Chevy/GMC
- Valve CoversEdelbrock Elite Series
with custom badge

Performer 8.5:1 310 HP/375 ft/lbs. of Torque

These engines include: Performer EPS manifold, 650 cfm Thunder Series AVS with electric choke, Performer heads with 70cc chambers, Elite Series valve covers.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45100*	#45110*	#45120*
Polished	#45101*	#45111*	#45121*

These engines include: Performer manifold with EGR, street legal Performer 600 cfm with electric choke, Performer heads with 70cc chambers, Elite Series valve covers.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45300	#45310	#45320
Polished	#45301	#45311	#45321

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

For more information on
Edelbrock Crate Engines, go to:
WWW.EDELBROCK.COM



POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
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INDEX

CRATE ENGINES

Performer 9.0:1 Crate Engine #45410



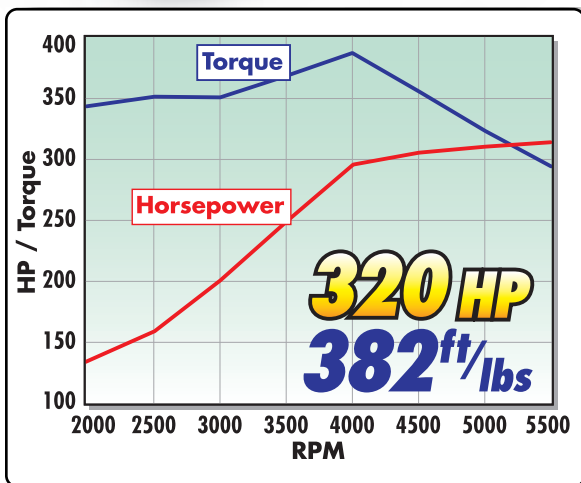
All Performer crate engines include Elite Series aluminum valve covers with badge

PERFORMER 9.0:1

Superior Performance and Torque

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower320
- Torque382 ft/lbs.
- Compression9.0:1
- Max recommended RPM5500
- Block.....New GM 4-bolt
- 2-piece rear main seal
- CrankCast iron
- Pistons.....Cast aluminum
- Camshaft.....Edelbrock Performer #2102
- (.420" / .442" lift)
- (204° / 214° duration @ .050)
- Rocker arms.....Stamped steel 1.5:1
- Manifold.....Edelbrock Performer
- Performer EPS #2701
- Performer Air-Gap #2601
- CarburetorEdelbrock electric choke
- 650 cfm Thunder Series AVS #1806
- Cylinder Heads.....Edelbrock Performer #60909
- 64cc Combustion chamber
- 170cc intake runner / 60cc exhaust runner
- Stainless steel 2.02" intake / 1.60" exhaust valves
- Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Warranty.....2 Year/Unlimited Mileage
- \$0 deductible
- Water pumpEdelbrock Victor Series
- Short style #8810
- Long style #8811
- Order the "Polished Package"
- Edelbrock manifold
- Edelbrock cylinder heads
- Edelbrock water pump
- Valve CoversEdelbrock Elite Series
with custom badge



Performer 9.0:1 320 HP/382 ft/lbs. of Torque

These engines include: Performer EPS manifold, 650 cfm Thunder Series AVS with electric choke, Performer heads with 64cc chambers & Elite Series valve covers.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45400*	#45410*	#45420*
Polished	#45401*	#45411*	#45421*

These engines include: Performer Air-Gap manifold, 650 cfm Thunder Series AVS with electric choke, Performer heads with 64cc chambers & Elite Series valve covers.

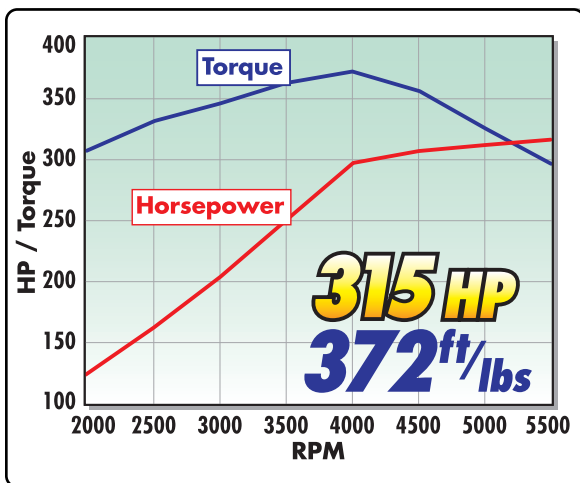
FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45500*	#45510*	#45520*
Polished	#45501*	#45511*	#45521*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

Performer
Dual-Quad
Crate
Engine
#45011



EnduraShine
finished carburetors
and RPM Air-Gap
Dual-Quad intake manifold



PERFORMER DUAL-QUAD 9.0:1

Great for Street Rods and More!

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower315
- Torque.....372 ft/lbs.
- Compression9.0:1
- Max recommended RPM5500
- Block.....New GM 4-bolt
- 2-piece rear main seal
- CrankCast iron
- Piston.....Cast aluminum
- Camshaft.....Edelbrock Performer #2102
- (.420" / .442" lift)
- (204° / 214° duration @ .050)
- Rocker arms.....Stamped steel 1.5:1
- Manifold.....Edelbrock
- C-26 #5425
- RPM Air-Gap Dual-Quad #75254
- CarburetorEdelbrock manual
& electric choke
- (2) 500 cfm Thunder Series AVS #1803/1804
- Cylinder Heads.....Edelbrock Performer #60909
- 64cc Combustion chamber
- 170cc intake runner / 60cc exhaust runner
- Stainless steel 2.02" intake / 1.60" exhaust valves
- Made from A356 T-6 aluminum
- DistributorMSD Pro Billet
with Blaster 2 Coil
- Warranty2 Year/Unlimited Mileage
- \$0 deductible
- Water pumpEdelbrock Victor Series
- Short style #8810
- Long style #8811
- Order the "Polished Package" or "EnduraShine"
- Edelbrock manifold
- Edelbrock cylinder heads
- Edelbrock water pump
- Valve CoversEdelbrock Elite Series
with custom badge

Performer 9.0:1 315 HP/372 ft/lbs. of Torque

These engines include: C-26 Dual-Quad manifold, (2) 500 cfm Performer Series carbs (manual choke), Performer heads with 64cc chambers & Elite Series valve covers.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45000*	#45010*	#45020*
Polished	#45001*	#45011*	#45021*

This engine includes: RPM Air-Gap Dual-Quad manifold, (2) 500 cfm Thunder Series AVS carbs (1 manual and 1 electric choke), Performer heads with 64cc chambers and Elite Series valve covers.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
EnduraShine	#45004*	#45014*	#45024*

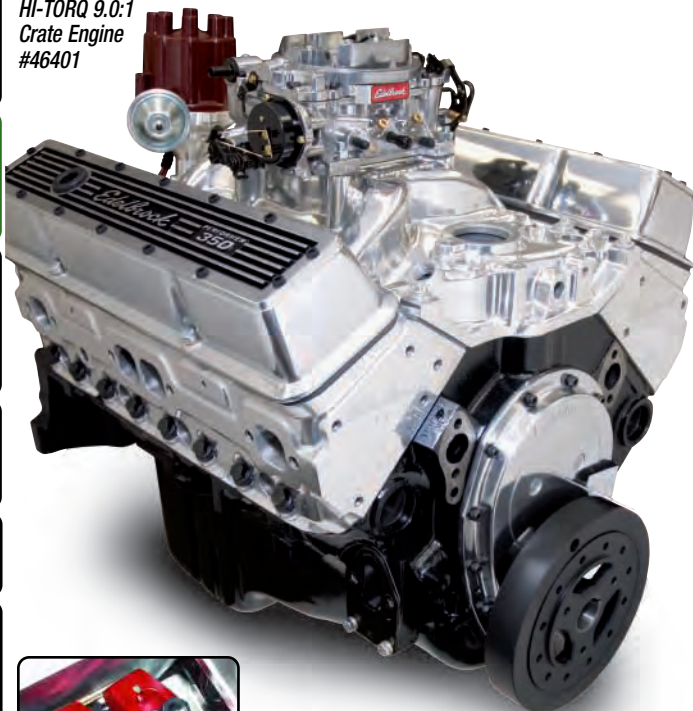
CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

For more information on
Edelbrock Crate Engines, go to:
WWW.EDELBROCK.COM

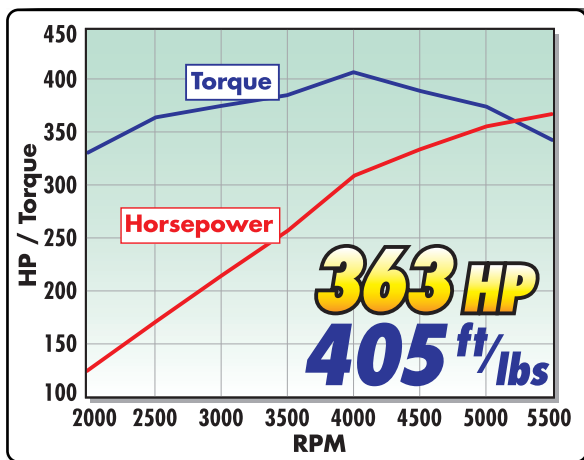


CRATE ENGINES

Performer
HI-TORQ 9.0:1
Crate Engine
#46401



Includes red roller rockers
made by Crane Cams



PERFORMER HI-TORQ 9.0:1

Maximum Torque &
Low RPM Performance

SPECIFICATIONS

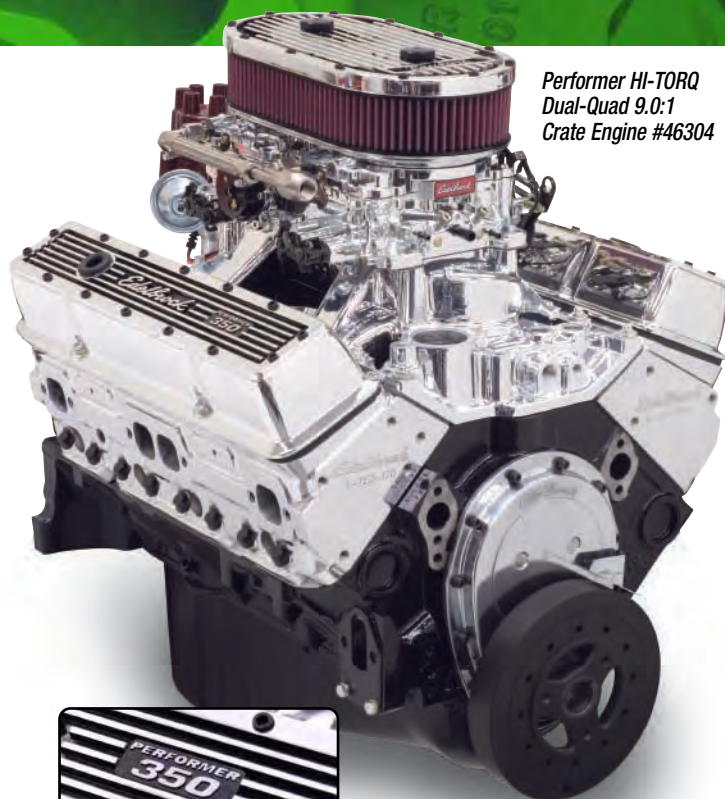
- Displacement350 c.i.d.
- Horsepower363
- Torque405 ft/lbs.
- Bore x Stroke4.00" x 3.48"
- Compression9.0:1
- Max RPM5500
- Block.....New GM 4-bolt
- 2-piece rear main seal
- CrankCast iron
- Pistons.....Cast aluminum
- Camshaft.....Edelbrock Performer
hydraulic roller #2208
- (.462" / .479" lift)
- (212° / 222° duration @ .050)
- Front Cover.....Aluminum
- With teflon cam thrust button
- Rocker arms.....Aluminum roller 1.5:1
- Manifold.....Edelbrock Performer EPS Vortec
- Performer EPS Vortec #2716
- Carburetor.....Edelbrock Electric Choke
- 650 cfm Thunder Series AVS #1806
- Cylinder Heads.....E-Tec 170 #60979
- Vortec-style intake port with 64cc Combustion chamber
- 170cc intake runner / 70cc raised exhaust runner
- Stainless steel 1.94" intake / 1.55" exhaust valves
- Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Warranty2 Year/Unlimited Mileage
- \$0 deductible
- Water pumpEdelbrock Victor Series
- Short style #8810
- Long style #8811
- Order the "Polished Package"
- Edelbrock manifold
- Edelbrock cylinder heads
- Edelbrock water pump
- Valve CoversEdelbrock Elite Series
with custom badge

Performer HI-TORQ 9.0:1 363 HP/405 ft/lbs. of Torque

These engines include: Performer EPS Vortec manifold, 650 cfm Thunder Series AVS with electric choke, E-Tec 170 heads with 64cc chambers, Elite Series valve covers, red roller rocker arms and hydraulic roller lifter cam.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#46400*	#46410*	#46420*
Polished	#46401*	#46411*	#46421*
EnduraShine	#46404*	#46414*	#46424*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

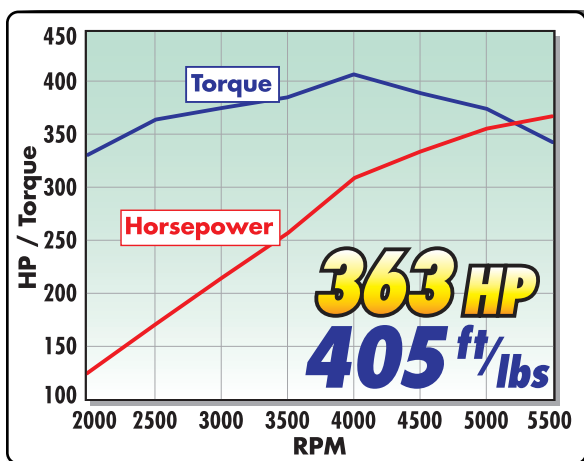


Performer HI-TORQ
Dual-Quad 9.0:1
Crate Engine #46304



All Performer crate engines include Elite Series aluminum valve covers with badge

Includes polished heads & EnduraShine manifold, carbs, air cleaner & valve covers (water pump optional)



PERFORMER HI-TORQ DUAL-QUAD 9.0:1 SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower363
- Torque.....405 ft/lbs.
- Bore x Stroke4.00" x 3.48"
- Compression9.0:1
- Max RPM5500
- Block.....New GM 4-bolt
- CrankCast iron
- Pistons.....Cast aluminum
- Rods.....Powdered metal
- Camshaft.....Edelbrock Performer hydraulic roller #2208
- (.462" / .479" lift)
- (212° / 222° duration @ .050)
- Front CoverEdelbrock Aluminum #4240
- Rocker arms.....Aluminum roller 1.5:1
- Manifold.....Edelbrock RPM Air-Gap Dual-Quad for Vortec #75264
- CarburetorEdelbrock manual & electric choke
- (2) 500 cfm Thunder Series AVS #18034/18044
- Cylinder Heads.....Edelbrock RPM E-Tec #609719
- Vortec-style intake port with 64cc Combustion chamber
- 170cc intake runner / 70cc raised exhaust runner
- Stainless steel 1.94" intake / 1.55" exhaust valves
- Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Warranty.....2 Year/Unlimited Mileage
- \$0 deductible
- Water pumpEdelbrock Victor Series
- Short style #8810
- Long style #8811
- Includes the "EnduraShine" package
- Edelbrock manifold
- Edelbrock carbs
- Edelbrock air cleaner
- Edelbrock valve covers
- Valve CoversEdelbrock Elite Series with custom badge

Performer HI-TORQ Dual-Quad 9.0:1 363 HP/405 ft/lbs. of Torque

This engine includes: RPM Air-Gap Dual-Quad manifold, (2) 500 cfm Thunder Series AVS, (1) manual and (1) electric choke, E-Tec 170 heads with 64cc chambers, Elite Series valve covers, red roller rocker arms and hydraulic roller lifter cam.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
EnduraShine	#46304*	#46314*	#46324*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

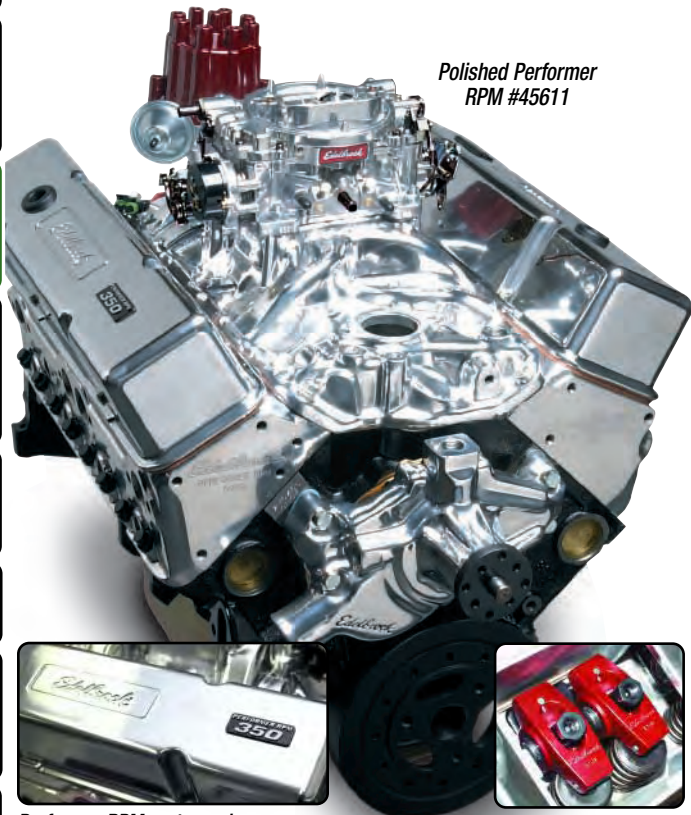
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WATER PUMPS
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CRATE ENGINES

Polished Performer
RPM #45611



Performer RPM crate engines
include Edelbrock aluminum
valve covers with a custom badge

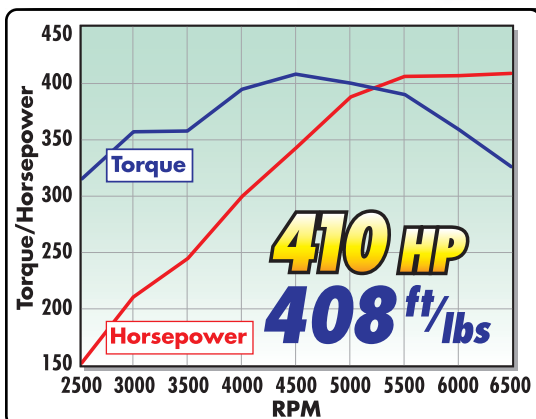


Includes red roller rockers
made by Crane Cams

PERFORMER RPM 9.5:1 Outstanding Street High-Performance

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower410
- Torque.....408 ft/lbs.
- Compression9.5:1
- Max recommended RPM6500
- Block.....New "ZZ" 4-bolt main
 - 1-piece rear main seal
 - 1987 and later design
- CrankForged steel
- Pistons.....Hypereutectic
- Rods.....Powdered metal
- Camshaft.....Edelbrock Performer RPM #7102
 - (.488" / .510" lift)
 - (234° / 244° duration @ .050)
- Rocker arms.....Aluminum Roller 1.5:1
- Manifold.....Edelbrock
 - Performer RPM #7101
 - RPM Air-Gap #7501
- CarburetorEdelbrock electric choke
 - 800 cfm Thunder Series AVS #1813
- Cylinder Heads.....Edelbrock Performer RPM #60899
 - 64cc Combustion chamber
 - 170cc intake runner / 60cc exhaust runner
 - Stainless steel 2.02" intake / 1.60" exhaust valves
 - Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Oil PanMilodon (5 qt.)
- Warranty.....2 Year/Unlimited Mileage
 - \$0 deductible
- Water pumpEdelbrock Victor Series
 - Short style #8810
 - Long style #8811
- Order the "Polished Package"
 - Edelbrock manifold
 - Edelbrock cylinder heads
 - Edelbrock water pump
- Valve CoversEdelbrock Elite Series with custom badge



Performer RPM 9.5:1 410 HP/408 ft/lbs. of Torque

These engines include: Performer RPM manifold, 800 cfm Thunder Series AVS with electric choke, Performer RPM heads with 64cc chambers, aluminum racing valve covers and red roller rocker arms.

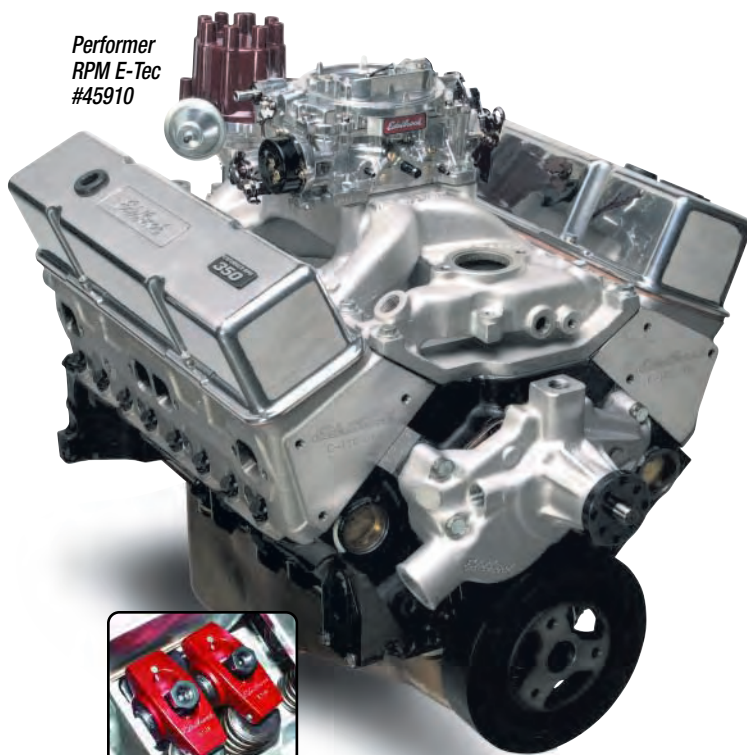
FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45600*	#45610*	#45620*
Polished	#45601*	#45611*	#45621*

These engines include: RPM Air-Gap manifold, 800 cfm Thunder Series AVS with electric choke, Performer RPM heads with 64cc chambers, aluminum racing valve covers and red roller rocker arms.

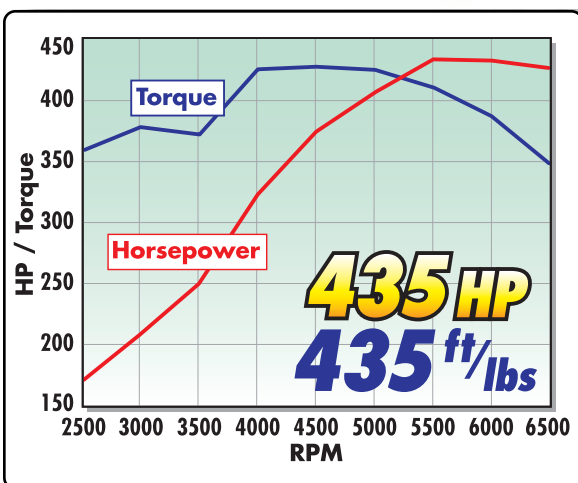
FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45700*	#45710*	#45720*
Polished	#45701*	#45711*	#45721*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

Performer
RPM E-Tec
#45910



Includes red roller rockers
made by Crane Cams



PERFORMER RPM E-TEC 9.5:1

High Performance
for Street Rods & More

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower435
- Torque.....435 ft/lbs.
- Compression9.5:1
- Max recommended RPM6500
- Block.....New "ZZ" 4-bolt main
 - 1-piece rear main seal
 - 1987 and later design
- CrankForged steel
- Pistons.....Hypereutectic
- Rods.....Powdered metal
- Camshaft.....Edelbrock RPM hyd. roller #2204
 - (.539" / .548" lift)
 - (234° / 238° duration @ .050)
- Rocker arms.....Aluminum roller 1.5:1
- Manifold.....Edelbrock RPM
 - Air-Gap Vortec #7516
- CarburetorEdelbrock electric choke
 - 800 cfm Thunder Series AVS #1813
- Cylinder Heads.....E-Tec 170 #60979
 - Vortec-style intake port
 - 64cc Combustion chamber
 - 170cc intake runner / 70cc raised exhaust runner
 - Stainless steel 1.94" intake / 1.55" exhaust valves
 - Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Oil PanMilodon (5 qt.)
- Warranty2 Year/Unlimited Mileage
 - \$0 deductible
- Water pumpEdelbrock Victor Series
 - Short style #8810
 - Long style #8811
- Order the "Polished Package"
 - Edelbrock manifold
 - Edelbrock cylinder heads
 - Edelbrock water pump
- Valve CoversEdelbrock Racing
 - with custom badge

Performer RPM E-Tec 9.5:1 435 HP/435 ft/lbs. of Torque

These engines include: RPM Air-Gap manifold, Thunder Series AVS 800 cfm carburetor with electric choke, E-Tec 170 heads with 64cc chambers, aluminum racing valve covers, red roller rocker arms, hydraulic roller lifter cam and your choice of water pump.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast	#45900*	#45910*	#45920*
Polished	#45901*	#45911*	#45921*
EnduraShine	#45904*	#45914*	#45924*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

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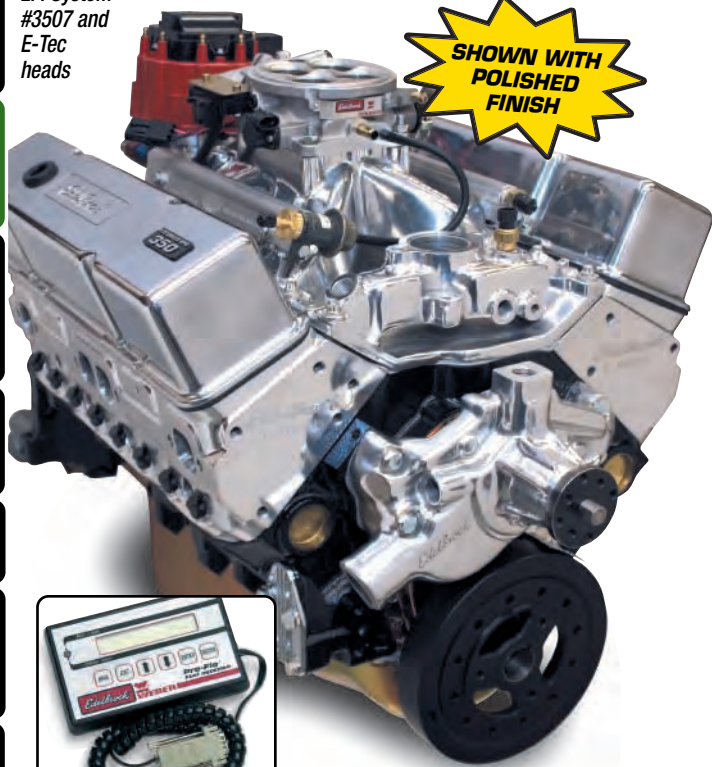


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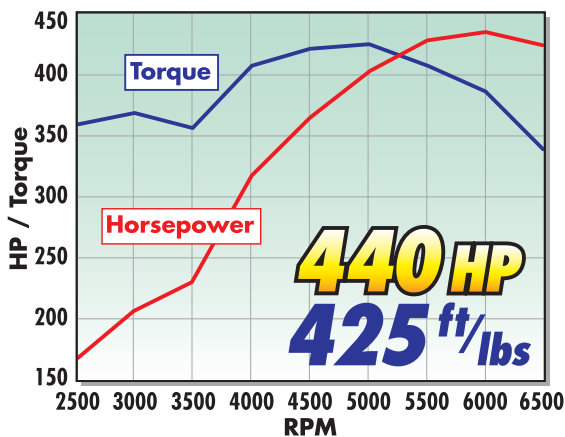
CRATE ENGINES

Features Performer RPM Pro-Flo
EFI System
#3507 and
E-Tec
heads

SHOWN WITH
POLISHED
FINISH



Includes our exclusive Calibration
Module that lets you make adjustments
without a laptop computer



PERFORMER RPM E-TEC EFI 9.5:1

Fuel Injected Performance Out-of-the-Box

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower440
- Torque.....425 ft/lbs.
- Compression9.5:1
- Max recommended RPM6500
- InductionPerformer RPM Pro-Flo
Multi Point EFI #3507
- Block.....New "ZZ" 4-bolt main
 - 1-piece rear main seal
 - 1987 and later design
- CrankForged steel
- Pistons.....Hypereutectic
- Rods.....Powdered metal
- Camshaft.....RPM hyd. roller #2204
 - (.539" / .548" lift)
 - (234° / 238° duration @ .050)
- Rocker arms.....Aluminum roller 1.5:1
- Multi-Point EFIEdelbrock Performer
RPM Pro-Flo #3507
- Cylinder Heads.....Edelbrock RPM E-Tec #60979
 - Vortec-style intake port
 - 64cc Combustion chamber
 - 170cc intake runner / 70cc raised exhaust runner
 - Stainless steel 1.94" intake / 1.55" exhaust valves
 - Made from A356 T-6 aluminum
- DistributorMSD Pro Billet HEI
- Oil PanMilodon (5 qt.)
- Warranty.....2 Year/Unlimited Mileage
 - \$0 deductible
- Water pumpEdelbrock Victor Series
 - Short style #8810
 - Long style #8811
- Order the "Polished Package"
 - Edelbrock manifold
 - Edelbrock cylinder heads
 - Edelbrock water pump
- Valve CoversEdelbrock Racing
with custom badge

Includes red roller rockers
made by Crane Cams



Performer RPM EFI E-Tec 9.5:1 440 HP/425 ft/lbs. of Torque

These engines include: Performer RPM Pro-Flo Fuel Injection with 1000 cfm aluminum air valve, E-Tec 170 heads with 64cc chambers, aluminum racing valve covers, red roller rocker arms, hydraulic roller lifter cam and your choice of water pump.

FINISH	WITHOUT WATER PUMP	WITH SHORT WATER PUMP #8810	WITH LONG WATER PUMP #8811
As-Cast.....	#46100*	#46110*	#46120*
Polished.....	#46101*	#46111*	#46121*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

Signature Series

LIMITED EDITION 383 CHEVY

Numbered and Etched
with Vic's Signature

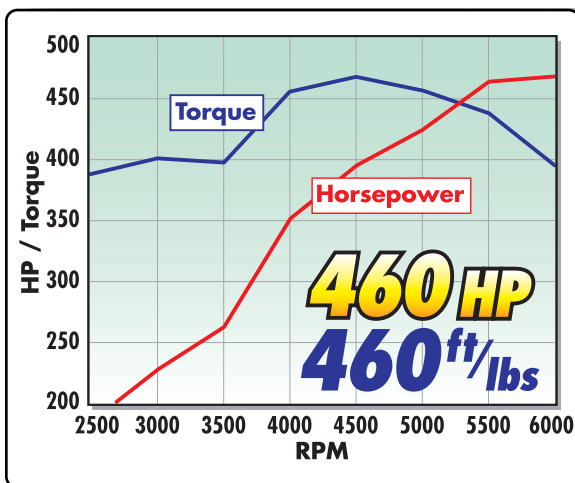
SPECIFICATIONS

- Displacement383 c.i.d.
- Horsepower460
- Torque.....460 ft/lbs.
- Bore x Stroke4.00" x 3.800"
- Compression9.5:1
- Max recommended RPM6500
- Block.....GM ZZ383
- 1-piece rear main seal
- CrankForged steel
- Piston.....Hypereutectic
- Rods.....Powdered metal
- Camshaft.....Hydraulic roller #2207
- (.594" / .594" lift)
- (242° / 240° duration @ .050)
- Rocker arms.....Aluminum Roller 1.5:1
- Manifold.....Edelbrock RPM Air-Gap #75161
- CarburetorEdelbrock electric choke
- 800 cfm Thunder Series AVS #1813
- Cylinder Heads.....Edelbrock E-Tec 200 #609819
- 64cc Combustion chamber
- 200cc intake runner/ 80cc exhaust runner
- Stainless steel 2.020" intake / 1.600" exhaust valves
- Made from A356 T-6 aluminum
- Warranty.....2 Year/Unlimited Mileage
- \$0 deductible
- DistributorMSD Pro Billet with Blaster 2 Coil
- Black anodized air cleaner, valve covers and water pump
- Water pumpEdelbrock Victor Series Black
Anodized Short Style #8810
- Includes the "Polished Package"
- Edelbrock manifold
- Edelbrock cylinder heads
- Valve CoversEdelbrock Laser-etched
- Air CleanerEdelbrock Laser-etched



Includes laser-etched
air cleaner top

Vic Edelbrock



Includes Crane Cams®
red roller rockers



Signature Series Limited Edition 383 (250 units)

9.5:1 compression, 460 HP/460 ft/lbs. of Torque, 383 c.i.d.

This engine includes: RPM Air-Gap manifold, Thunder Series AVS 800 cfm carburetor with electric choke, E-Tec 200 heads with 64cc chambers, black anodized valve covers, black anodized water pump, red roller rocker arms and hydraulic roller lifter cam.

FINISH - LIMITED EDITION PACKAGE

WITH SHORT WATER PUMP #8810

Black Powdered Coated with Laser Engraved Insignia#46213*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

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CRATE ENGINES



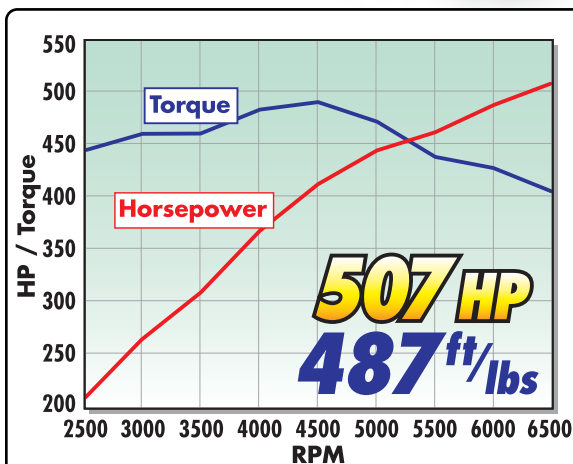
E-Force RPM Supercharged
350 Crate Engine #46501

E-FORCE RPM SUPERCHARGED

Featuring a Magnuson
MP122 Supercharger

SPECIFICATIONS

- Displacement350 c.i.d.
- Horsepower507
- Torque.....487 ft/lbs.
- Compression9.5:1
- Max recommended RPM6500
- Block.....New "ZZ" 4-bolt main
 - 1-piece rear main seal
 - 1987 and later design
- CrankForged steel
- Pistons.....Hypereutectic
- Rods.....Powdered metal
- Camshaft.....Edelbrock RPM hydraulic roller
 - Hydraulic roller #2204
- Rocker arms.....Aluminum Roller 1.5:1
- CarburetorEdelbrock electric choke
 - 800 cfm Thunder Series AVS #1813
- Cylinder Heads.....Edelbrock E-Tec 200 #60989
 - 64cc Combustion chamber
 - 200cc intake runner / 80cc exhaust runner
 - Stainless steel 2.02" intake / 1.60" exhaust valves
 - Made from A356 T-6 aluminum
- SuperchargerE-Force by Magnuson MP122
- DistributorMSD Pro Billet with Blaster 2 Coil
- Oil PanMilodon (5 qt.)
- Warranty2 Year/Unlimited Mileage
 - \$0 deductible
- Water pumpEdelbrock Victor Series
 - Short style #8810
 - Long style #8811
- Order the "Polished Package"
 - Magnuson Supercharger
 - Edelbrock cylinder heads
 - Edelbrock water pump
- Valve CoversEdelbrock Elite Series
 - with custom badge



*Not legal for sale or use on pollution controlled motor vehicles.

E-Force RPM Supercharged 9.5:1 507 HP/487 ft/lbs. of Torque

These engines include: Magnuson MP122 Supercharger, 800 cfm Thunder Series AVS with electric choke, E-Tec 200 cylinder heads with 64cc chambers, Edelbrock racing valve covers, red roller rocker arms and hydraulic roller lifter cam.



FINISH WITH LONG WATER PUMP #8811

As-Cast#46500*
Polished.....#46501*

This engine includes: Magnuson MP122 Supercharger with shortened drive snout for use with Edelbrock E-Force Tru-Trac Serpentine Systems, 800 cfm Thunder Series AVS with electric choke, E-Tec 200 cylinder heads with 64cc chambers, Edelbrock racing valve covers, red roller rocker arms and hydraulic roller lifter cam.

FINISH WITH SHORT WATER PUMP #8810

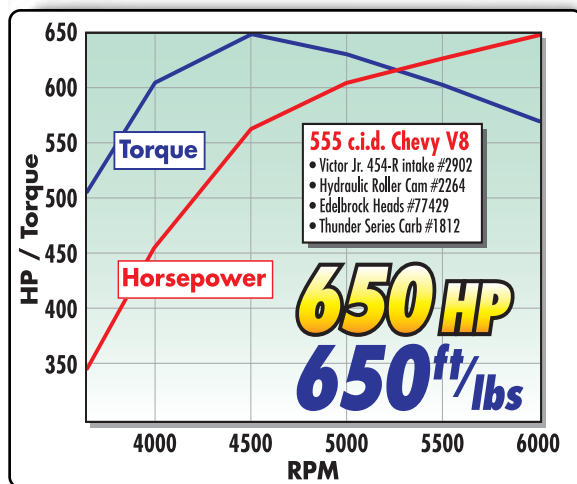
Polished.....#46700*

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NEW



Assembled by 8-time Pro Street World Champ Pat Musi, this Chevy starts with a new Dart Big M block



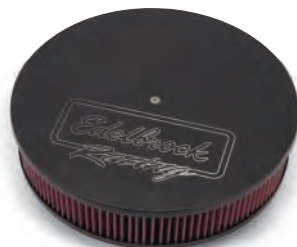
EDELBROCK/MUSI 555

Race Inspired High Performance

SPECIFICATIONS

- Displacement555 c.i.d.
- Horsepower650
- Torque650 ft/lbs.
- Compression10.0:1
- Bore/Stroke4.560" x 4.250"
- Max recommended RPM6500
- Block.....Dart Big-M, 9.8"
 - Priority Main Oiling
 - GEN VI roller design
- CrankSCAT Forged steel, 4.250"
- Pistons.....JE Forged
- Rods.....H-Beam
- Camshaft.....Edelbrock Hydraulic roller #2264
 - (.632" / .648" lift)
 - (248° / 256° duration @ .050)
 - Lobe separation: 112°
 - Intake centerline: 109.5°
- Rocker arms.....Crane Gold Roller, 1.7:1
- Manifold.....Edelbrock Victor Jr. 454-R #2902
- CarburetorEdelbrock manual choke
 - 800 cfm Thunder Series AVS #1812
- Cylinder Heads.....Edelbrock Victor 24° #77429
 - 119cc Combustion chamber
 - 340cc intake runner / 128cc exhaust runner
 - Stainless steel 2.300" intake / 1.90" exhaust valves
 - Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Oil PanMoroso (6 qt.)
- Warranty.....2 Year/Unlimited Mileage
 - \$0 deductible
- Valve CoversEdelbrock Victor Series
 - laser-etched
 - black powder-coated

Matching Victor Series Air Cleaner #41613 available separately. See page 196.



Edelbrock/Musi 555

10.0:1 compression, 650 HP/650 ft/lbs. of Torque, 555 c.i.d.

This engine includes: Victor Jr. 454-R manifold, Thunder Series AVS 800 cfm carburetor with manual choke, Victor 24° heads with 119cc chambers, laser-etched black powdered-coated valve covers, Crane Gold roller rocker arms and hydraulic roller lifter cam.

FINISH - LIMITED EDITION PACKAGE

WITHOUT WATER PUMP

As-Cast.....#49555*

CHECK OUT EDELBROCK POWER PACKAGES, GO TO PAGES 9-11!

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CRATE ENGINES



Edelbrock/Musi 555
Crate Engine #46555
with Pro-Flo XT
EFI System

NEW

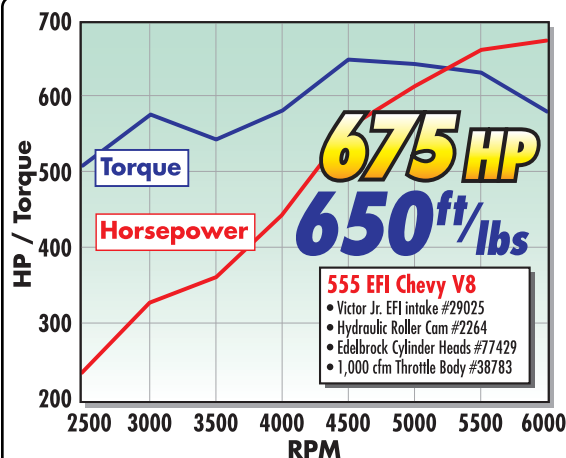


Vic Edelbrock's
1967 SS Chevelle with
555-inch Edelbrock/Musi crate
engine on the 2007 Hot Rod Power Tour

EDELBROCK/MUSI 555 EFI Race Inspired High Performance

SPECIFICATIONS

- Displacement555 c.i.d.
- Horsepower675
- Torque650 ft./lbs.
- Compression10.0:1
- Bore/Stroke4.560" x 4.250"
- Max recommended RPM6500
- Block.....Dart Big-M, 9.8"
 - Priority Main Oiling
 - GEN VI roller design
- CrankSCAT Forged steel, 4.250"
- Pistons.....JE Forged
- Rods.....H-Beam
- Camshaft.....Edelbrock Hydraulic roller #2264
 - (.632" / .648" lift)
 - (248° / 256° duration @ .050)
 - Lobe separation: 112°
 - Intake centerline: 109.5°
- Rocker arms.....Crane Gold Roller, 1.7:1
- EFI.....Edelbrock Pro-Flo XT #3567
- Cylinder Heads.....Edelbrock Victor 24° #77429
 - 119cc Combustion chamber
 - 340cc intake runner / 128cc exhaust runner
 - Stainless steel 2.300" intake / 1.90" exhaust valves
 - Made from A356 T-6 aluminum
- DistributorMSD Pro Billet with Blaster 2 Coil
- Oil PanMoroso (6 qt.)
- Warranty2 Year/Unlimited Mileage
 - \$0 deductible
- Valve CoversEdelbrock Victor
Series laser-etched
black powder-coated



Edelbrock/Musi 555 EFI

10.0:1 compression, 675 HP/650 ft./lbs. of Torque, 555 c.i.d.

This engine includes: Pro-Flo XT EFI, Victor 24° heads with 119cc chambers, laser-etched black powdered-coated valve covers, Crane Gold roller rocker arms and hydraulic roller lifter cam.

FINISH - LIMITED EDITION PACKAGE

WITHOUT WATER PUMP

As-Cast.....#46555*

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SQUARE-BORE CARBS

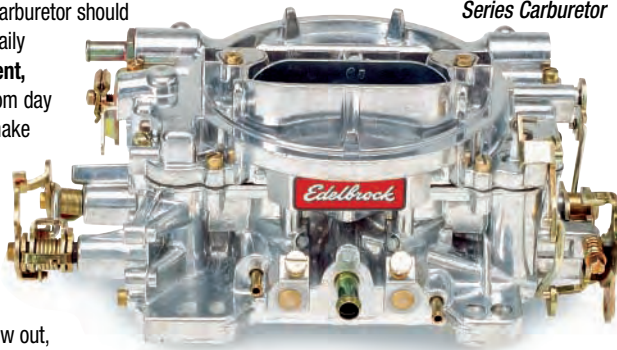
AVAILABLE IN TWO STYLES:
PERFORMER SERIES AND
THUNDER SERIES AVS

- **Edelbrock carburetors bolt on and run right out of the box**
- **Dependable street performance and smooth throttle response throughout the power band**
- **Float levels are factory set, adjustments are rarely needed**
- **Change jets, adjust floats and replace needles/seats without draining fuel or removing carb from manifold**
- **Two-piece design means no gaskets below the fuel level for leak-free operation**
- **Installation & tuning DVD now included with every "NEW" carburetor**

PERFORMER SERIES® OUTSTANDING STREET PERFORMANCE

Edelbrock Performer Series Carburetor

A precisely tuned, quality-built carburetor should be able to handle the rigors of daily driving while delivering **consistent, reliable street performance** from day to day. Several characteristics make our carburetors outstanding street performers. The first one is that they use metering rods to transition between circuits. They are unaffected by engine backfires, which means that there are no power valves to blow out, and the rods can be changed in seconds without carburetor removal or fuel draining. Secondly, they have the unique ability to "hold a tune", so once they're tuned, they stay tuned. What this means to you is that compared to other carburetors, the performance remains consistent and the calibration stays unchanged. The lightweight all-aluminum body features a two-piece body that resists warping and is compatible with gasohol and blended fuels. The outside is ball-burnished for a bright finish. The simple tub-type bowls and rear-pivot floats all contribute to a carburetor that's reliable, user-friendly, and is easily tuneable for miles and miles of trouble-free operation.



Customer's Report

I recently bought a new carburetor for my 1986 Chevy suburban. My old carb was the Q-Jet and it has been nothing but a huge problem. I decided to take the chance and purchase one of your carburetors and swap it out for my old one. The installation was much easier than I thought it would be and when I was done my truck started almost immediately. I have already noticed a difference in gas mileage and the quick response off the pedal is great as well. I wish I would have bought one of your carburetors a long time ago. Thanks for making an excellent product!!!

— Eric J. Ulmer, Mead, Nebraska

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

Secondary Air Velocity Valve Senses Airflow for a **Smooth Transition from Part to Full Throttle...**
Adjustable Secondary Valve Available on Thunder Series Carbs, see page 34

Lightweight Aluminum Carb
Releases Heat Faster than Zinc

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

Great Looking
Ball-Burnished
Aluminum Finish

Throttle Linkage Fits
all GM plus Ford
and Chrysler with
Manual Trans...
Adapters Available
for Other Engines,
see page 38

Available with
**Manual or
Electric Choke**

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

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

Bolts onto Square-Bore Manifolds as well as Spread-Bore Designs with Adapter on page 51

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



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

**#1 STREET PERFORMANCE
CARB FOR OVER TWO DECADES!**



Some parts not legal for sale or use on pollution controlled motor vehicles.

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POWER PKG
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SQUARE-BORE CARBS

UNIQUE FEATURES OF THUNDER SERIES AVS CARBURETOR

- The same outstanding features as the Performer Series and more!
- **Adjustable Valve Secondary** allows for simple and accurate tuning across the RPM range
- Optional single or dual fuel inlet allows for total fuel plumbing flexibility
- Exclusive twelve month Thunder Series AVS "complete satisfaction" warranty
- Get performance you can count on from a name you can trust... Edelbrock!

QWIK-TUNE SECONDARY AIR VALVE

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

Adjust the Qwik-Tune Secondary Air-Valve with simple tools... no springs required



Dual Feed Fuel Line #8133 includes an anodized aluminum fuel filter... also available with polished filter

THUNDER SERIES AVS® THE BEST "STREET PERFORMANCE" CARBURETOR

The next step up from our Performer Series Carburetors is our Thunder Series AVS. Designed and calibrated to deliver optimum street performance in hundreds of applications, Edelbrock Thunder Series AVS Carbs are **undeniably the most innovative and dependable street performance carburetors available today.** Primary and secondary booster clusters offer the most accurate and up-to-date calibration available for today's fuels and octane levels. The Thunder Series' unique Qwik-Tune Secondary Air Valve allows for limitless calibration of the secondary circuit with simple hand tools while on your vehicle. It's quick. It's simple. It's effective. It can be easily adjusted - in seconds - to suit your application... no extra parts required to achieve optimum performance. It's features like this that make the Edelbrock Thunder Series AVS carburetors the best you can buy.

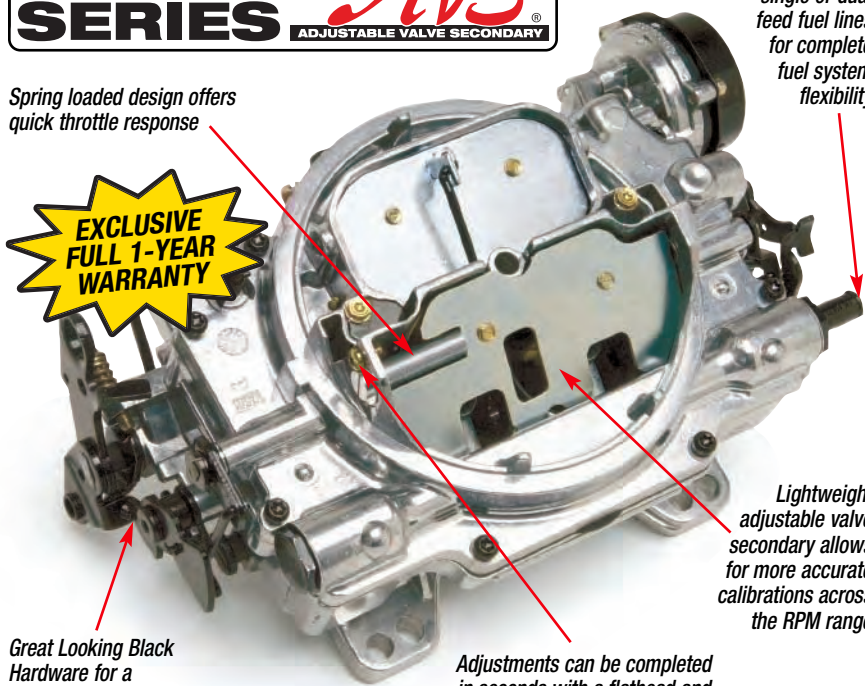
Every Edelbrock carburetor is manufactured by Magneti Marelli Powertrain USA Inc. and has been specifically designed and tuned by Edelbrock engineers to provide the widest overall torque range. For unmatched street performance, combine them with Edelbrock Performer, Performer Air-Gap, Performer EPS, Performer RPM, RPM Air-Gap or Torker II manifold and camshaft combinations, as well as most stock and other aftermarket manifolds of similar design.



Spring loaded design offers quick throttle response



Great Looking Black Hardware for a Customized Style



Compatible with single or dual feed fuel lines for complete fuel system flexibility

Lightweight adjustable valve secondary allows for more accurate calibrations across the RPM range

Adjustments can be completed in seconds with a flathead and T-15 torx screwdrivers

Customer's Report

"The new carb (Thunder Series AVS) idled great, transitioned great from idle circuit to primary venturis. Blipped her a bit, secondaries seemed to kick in well... I now have an electric choke that works great... never had a choke on the car! This beast has never idled better! Seems stronger and if not already set perfectly... I may have to change my drawers if there's more power in tuning 'cause it feels to my backside that she's running a whole bunch better."

— George Kettler, owner, '68 427 'Vette



SQUARE-BORE CARBS

AN INDUSTRY FIRST... ENDURASHINE® FINISH

Edelbrock's Thunder Series AVS™ and Performer Series™ Carburetors are now available with bright EnduraShine™ finish. This is a first for the industry-leading street carburetor. EnduraShine is a coating that provides the brilliance of a chrome or polished piece, without the maintenance or the high price tag normally associated with polished or chrome. You get proven performance and unsurpassed reliability with bright new looks that last and complement EnduraShine manifolds and accessories.



CARBURETOR APPLICATION GUIDELINES

General Application Use	Carb Size (CFM Rating)	Secondary Type	General Displacement Guidelines	Cam Guide (Duration @ .050)	Intake Type (B)	Carb Part# Reference	EnduraShine Finish Part #	Calibration Kit
THUNDER SERIES AVS CARBURETORS								
Mild perf. street (small CID) single-quad	500 cfm	Adj. Velocity	225 - 327 cid	Up to 220°	Dual plane	1801*/1802*	18014*/18024*	1486 (F)
Mild perf. street (small CID) dual-quad	500 cfm	Adj. Velocity	225 - 327 cid	Up to 220°	Dual plane	1803*/1804*	18034*/18044*	1486 (C,D)
Moderate high-performance street	650 cfm	Adj. Velocity	302 - 400+ cid	Up to 220°	Dual plane	1805*/1806*	18054*/18064*	1840 (E)
Off-road high-performance	650 cfm	Adj. Velocity	283 - 460 cid	Up to 220°	Dual plane	1825*/1826*	N/A	1842
High-performance street/light strip	800 cfm	Adj. Velocity	350 - 502 cid	Up to 250°	Dual plane & small single plane	1812*/1813*	18124*/18134*	1841
PERFORMER SERIES CARBURETORS								
Stock replacement/mild perf. street. Calibrated for economy, 50-state legal on '80 and prior GM only	600 cfm	Velocity	305 - 350 cid	Up to 200°	Dual plane	1400	N/A	N/A
Mild perf. street small CID & dual-quad	500 cfm	Velocity	225 - 327 cid	Up to 220°	Dual plane	1403*/1404*	N/A	1486 (C)
Moderate street high performance, street and towing	600 cfm	Velocity	302 - 400+ cid	Up to 220°	Dual plane	1405*	14054*	1479
Mild perf. street, calibrated for economy	600 cfm	Velocity	302 - 400+ cid	Up to 220°	Dual plane	1406*	14064*	1487
High-performance street (small CID), Moderate high-perf. (big CID), towing	750 cfm	Velocity	350 - 502 cid	Up to 230°	Dual plane & small single plane	1407*	N/A	1480
Mild performance street, towing, calibrated for economy w/performance	750 cfm	Velocity	350 - 502 cid	Up to 230°	Dual plane	1411*	N/A	1489
High-performance street/light strip	800 cfm	Velocity	350 - 502 cid	Up to 250°	Dual plane & small single plane	1412*/1413*	N/A	1480
Dual-Quad Small-Block Mild/High-Perf	500 cfm	Velocity	302 - 400+ cid	Up to 220°	Dual Quad	1403*/1404*	N/A	N/A
Dual-Quad Big-Block Mild/High-Perf	600 cfm	Velocity	400 - 502 cid	Up to 250°	Dual Quad	1405*	14054*	N/A
PERFORMER SERIES MARINE CARBURETORS								
Mild marine performance	600 cfm	Velocity	302 - 400 cid	Up to 220°	Dual plane	1409*	N/A	1488 (A)
Mild marine performance	750 cfm	Velocity	400 - 502 cid	Up to 250°	Dual plane & small single plane	1410*	N/A	1480
<p>(A) Use calibration kit #1485 on 4.3L 90° V6 with #2111 & #2114 manifold (B) Adapter #2696 required for OEM spread-bore intakes (C) Calibration required for single quad applications only (D) For dual-quad applications from 302-400+ cid (E) For dual-quad applications from 396-502+ cid (F) Calibrated for single carb applications only</p>								

Customer's Report

"I have a moderately modified Mark Donohue Javelin with a 401 engine in it. I have tried 3 Holleys and a Speed Demon on it, and have not been satisfied with any of them. Idle was rich, driveability was not great, and all of them seeped fuel. I am not the best tuner in the world, but I am not that bad either.

I just bought an Edelbrock 750 manual choke carb and I am both surprised, and very satisfied. The car cranked and idled immediately straight out of the box... amazing! I do mean straight out of the box, I didn't touch any screw and it sat there and ran. I was also impressed with the clarity of your instructions and the metering rod chart you supplied. I am sold on Edelbrock products. Thanks for great products and taking a chance again on us AMC folks. Thanks Vic!"

— Eddie Jordan, Clyde, NC

POWER PKG
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CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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EXHAUST
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THUNDER SERIES CARBS



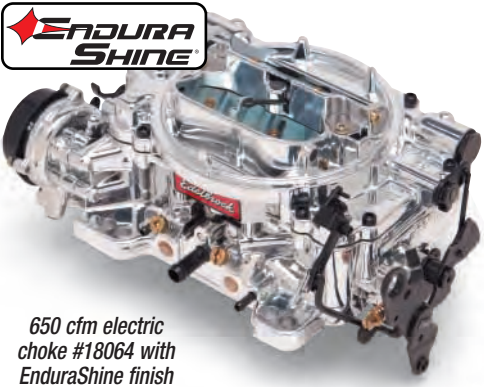
500 cfm manual choke #1801



See page 38 for auto trans throttle lever adapters and more.



650 cfm manual choke #1805



650 cfm electric choke #18064 with EnduraShine finish



800 cfm manual choke #1812

500 CFM AVS CARBURETORS Manual or Electric Choke

Designed and calibrated for small cubic-inch engines such as 305 c.i.d and smaller Chevrolet; 302 c.i.d. and smaller Ford and dual-quad applications such as our new RPM Dual-Quad Air-Gap, Edelbrock C-26, F-28 and Street Tunnel Ram. For single carb applications, match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – #1803: Primary .086, Secondary .077; Metering Rods – .065 x .057; #1804: Primary .086, Secondary .077; Metering Rods – .065 x .052; Step-Up Spring – orange (5" Hg). #1801/#1802 are calibrated for single-quad applications and come with: Primary .86, Secondary .095, Primary Rod .065 x .052, orange spring. Use Carb Studs #8008 or #8024 if needed, see page 53.

Calibrated for single carb applications

500 cfm, square-flange, electric choke (non-EGR).....	#1801
500 cfm, square-flange, manual choke (non-EGR).....	#1802
500 cfm, square-flange, electric choke (non-EGR) with EnduraShine finish.....	#18014
500 cfm, square-flange, manual choke (non-EGR) with EnduraShine finish.....	#18024

Calibrated for dual-quad applications

500 cfm, square-flange, electric choke (non-EGR).....	#1803
500 cfm, square-flange, manual choke (non-EGR).....	#1804
500 cfm, square-flange, electric choke (non-EGR) with EnduraShine finish.....	#18034
500 cfm, square-flange, manual choke (non-EGR) with EnduraShine finish.....	#18044

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

Note: #1803 and #1804 carbs are calibrated for dual-quad set-ups, but can be recalibrated for single-quad usage in small-displacement applications.

650 CFM AVS CARBURETORS Manual or Electric Choke

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Includes: Metering Jets – Primary .095", Secondary .098"; Metering Rods – .068" x .047"; Step-Up Spring – Orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 53.

650 cfm, square-flange, manual choke (non-EGR).....	#1805
650 cfm, square-flange, electric choke (non-EGR).....	#1806
650 cfm, square-flange, manual choke (non-EGR) with EnduraShine finish.....	#18054
650 cfm, square-flange, electric choke (non-EGR) with EnduraShine finish.....	#18064

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

650 CFM OFF-ROAD AVS CARBS Manual or Electric Choke

Designed and calibrated for optimum off-road performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap or other brands of similar design. Includes spring-loaded needles and seats for superior fuel control in off-road terrain. Includes: Metering Jets – Primary .095, Secondary .098; Metering Rods – .065 x .047; Step-Up Spring – Orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 53.

650 cfm, square-flange, manual choke (non-EGR).....	#1825
650 cfm, square-flange, electric choke (non-EGR).....	#1826

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

800 CFM AVS CARBURETORS Manual or Electric Choke

Designed and calibrated for optimum street performance in high-horsepower small-block and big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer RPM, RPM Air-Gap, Torker II or others of a similar design. Includes the following: Metering Jets – Primary .113, Secondary .107; Metering Rods – .068 x .047; Step-Up Spring – Orange (5" Hg). Use Carb Stud Kits #8008 or #8024 if needed, see page 53.

800 cfm, square-flange, manual choke (non-EGR).....	#1812
800 cfm, square-flange, electric choke (non-EGR).....	#1813
800 cfm, square-flange, manual choke (non-EGR) with EnduraShine finish.....	#18124
800 cfm, square-flange, electric choke (non-EGR) with EnduraShine finish.....	#18134

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

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

All parts not legal for sale or use on pollution controlled motor vehicles.



PERFORMER SERIES CARBS

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SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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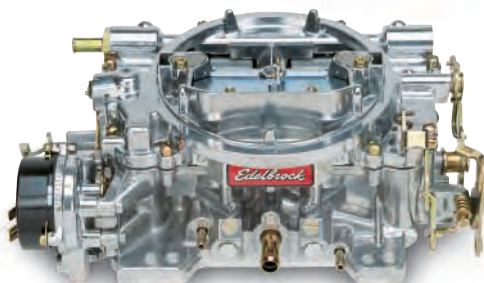
500 cfm manual choke #1404



600 cfm street-legal, electric choke #1400



600 cfm manual
choke #14054 with
EnduraShine finish



600 cfm electric choke #1406



750 cfm manual choke #1407

500 CFM, Manual or Electric Choke CALIBRATED FOR PERFORMANCE

Designed and calibrated for small cubic-inch engines such as 305 c.i.d and smaller Chevrolet; 302 c.i.d. and smaller Ford and dual-quad applications such as Edelbrock C-26, F-28 and Street Tunnel Ram. Match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .086, Secondary .095; Metering Rods – .065 x .052; Step-Up Spring – orange (5" Hg). Use Carb Studs #8008 or #8024 if needed, see page 53.

500 cfm, square-flange, electric choke (non-EGR).....#1403*
500 cfm, square-flange, manual choke (non-EGR).....#1404*

600 CFM, Street Legal, Electric Choke CALIBRATED FOR FUEL ECONOMY

50-state street legal for all 1980 and earlier General Motors V8s (E.O. #D-215-10). Calibrated for maximum fuel economy. Includes timed vacuum ports, EGR and fuel vapor outlet. Not for computer-controlled engines. Comes with the following jets, rods and springs: Metering Jets – Primary .098, Secondary .095; Metering Rods – .073 x .047; Step-Up Spring – orange (5" Hg). Includes carb studs and hardware. EGR adapter #1476 sold separately.

600 cfm, square-flange, electric choke (EGR)#1400

Manual Choke CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and some big-block engines. Match with a variety of manifolds that include Edelbrock Performer, Performer EPS, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Includes both timed and full vacuum ports for ignition advance. Electric choke #1478 can be added if needed. Comes with: Metering Jets – Primary .100, Secondary .095; Metering Rods – .070 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 53.

600 cfm, square-flange, manual choke (non-EGR).....#1405*
600 cfm, square-flange, manual choke (non-EGR) with EnduraShine finish.....#14054*

Electric Choke CALIBRATED FOR FUEL ECONOMY

Designed for small-block and small displacement big-block engines, these carbs are recommended only for stock to Performer level applications. They are not recommended for use on RPM or Torker II intake manifolds. Match with an Edelbrock Performer or Performer EPS manifold or other brands of similar design. Calibrated 2% leaner than #1405. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .098, Secondary .095; Metering Rods – .075 x .047; Step-Up Spring – yellow (4" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 53.

600 cfm, square-flange, electric choke (non-EGR).....#1406*
600 cfm, square-flange, electric choke (non-EGR) with EnduraShine finish.....#14064*

750 CFM, Manual Choke CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum street performance in small-block and big-block engines with Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. Includes both timed and full vacuum ports for ignition advance. Electric choke #1478 can be added if needed. Comes with: Metering Jets – Primary .113, Secondary .107; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 53.

750 cfm, square-flange, manual choke (non-EGR).....#1407*

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

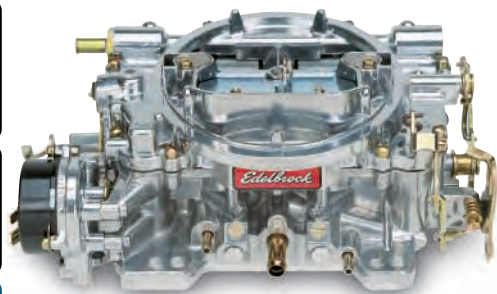
*Not legal for sale or use on pollution controlled motor vehicles.

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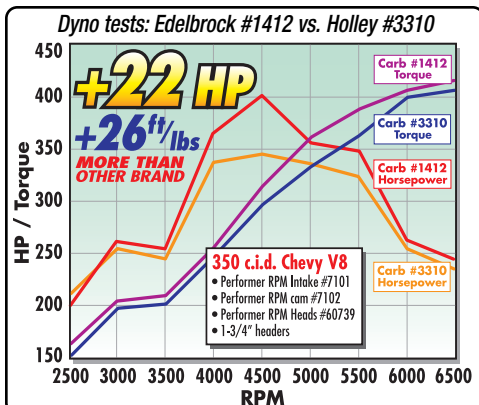
PERFORMER SERIES CARBS



750 cfm electric choke #1411



EPS 800 manual choke #1412



600 cfm marine, electric choke #1409



750 cfm marine, electric choke #1410

750 CFM, Electric Choke (continued) CALIBRATED FOR ECONOMY WITH PERFORMANCE

Designed for 402 c.i.d. and larger engines with Edelbrock Performer manifolds or other brands of similar design, these carbs are recommended only for stock to Performer level applications. They are not recommended for use on RPM or Torker II intake manifolds. Calibrated 2% leaner than #1407. Provides excellent fuel economy when used on 454 c.i.d. Chevy and 460 c.i.d. Ford with Performer manifold. Includes both timed and full vacuum ports for ignition advance. Comes with: Metering Jets – Primary .110, Secondary .107; Metering Rods – .075 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 53. For auto trans throttle lever adapters and more, see page 38.

750 cfm, square-flange, electric choke (non-EGR).....#1411

EPS 800, Manual or Electric Choke CALIBRATED FOR PERFORMANCE

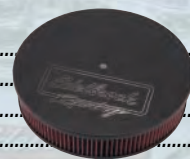
Designed and calibrated for maximum street performance with most Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cubic-inch engines. Dyno tests proved that the EPS 800 carb outperformed a Holley #3310 carb out-of-the-box by 26 ft/lbs. of torque and 22 hp on a small-block Chevy engine equipped with an Edelbrock Performer RPM power package. Features include a high-capacity accelerator pump and an improved primary and secondary cluster design. EPS 800 has the same superior features as the rest of the Performer Series line such as out-of-the-box performance and 2-piece design. Comes with: Metering Jets – Primary .113, Secondary .101; Metering Rods – .071 x .047; Step-Up Spring – orange (5" Hg). Use our Carb Stud Kits #8008 or #8024 if needed, see page 53. For auto trans throttle lever adapters and more, see page 38.

800 cfm, square-bore, manual choke (non-EGR).....#1412

800 cfm, square-bore, electric choke (non-EGR).....#1413

MATCHING EDELBROCK PARTS

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MARINE CARBURETORS

For use in marine applications, these Edelbrock carbs comply with U.S. Coast Guard safety standards. Cast surfaces are iridized with Teflon-coated shafts and pump arm for maximum protection. Other features include modified bowl venting, specially designed throttle shafts, accelerator pump seal, 3/8" inverted flare fuel inlet fitting, tube in airhorn for fuel pump vent, 5-1/8" flame arrestor flange, universal throttle lever and revised secondaries for improved transient performance. **Note:** These carbs have no vacuum ports and are not for automotive use. Use our Carb Stud Kits #8008 or #8024 if needed, see page 53.

600 cfm, Electric Choke CALIBRATED FOR PERFORMANCE

Designed and calibrated for optimum marine performance in small-block V8 engines with a variety of manifolds that include Edelbrock Performer, Performer RPM, RPM Air-Gap, Torker II or other brands of similar design. Also ideal for Chevy 4.3L V6 engines with a Performer manifold (page 61) and Calibration Kit #1485. Comes with: Metering Jets – Primary .098, Secondary .101; Metering Rods – .068 x .047; Step-Up Spring – orange (5" Hg).

600 cfm, square-flange, electric choke, marine (non-EGR).....#1409

750 cfm, Electric Choke CALIBRATED FOR PERFORMANCE

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

750 cfm, square-flange, electric choke, marine (non-EGR).....#1410

Performer Series & 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

All parts not legal for sale or use on pollution controlled motor vehicles.

CARBURETOR CALIBRATION KITS

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



Carburetor Calibration Kit #1479



Checking float level with a 7/16" drill bit



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



(A) Calibration is the same for EnduraShine carburetors

Performer Series Carbs(A)

Calibration Kit for #1403 and #1404.....	#1486
Metering Rods (Pair)	Metering Jets (Pair)
.057 x .049	.083
.062 x .052	.089
.063 x .047	.092
.067 x .055	.098
.068 x .052	

Calibration Kit for #1405.....	#1479
Metering Rods (Pair)	Metering Jets (Pair)
.068 x .042	.089
.068 x .052	.092
.070 x .052	.098
.073 x .047	.101
.073 x .052	.104
.075 x .047	

Calibration Kit for #1406.....	#1487
Metering Rods (Pair)	Metering Jets (Pair)
.070 x .037	.095
.073 x .042	.098
.073 x .047	.101

Calibration Kit for #1409 (on 4.3L 90° V6 with Performer manifold #2111 & #2114).....	#1485
Metering Rods (Pair)	Metering Jets (Pair)
.068 x .057	.089

Calibration Kit for #1407, #1410, #1412 and #1413.....	#1480
Metering Rods (Pair)	Metering Jets (Pair)
.063 x .047	.092
.065 x .052	.095
.070 x .047	.098
.070 x .052	.101
.073 x .047	.104

Calibration Kit for #1407, #1410, #1412 and #1413.....	#1480
Metering Rods (Pair)	Metering Jets (Pair)
.065 x .037	.101
.065 x .047	.104
.068 x .047	.107
.073 x .047	.110
.073 x .052	.113
	.116

Calibration Kit for #1411.....	#1489
Metering Rods (Pair)	Metering Jets (Pair)
.070 x .042	.104
.073 x .037	.107
.073 x .042	.110
.075 x .037	.113

Thunder Series AVS Carbs(A)

Calibration Kit for #1801 and #1802.....	#1486
Metering Rods (Pair)	Metering Jets (Pair)
.057 x .049	.083
.062 x .052	.089
.063 x .047	.092
.067 x .055	.098
.068 x .052	

Calibration Kit for #1803 and #1804 when used in SINGLE CARB APPLICATIONS ONLY.....	#1486
Metering Rods (Pair)	Metering Jets (Pair)
.057 x .049	.083
.062 x .052	.089
.063 x .047	.092
.067 x .055	.098
.068 x .052	

Calibration Kit for #1805 & #1806.....	#1840
Metering Rods (Pair)	Metering Jets (Pair)
.065 x .037	.092
.065 x .042	.095
.065 x .047	.098
.070 x .047	.101
.070 x .052	.104

Calibration Kit for #1812 & #1813.....	#1841
Metering Rods (Pair)	Metering Jets (Pair)
.063 x .037	.095
.065 x .042	.098
.067 x .049	.104
.070 x .047	.107
.070 x .052	.110
.070 x .057	.116
.073 x .042	

Calibration Kit for #1825 & #1826.....	#1842
Metering Rods (Pair)	Metering Jets (Pair)
.063 x .037	.092
.063 x .047	.095
.067 x .049	.098
.068 x .047	.101
.068 x .052	.104

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CARB ACCESSORIES

METERING JETS

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

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

METERING RODS

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

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

CHRYSLER AND FORD THROTTLE LEVER ADAPTERS

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

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

FORD THROTTLE CABLE PLATE KITS

Repositions stock throttle cable bracket to align with Edelbrock carb throttle arm. Use with Edelbrock Throttle Lever Adapter #1483 and stock throttle cable bracket. Designed for Fords with cable activated throttle and automatic transmission kickdown rod. Available in gold iridized finish to match Edelbrock Performer Series Carbs or black to match Edelbrock Thunder Series AVS Carbs.

	Gold	Black
Ford 289-302	#1490*	#1845*
Ford 351W	#1491*	#1846*
Ford 351M/400.....	#1493*	#1847*
Ford 429-460	#1495*	#1848*

PROGRESSIVE THROTTLE LINKAGE

Designed for use with Edelbrock Dual-Quad manifolds. This linkage kit provides smooth throttle activation using high-quality aluminum, stainless steel and brass parts with spherical rod ends.

Dual-Quad Progressive Linkage Kit.....#7094

UNI-SYN® CARBURETOR BALANCING INSTRUMENT

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

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

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

*Not legal for sale or use on pollution controlled motor vehicles.



Chrysler Throttle Lever #1481



Ford Throttle Lever #1483



Uni-Syn #4025

TUNING ACCESSORIES

For Performer Series & Thunder Series AVS Carbs



Step-Up Spring Assortment #1464



Accelerator Pump Nozzles #1475



Float Kit #1469

Idle Compensator Kit #8059



Chevy Cruise Control #1484

Linkage Kit #1473



Quadrajets Adapter Plate #2696

Carburetor Rebuild Kit #1477



Air/Fuel Monitor #6593

Step-Up Spring Assortment (5 pair).....	#1464*
Includes 3" Hg (blue), 4" Hg (yellow), 5" Hg (orange), 7" Hg (pink) and 8" Hg (plain) springs.	
Accelerator Pump Nozzles	#1475*
Includes .024, .033, .043 nozzles and gaskets.	
Off-Road Needles and Seats (pair)	#1465
Includes a pair of spring loaded needles and .0935" seats.	
High Flow Needles and Seats (pair)	#1466*
Includes a pair of needles and .110" seats.	
EGR Adapter	#1476
Allows EGR valve to clear #1400 carb on #3701/#3706 manifolds or on OEM with Edelbrock carburetor.	
Electric Choke Kit	#1478
Includes all parts necessary to convert #1404, #1405, #1407 and #1412 Edelbrock Performer Series carburetors to electric choke. Not for Thunder Series AVS carburetors.	
Choke Cap Kit	#1474
Includes choke cap and gasket, 3 screws and 3 locking tabs.	
Chevy/GMC Cruise Control Kit	#1484
Required for OEM cruise control hook-up.	
Idle Mixture Screw Set	#1496
Pair of idle mixture screws and springs for all Edelbrock square-bore carburetors.	
Banjo Fitting (with 3/8" inlet, 5/8"-20)	#8089
-6 AN Fitting (5/8"-20).....	#8087
Inverted Flare Fitting (for 3/8" tubing, 5/8"-20).....	#8090
Throttle Cable Plate with Morse Cable Bracket	#8197
Idle Compensator Kit	#8059
Maintains correct idle speed when air conditioner is on. Includes 12-volt solenoid and mounting bracket for all Edelbrock square-bore carburetors.	
Quadrajets Adapter Plate	#2696
Adapter for mounting Edelbrock square-bore carbs to stock Quadrajets and Thermo-Quad manifolds.	
Quadrajets Adapter and Fuel Line Kit	#2697
All necessary hardware to add an Edelbrock square-bore carb to a stock Q-jet or Thermo-Quad manifold.	

CARBURETOR MAINTENANCE KITS

Float Kit (includes 2 floats, 2 pins and a float setting gauge)	#1469
Accelerator Pump Assembly for #1400, #1403, #1404, #1405, #1406, #1801, #1802, #1803, #1804, #1805, #1806, #1825, and #1826	#1470
Accelerator Pump Assembly for #1407, and #1411	#1467*
Accelerator Pump Assembly for #1412, #1413, #1812, and #1813	#1468*
Marine Accelerator Pump (includes seal, spring and cup assembly for #1409/#1410).....	#1471*
Gasket Kit (includes airhorn and carb-to-manifold gasket)	#1472
Performer Series Linkage Kit (includes 1 ea. of 7 links and 6 retaining clips).....	#1473
AVS Carb Linkage Kit (includes 1 ea. of 7 links with black finish and 6 retaining clips).....	#1873
Carburetor Rebuild Kit (includes parts & gaskets to rebuild all Edelbrock square-bore carbs).....	#1477
Replacement Fuel Inlet Fitting (5/8"-20, 3/8" nipple, gold iridized)	#1497
Replacement Needles and Seats (.0935" diameter, pair)	#1498
Airhorn Gasket (5 gaskets).....	#1499
Carburetor Base Gasket (2 gaskets).....	#3899

AIR/FUEL RATIO MONITOR

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

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

FUEL FILTERS & MORE



Universal Fuel Hose & Filter Kit #8135

NEW

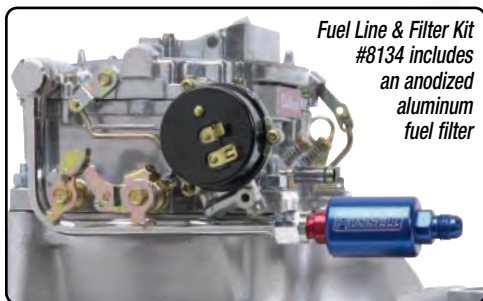


ProClassic Fuel Hose & Filter Kit #8102

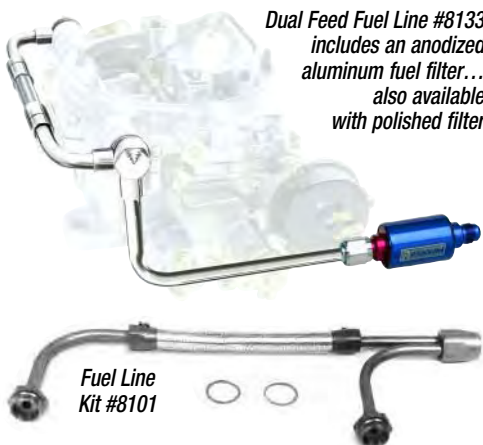
NEW



ProClassic Fuel Hose & Filter Kit #8103



Fuel Line & Filter Kit #8134 includes an anodized aluminum fuel filter



Dual Feed Fuel Line #8133 includes an anodized aluminum fuel filter... also available with polished filter

Fuel Line Kit #8101

UNIVERSAL FUEL HOSE & FILTER KIT

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

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

FUEL HOSE/FILTER KIT & ACCESSORIES FOR ALL EDELBROCK SQUARE-BORE CARBS & EDELBROCK FUEL PUMPS

These Fuel Hose & Filter Kits are designed for Edelbrock Square-Bore Carbs and include high quality Russell hose, fittings and fuel filters (when applicable). Our convenient Pre-Fitted Stainless hoses connect the fuel filter to an Edelbrock street fuel pump or any pump with 3/8" NPT outlet. The Chromed Steel Fuel Hose is available with a 3/8" barbed end and no fuel filter for universal applications. Will not work with OEM fuel pumps. See page 34 for Thunder Series AVS fuel hose kits.

Fuel Hose & Filter Kit	Part No.
Universal Kit with polished aluminum filter	.....#8131
Universal Kit with blue anodized aluminum filter	.....#8134

Replacement Fuel Filters	
Polished aluminum filter	.....#8129
Blue anodized aluminum filter	.....#8130
Replacement filter element	.....#651670

Stainless Braided Lines (from fuel pump to filter)	Part No.
For Small-Block Chevys	.....#8123
For Big-Block Chevys	.....#8124
For Small-Block Fords (requires Bottom Feed Fuel Pump Plate #1797)	.....#8125

Chromed Steel Fuel Line (no fuel filter)	Part No.
Chromed Steel Fuel Line with no fuel filter and 3/8" barbed end inlet	.....#8126

ProClassic Fuel Line (from fuel pump to carb with inline fuel filter)	Part No.
ProClassic Fuel Hose with Street Fuel Filter	.....NEW #8102
ProClassic Fuel Hose with Competition Fuel Filter	.....NEW #8103

FUEL LINE & FILTER KITS

SINGLE-FEED FUEL LINE & FILTER KITS

For All Edelbrock Square-Bore Carbs

These Fuel Line & Filter Kits fit Thunder Series or Performer Series Carbs. They include a chromed hard steel line and Russell fuel filter. Match with our Pre-Fitted Stainless Fuel Pump to Filter Lines that connect the fuel filter to an Edelbrock street fuel pump or any pump with 3/8" NPT outlet, see page 43. The Chromed Steel Fuel Line is sold individually for universal applications.

Single-Feed Fuel Line with polished aluminum filter (replacement filter only #8129)	.....#8131
Single-Feed Fuel Line with blue anodized aluminum filter (replacement filter only #8130)	.....#8134
Chromed Steel Fuel Line with no fuel filter and 3/8" barbed end inlet	.....#8126

DUAL-FEED FUEL LINE & FILTER KITS

For All Edelbrock Thunder Series AVS Carbs

Designed especially for the Edelbrock Thunder Series AVS carburetors, these dual-feed lines include chromed steel components and a stainless steel braided line for high-quality looks and performance. Match with our Pre-Fitted Stainless Fuel Pump to Filter Lines that connect the fuel filter to an Edelbrock street fuel pump or any pump with 3/8" NPT outlet, see page 43. The Chromed Steel Dual-Feed Fuel Line is sold individually for universal applications.

Dual-Feed Fuel Line with blue anodized aluminum filter (replacement filter only #8130)	.....#8133
Dual-Feed Fuel Line with polished aluminum filter (replacement filter only #8129)	.....#8128
Chromed Steel Dual-Feed Fuel Line with no fuel filter and 3/8" barbed end inlet	.....#8132

ADJUSTABLE DUAL-FEED FUEL LINE KIT

For All Holley Dual-Feed Carbs

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

Braided Steel Dual-Feed Fuel Line Kit#8101
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FUEL FILTERS & MORE



Fuel Filter #8873



Fuel Filter #8129



Fuel Filter #8130



Russell Performance
Products is an
Edelbrock Company

For top-of-the-line fittings, hose ends, stainless steel or rubber hose and brake hoses choose Russell Performance Products. Make sure you have their latest catalog or go to the web site at www.russellperformance.com



Dual-Quad Fuel Line Kit #8088



Remote Choke Kit #1931



#1925



#9178

FUEL FILTERS IN-LINE FUEL FILTER

High quality polished aluminum in-line fuel filter bears the distinctive Edelbrock script. Accepts either 5/16" or 3/8" fuel hose and is alcohol compatible. 10 micron replaceable element. Recommended for use with Performer Series or Thunder Series AVS Carbs. Comes complete with hose clamps, filter element and O-ring.

In-Line Filter and Element#8873
Replacement Element.....#1927

HIGH-FLOW FUEL FILTERS

Replacement Filter for Edelbrock Fuel Hose & Filter Kits

Designed for high volume fuel systems and to work with our Fuel Hose and Filter Kits listed on page 40, these high-quality Russell fuel filters are manufactured from billet aluminum. These filters are 3" long, 1-1/4" in diameter and include a 40 micron disc element with a -6 male inlet/outlet.

Polished aluminum filter#8129
Blue anodized aluminum filter#8130
Black anodized aluminum filter.....#650133
Replacement filter element**NEW**.....#651670

STAINLESS STEEL BRAIDED HOSES FOR USE WITH EDELBROCK SINGLE- AND DUAL-FEED FUEL HOSE KITS

These high-quality stainless steel braided hoses make it simple to complete your installation of any Edelbrock fuel pump to fuel filter. Includes Russell -6 AN anodized aluminum fittings.

For Small-Block Chevys#8123
For Big-Block Chevys#8124
For Small-Block Fords (requires Bottom Feed Fuel Pump Plate #1797)#8125

DUAL-QUAD FUEL HOSE KIT

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

Dual-Quad Fuel Line Kit.....#8088
Dual-Quad Fuel Line Kit (Endura finish)#8091

Q-JET CARBURETOR SERVICE PARTS REBUILD KITS

Includes all parts and gaskets necessary to rebuild Edelbrock Q-Jet carburetors.

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

BOLT KIT

Includes all hardware necessary to mount Q-Jet carburetor to manifold.

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

CHOKE KITS AND CAPS

For S/B Chevy Performer manifolds (divorced choke)#1931
For converting hot air choke to electric choke.....#1932
For S/B Chevy Performer RPM Q-Jet manifold #7104 (choke rod only)#9172
For B/B Chevy Performer manifolds (divorced choke)#1935
For B/B Chevy Performer RPM Q-Jet manifold #7164 (choke rod only)#9178

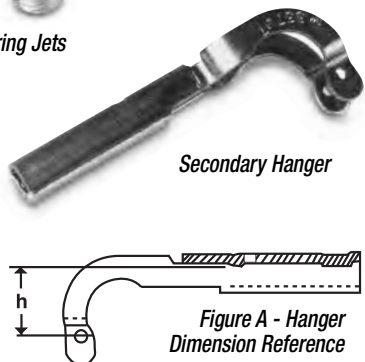
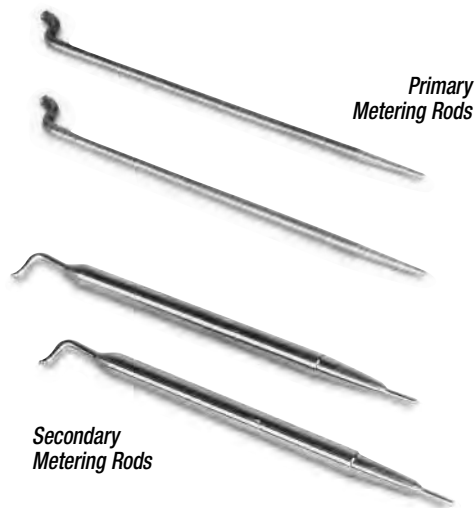
Choke Caps for Q-Jet #1903#1995
Choke Caps for Q-Jet #1904, #1905, #1906 and #1910#1996

FUEL FILTERS

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

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

CARBS Q-JET



Q-JET PERFORMANCE PARTS

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

PRIMARY METERING RODS (pairs)

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

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

PRIMARY METERING RODS (pairs)

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

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

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

CC (.0300") .....#1950*	CK (.0527") .....#1952*	CL (.0667") .....#1954*
CE (.0410") .....#1951*	AY (.0567") .....#1953*	

PRIMARY METERING JETS, ALL YEARS (pairs)

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

SECONDARY METERING ROD HANGERS, ALL YEARS

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

Hanger "B" (.520")....#1960*	Hanger "K" (.565")....#1962*	Hanger "V" (.615")....#1964*
Hanger "G" (.545")....#1961*	Hanger "P" (.590")....#1963*	

RACE CALIBRATION KITS

Includes 4 pairs (#1992) or 6 pairs (#1991) of primary metering rods, 5 pairs of main metering jets, 5 pairs of secondary metering rods, 5 secondary metering rod hangers, high capacity .145" diameter needle and seat assembly, high-performance accelerator pump and 4 power piston springs.

Race Calibration Kit for model 4MV (1974 and earlier) and Edelbrock #1901 and #1902#1991*

Race Calibration Kit for model M4M (1975 and later) and Edelbrock #1903, #1904, #1905, #1906 and #1910#1992*

DIRECT REPLACEMENT PHENOLIC FLOATS

For model M4M (1975 and later) and Edelbrock #1910#1984

For model 4MV (1974 and earlier).....#1985

ADDITIONAL ACCESSORIES

Throttle Kicker Bracket#1997

Bracket to mount factory throttle kicker to #1903 carb. For 1980-85 heavy-duty 3/4-ton and 1-ton trucks.

Airhorn Gasket Kits (Includes 5 gaskets for Edelbrock Q-Jets.)

#1903, #1904, #1905, #1906 and #1910#1987

#1901#1989

#1902.....#1998

Power Piston Spring Assortment#1994

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

Hardware Kit.....#1986

Includes 2 primary power piston retainers, 5 accelerator pump lever rollpins, 5 choke linkage clips and 3 secondary hanger screws.

Needle and Seat Assembly.....#1980

High-capacity/high-flow .145" diameter needle and seat assembly.

High-Performance Accelerator Pump Plunger and Spring.....#1982

Shorter than standard street plungers, this pump gives additional pump shot volume.

FOR CARBURETED APPLICATIONS **FUEL PUMPS**



Victor Series
Billet Aluminum
170 GPH Fuel
Pump #17000



Victor Series
Billet Aluminum
160 GPH Fuel
Pump #17006



Victor Series
130 GPH Fuel
Pump #1715 for
289-351W Ford



Performer RPM
110 GPH Fuel
Pump #1713
for Pontiac V8



Braided Fuel
Line Kits are
available in
stainless steel
or ProClassic
black nylon fiber covered hose

VICTOR SERIES BILLET ALUMINUM 170 GPH FUEL PUMPS WITH CLEAR ANODIZED FINISH

Edelbrock Victor Series billet aluminum mechanical fuel pumps are ideal for high performance racing applications. The 5/8"-18 inlet and outlet come with -8AN fittings installed to provide increased flow over street fuel pumps. These pumps include a variety of additional inlet/outlet fittings including -6AN, inverted flare and 3/8" NPT, plus a copper crush washer for a leak-proof connection. These billet aluminum pumps produce 8.5-9 psi and require a pressure regulator such as our Fuel Pressure Regulator #8190 or #1727. They have a clear anodized finish with the Edelbrock logo laser engraved on the pump body. Use with gasoline or alcohol. Clockable lower housing can be rotated for best inlet/outlet alignment.

For small-block Chevy	#17000
For big-block Chevy	#17001
For small-block Ford	#17002
For small-block Chrysler	#17003

160 GPH FUEL PUMPS WITH CLEAR ANODIZED FINISH

These pumps have all of the same outstanding features as our Victor Series billet aluminum pumps but do not require a pressure regulator and will produce 6-6.25 psi. They are ideal for street rod and muscle car applications. These pumps feature 3/8" NPT inlet and outlet orifices.

For small-block Chevy	NEW #17006
For big-block Chevy	NEW #17007
For small-block Ford	NEW #17008
For small-block Chrysler	NEW #17009

VICTOR SERIES 130 GPH FUEL PUMPS

A must for drag racing, circle track racing, street machines or any application that demands a high-volume fuel delivery, these fuel pumps feature a high quality three stage polished finish. High-volume 3/8" NPT inlet and outlet orifices surpass the capacity of conventional models. Produces 10 psi and must be used with an external fuel pressure regulator such as our Fuel Pressure Regulator #8190 or #1727. For gasoline only. Clockable lower housing can be rotated for best inlet/outlet alignment.

For small-block Chevy	#1711*
For big-block Chevy	#1712*
For 289-351W Ford	#1715*
For 429/460 Ford	#1718*

Fuel Pump Repair Kit (for old design #1711 and #1712 with 1/2" NPT inlet/outlet)	#1799*
Fuel Pump Repair Kit (for old design #1715 with 1/2" NPT inlet/outlet)	#1796*

PERFORMER RPM SERIES 110 GPH FUEL PUMPS

Designed for use with all Edelbrock carburetors used in Performer or Performer RPM applications. These high-performance Street Fuel Pumps feature a high quality three stage polished finish. The unique valve design improves flow quantity and quality, and will support engines up to 600 hp. High-volume, 3/8" NPT inlet and outlet surpasses the capacity of conventional models. Produces 6 psi and does not require a regulator. Use with gasoline only. Clockable lower housing can be rotated for best inlet/outlet alignment.

For AMC/Jeep V8	#1716
For small-block Chevrolet	#1721
For big-block Chevrolet	#1722
For small-block Chrysler	#1720
For big-block Chrysler	#1723
For 289-351W Ford	#1725
For 390-428 FE Ford	#1724
For 429/460 Ford	#1726
For Pontiac V8	#1713

FUEL LINE KITS FOR EDELBROCK CARBS FOR VICTOR & PERFORMER RPM SERIES FUEL PUMPS

Connects Edelbrock mechanical fuel pumps with 3/8" NPT outlet to Edelbrock Single-Feed or Dual-Feed Fuel Line and Filter Kits #8128, #8131, #8133, and #8134. Pre-assembled hose with hose ends.

Braided Stainless Steel Fuel Line Kit (for S/B Chevy, S/B Chrysler, and B/B Chrysler)	#8123
Braided Stainless Steel Fuel Line Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac)	#8124
ProClassic Black Fuel Line Kit (for S/B Chevy, S/B Chrysler, and B/B Chrysler)	#81233
ProClassic Black Fuel Line Kit (for AMC, B/B Chevy, S/B Ford, 429/460 Ford & Pontiac)	#81243

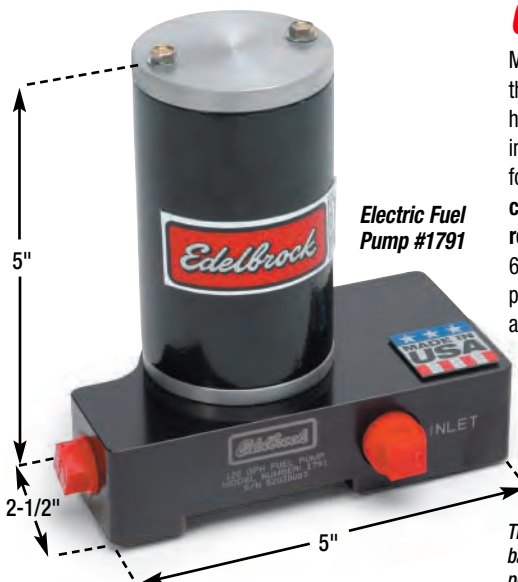
FUEL PUMPS FOR CARBURETED APPLICATIONS

QUIET-FLO™ ELECTRIC FUEL PUMPS

Manufactured by Essex Industries, one of the most renowned fuel system manufacturers, these state-of-the-art Electric Fuel Pumps offer maximum performance in a compact package. With anodized aluminum housings and high-quality internals, they are both strong and durable. Each pump is factory-tested and includes mounting brackets. The carbon fiber vanes and composite rotors give these pumps the added boost for maximum performance. The high quality construction results in a pump that is **4 to 14 dB quieter than competitors pumps** at the same pressure. **#1791 is factory preset to 6.5 psi and no regulator is required.** With a replaceable screen type inlet filter and the free flow rate of 120 GPH is sufficient to supply 600 hp. **#1792 has a free flow rate of 160 GPH, enough to feed a 1000 hp engine.** This pump is factory preset to 12 psi and requires an external regulator such as the Edelbrock regulator #1727. Current draw: 3.2 amps @ 12 VDC, 3.6 amps @ 14 VDC.

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.

120 GPH (free flow), 3/8" NPT inlet/outlet for carbureted applications.....#1791
160 GPH (free flow), 1/2" NPT inlet/outlet for carbureted applications.....#1792



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

Precision molded composite rotors reduce inertia loads for longer fuel pump life

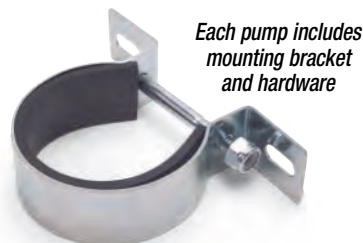
The motor shafts are polished to an extremely smooth surface finish to increase seal life

Cutaway of Pump #1791

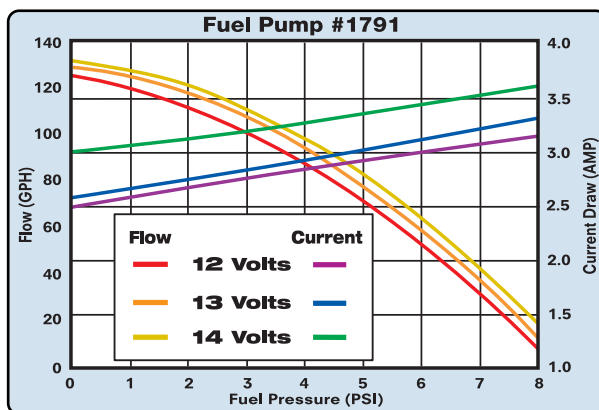
Accurately set to factory specs, but can be easily adjusted with this screw if needed

Lightweight carbon-fiber vanes reduce the centrifugal force for less friction and wear

Internal race is elliptically machined to minimize wear, improve performance, and reduce noise

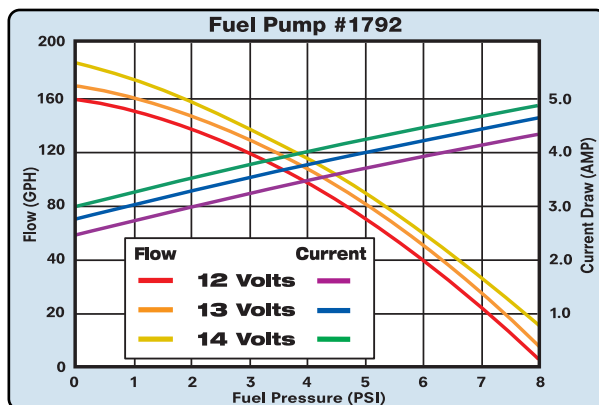


SEE FUEL PRESSURE REGULATORS ON PAGE 46



SUPPORTS...
384 HP @ 12.0 VDC
480 HP @ 14.0 VDC
@ 6.5 PSI

CURRENT DRAW...
3.2 AMPS @ 12.0 VDC
3.6 AMPS @ 14.0 VDC
@ 6.5 PSI

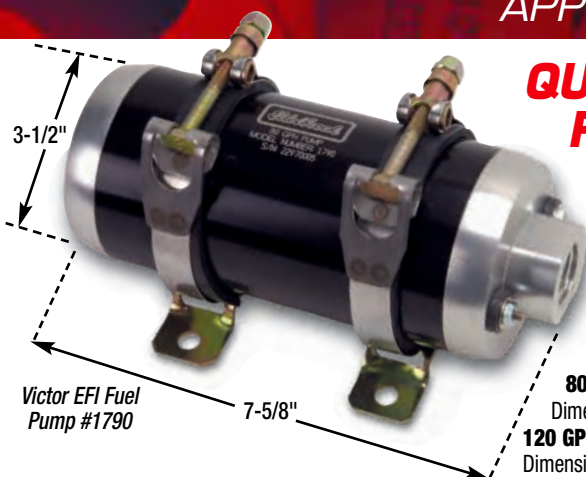


SUPPORTS...
864 HP @ 12.0 VDC
1,008 HP @ 14.0 VDC
@ 7.5 PSI

CURRENT DRAW...
3.8 AMPS @ 12.0 VDC
4.3 AMPS @ 14.0 VDC
@ 7.5 PSI

FOR EFI APPLICATIONS **FUEL PUMPS**

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
OIL/KOATS
INDEX

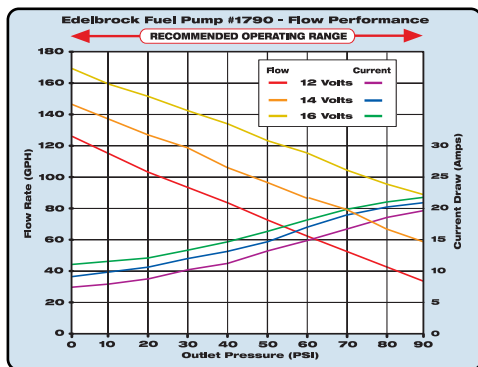


QUIET-FLO™ ELECTRIC FUEL PUMPS FOR EFI APPLICATIONS

These Edelbrock EFI fuel pumps are also manufactured by Essex Industries. With anodized aluminum housings and high-quality internals, they are both strong and durable. Each pump is factory-tested and includes mounting brackets. #1790 features a -10 AN inlet/outlet and a flow rate of 80 GPH at 45 psi for use with high-hp fuel injected applications. The in-line design keeps the pump motor and components cool even under harsh conditions. The Victor EFI fuel pump #1794 is rated at 120 GPH at 45 psi and has -12 AN inlet/outlets and is compatible with all grades of gasoline and methanol type fuels.

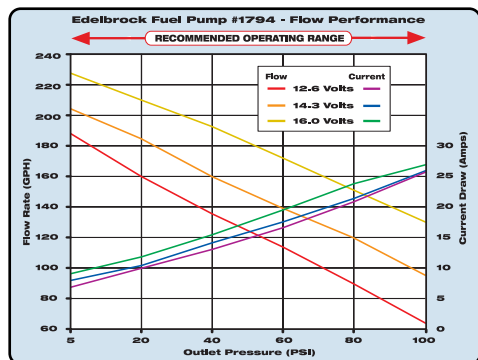
80 GPH at 45 psi, -10 AN inlet/outlet for EFI applications
Dimensions: 6-7/8" x 3-1/4"#1790

120 GPH at 45 psi, -12 AN inlet/outlet for EFI applications
Dimensions: 7" x 3"#1794



SUPPORTS...
835 HP @ 12.0 VDC
1290 HP @ 16.0 VDC
@ 45 PSI

CURRENT DRAW...
12 AMPS @ 12.0 VDC
16 AMPS @ 16.0 VDC
@ 45 PSI

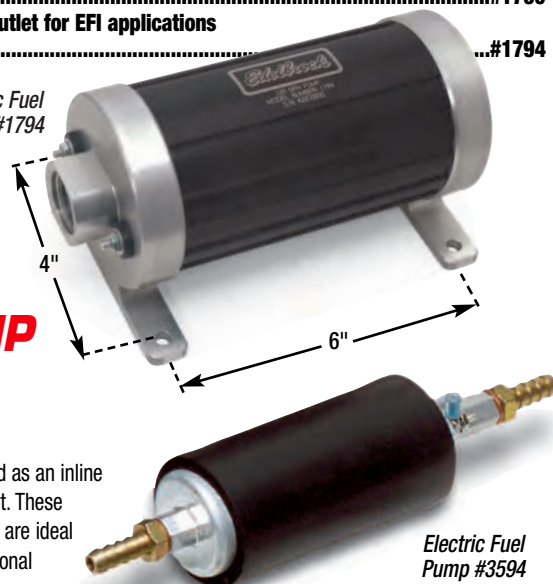


SUPPORTS...
1040 HP @ 12.0 VDC
1632 HP @ 16.0 VDC
@ 70 PSI

CURRENT DRAW...
18 AMPS @ 12.0 VDC
22 AMPS @ 16.0 VDC
@ 70 PSI



Electric Fuel Pump #1794



IN-LINE STREET/STRIP ELECTRIC FUEL PUMP

Street/Strip fuel pumps can be utilized as an inline booster pump or as a stand-alone unit. These pumps are continuous duty rated and are ideal for EFI applications that require additional pumping capabilities from upgrade modifications such as high compression pistons, high flow intake manifold, big bore throttle bodies, cams, turbo kits, supercharger and nitrous applications up to 600 HP. Includes mounting brackets, 3/8" (10mm x 1) barb fittings. Match with EFI regulator #1728 for adjustability from 35 to 90 psi.

57 GPH (215 liter/hr), 3/8" hose barb fittings#3594

HIGH PERFORMANCE IN-TANK FUEL PUMPS

These OE in-tank upgrade pumps are ideal for supporting performance improvements such as a high performance intake manifold, cams, turbo, direct port nitrous systems, big-bore throttle body, etc. They replace your original pump exactly and include all necessary hardware for an easy installation.

For 1985-97 Ford Mustang (exc. 1996-97 Cobra)

155 liter/hr. (41 gph)#17930
190 liter/hr. (50 gph)#17931
255 liter/hr. (67 gph)#17932
255 liter/hr. (67 gph), high pressure for Turbo or Nitrous#17935

For 1985-92 fuel-injected GM vehicles, non-TBI

255 liter/hr. (67 gph)#17933

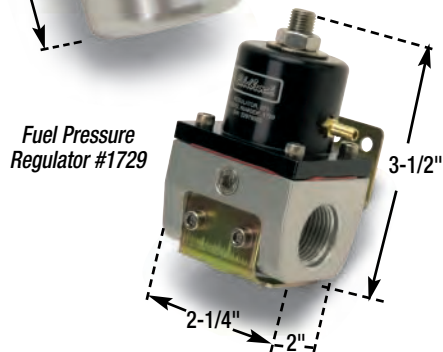
For 1984-90 front wheel drive Chrysler vehicles

255 liter/hr. (67 gph)#17934

For 1994-99 Acura Integra & 1992-00 Honda Civic

190 liter/hr. (50 gph)#17938
255 liter/hr. (67 gph)#17936
255 liter/hr. (67 gph), 60+ psi for Turbo, Supercharger or Nitrous#17937

FUEL PUMPS REGULATORS & ACCESSORIES



FUEL PRESSURE REGULATOR FOR CARBURETED APPLICATIONS

Manufactured by Essex Industries, these Fuel Pressure Regulators are machined from aircraft quality aluminum and have fluorosilicone diaphragm material for extended life and high temperature protection. They are compatible with all grades of gasoline/methanol and have 1/8" NPT gauge ports. Mounting bracket and hardware are included. #1727 has 3/8" NPT inlet/outlets and is adjustable from 5 to 10 psi providing extremely consistent pressure regulation for carbureted applications.

160 GPH w/ single 3/8" NPT inlet and dual 3/8" NPT outlets for carbureted applications.....#1727

FUEL PRESSURE REGULATORS FOR EFI APPLICATIONS

These Fuel Pressure Regulators are machined from aircraft quality aluminum for those who demand the best. Manufactured by Essex Industries, these regulators have a diaphragm made of fluorosilicone for extended life and high temperature protection. They are compatible with all grades of gasoline/methanol and have 1/8" NPT gauge ports. Mounting bracket, fittings and hardware are included. #1728 is adjustable from 35 to 90 psi and has two -6 AN inlet ports plus a single -6 AN outlet. #1729 offers the same flow performance but with a longer body and -10 AN inlet ports. Both are capable of handling the flow from pump #1794 or two #1790 pumps for systems well beyond 1000 hp.

180 GPH w/ dual -6 AN inlet, single -6 outlet and -6 external bypass for EFI applications.....#1728

180 GPH w/ dual -10 AN inlet, single -10 outlet and -6 external bypass for EFI applications..#1729

FUEL PRESSURE REGULATOR KITS FOR HOLLEY STANDARD-FLANGE DUAL-FEED OR 4500 SERIES CARBS

These kits allow for the adjustment of fuel pressure from 4-1/2 to 9 psi. Match with Edelbrock racing fuel pumps. Kits include fittings, mounting plate, fuel line and regulator. Fuel line from fuel pump to regulator is not included; use #8122 or #8127 for pumps with 1/2" NPT outlet.

Single Regulator, Dual Outlet, Standard-Flange.....	#8192*
Single Regulator, Dual Outlet, 4500 Flange.....	#8193*
Single Regulator, Dual Outlet, Standard Flange w/GM Throttle	#8195*
Single Regulator Plate Only, Standard Flange.....	#8189*
Fuel Pressure Regulator	#8190*



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 competitor's pumps. Constructed of the highest quality wire and weather pack 30-amp Bosch relay, this industrial grade kit allows you to mount the relay in virtually any location. The relay assures proper voltage to the fuel pump at all times, for consistent and accurate fuel pressure. Each kit is complete with:

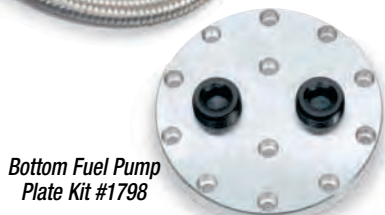
- 18' of 12-volt activation wire lead • 18' of 12-volt battery wire lead • 18' fuel pump 12-volt lead
- 18' of ground wire lead • 30-amp weather resistant Bosch relay • Complete instructions.

Fuel Pump Relay Kit#1795

STAINLESS STEEL BRAIDED FUEL LINE KITS FOR RACING FUEL PUMPS TO REGULATOR KITS

Connects mechanical fuel pumps with 1/2" NPT outlets to Edelbrock Fuel Pressure Regulator Kits. Made of the highest quality materials. Pre-assembled hose with hose ends.

22" Braided Fuel Line Kit (for S/B applications).....	#8122
27" Braided Fuel Line Kit (for B/B applications).....	#8127



BOTTOM FEED FUEL PUMP PLATE KITS

These kits allow you to use 6-valve pumps with either 3/8" NPT or 1/2" NPT fittings on 1970-1/2 to 1981 Camaros or other vehicles where there is a space problem. AN fittings can be used and the fuel lines can be routed more neatly through the engine compartment. Includes a machined aluminum plate along with all necessary gaskets and plugs. They replace the lower section of the fuel pump and allow bottom feed fuel line fittings rather than the opposing side feed fittings on most aftermarket pumps. The Edelbrock Fuel Pump Plate Kits do not change the flow or pressure ratings of the pump.

Fuel Pump Kit for Street Fuel Pumps (3/8" NPT).....	#1797
Fuel Pump Kit for Racing Fuel Pumps (1/2" NPT)	#1798

Important Note: For old style pumps, will not fit current design Edelbrock fuel pumps.

WHY YOU NEED EDELBROCK GASKETS

Any gasket can create a seal, but a good gasket can do it with less clamping force, and for a longer period of time. Edelbrock's gaskets are not only manufactured from extremely high quality materials, but they're also designed specifically to fit our intakes and cylinder heads, so there's no chance that our gaskets will interfere with the operation of either component. These gaskets also work with most stock cylinder heads and intakes, aluminum or cast-iron, as well as other aftermarket components. **Top quality Edelbrock gaskets ensure a perfect seal every time.**

COMPLETE HEAD GASKET SETS

Get the gaskets you need in one package! These complete sets include every gasket you need to install cylinder heads — head, intake, exhaust, valve cover, distributor, and thermostat housing gaskets.

CYLINDER HEAD GASKETS

These **Head Gaskets** feature a tough, scuff-resistant silicone rubber coating that provides **excellent sealing and conformability**. They don't require the engine to be warmed up in order to seal, and if the engine needs to be disassembled, they release without sticking. The silicone coating reduces fluid migration through the gasket, and leaks, if they occur, are easy to detect on the white material.

INTAKE GASKETS

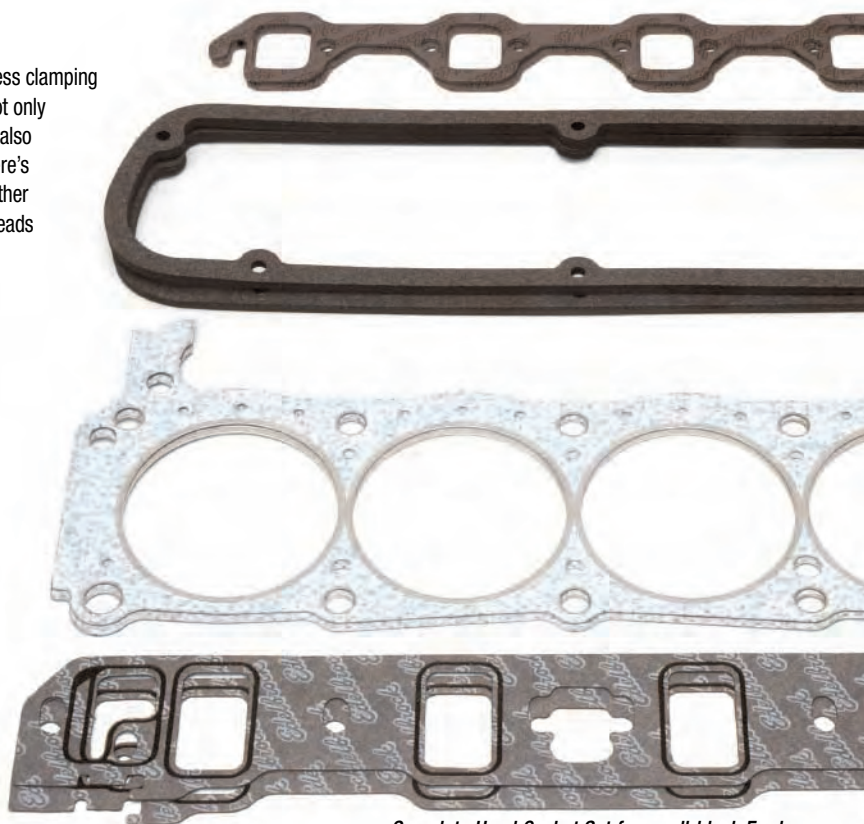
Matched to Edelbrock Performer and Performer RPM cylinder heads and manifolds, our **Intake Gaskets** allow for optimum flow and performance. The new MP-ZN Micropore® technology does not use solvents making our gaskets environmentally friendly. Impervious to most chemicals, this synthetic fiber composite provides a high recovery under load. This means that when compressed, the gasket will conform to any imperfections on the sealing surface even using lower flange pressures. A nitrile bead around each port opening makes the seal even better.

EXHAUST GASKETS

Edelbrock **Exhaust Gaskets** are made of EnCore™ HTX-900; a high-density non-asbestos fiber/metal core composite material consisting of two graphite coated, heat resistant fiber blended sheets that are mechanically and chemically fused to an expanded steel core. The finished product provides high heat resistance, excellent load retention and unmatched sealing performance on exhaust manifold and header applications. A 50% recovery rate allows for gasket expansion in the event your header loses the proper header bolt torque.

VALVE COVER GASKETS

Fabricated from performance CRC (core-reinforced-composite), Edelbrock **Valve Cover Gaskets** provide excellent sealing integrity and conformability for easy installation. The multi-layer construction has two highly compressible, high rubber content, fiber-reinforced outside layers which are chemically bonded to a high strength composite core. This unique core-reinforced construction has a radial strength to resist high-vacuum or blow-out conditions.



Complete Head Gasket Set for small-block Ford



An Edelbrock Performer intake manifold #3821 tops off this 5.0L Mustang

We also offer high-quality replacement gaskets for our exhaust products and turbo kits. See page 205 for header gaskets.

THERE'S MORE!



See next page for application reference guide

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

GASKETS

PART NUMBERS
IN RED ARE
NEW FOR
2008

YEAR & MODEL	HEAD GASKET SETS (A)	HEAD GASKETS	SPECS	INTAKE GASKETS	SPECS	EXHAUST GASKETS	PORT SIZE	VALVE COVER GASKETS	VALVE COVER GASKET THICKNESS
AMC/JEEP									
1967-69 290-390; 1970-91 290-304-343; 360-390-401	#7372	#7329	4.275" bore 0.045" compressed 10.60 cc volume	#7213	port 1.13" x 2.21" .060" thickness	#7239	1.80" x 1.30"	#7532	1/4"
BUICK									
1967-76 400-455	#7369	#7346	4.400" bore 0.050" compressed 12.50 cc volume	#7246	port 1.15" x 2.38" .060" thickness	#7247	1.20" x 1.63"	#7546	—
CHEVROLET									
1958-1986 302-327-350 S/B	#7361	#7310	4.190" bore 0.038" compressed 8.60 cc volume	#7201	1.28" x 2.09" .060" thickness Set of (10 pr.) #7201	#7204	1.50" x 1.50"	#7549	5/16"
1958-1986 400 S/B	—	—	—	#7201	port 1.28" x 2.09" .060" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958-1986 E-Tec 302-327-350 S/B	#7367	#7310	4.190" bore 0.038" compressed 8.60 cc volume	#7235 (C) #72358 Set of (10 pr.) #7235	port 1.08" x 2.11" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958-1986 E-Tec 400 S/B	—	—	—	#7235 (C)	port 1.08" x 2.11" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958 & Later S/B Vortec Bowtie	—	#7310	4.190" bore 0.038" compressed 8.60 cc volume	#7206 (E) #72068 (E) Set of (10 pr.) #7206	port 1.14" x 2.20" .060" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1958 & Later S/B Vortec Bowtie	—	#7310	4.190" bore 0.038" compressed 8.60 cc volume	#7207 (E) #72078 (E) Set of (10 pr.) #7207	port 1.14" x 2.20" .120" thickness	#7204	1.50" x 1.50"	#7549	5/16"
1965-90 Rectangular Port Mark IV, 396-402-427-454 B/B	#7362	#7302	4.520" bore 0.038" compressed 10.05 cc volume	#7202	port 1.82" x 2.54" .060" thickness	#7205	1.940" (round)	#7580	5/16"
1965-90 Oval Port Mark IV, 396-402-427-454 B/B	#7363	#7302	4.520" bore 0.038" compressed 10.05 cc volume	#7203	port 1.82" x 2.05" .060" thickness	#7205	1.940" (round)	#7580	5/16"
1991 & later Rectangular Port Gen V & VI, 454-502 B/B	#7376	#7375	4.520" bore 0.038" compressed 10.05 cc volume	#7202	port 1.82" x 2.54" .060" thickness	#7205	1.940" (round)	#7580	5/16"
CHRYSLER									
1966-87 318-340-360	#7370	#7326	4.140" bore 0.038" compressed 8.3 cc volume	#7276	port 1.17" x 2.30" .060" thickness	#7236	1.75" x 1.25"	#7592	5/16"
1992 & Later Magnum	#7371	#7327	4.140" bore 0.048" compressed 10.70 cc volume	#7277	port 1.18" x 2.18" .060" thickness	#7237	1.50" x 1.20"	#7593	5/16"
1958-1979, 361-383-400, 413-426 [except Hemi], and 440 engines	#7366 (B)	#7325	4.450" bore 0.038" compressed 9.69 cc volume	#7225 (B)	port 1.23" x 2.27" .030" thickness	#7226	1.84" x 1.33"	#7591	3/16"
FORD									
1963-96, 289, 302 S/B [except Boss], 1982-96, 5.0L & 5.8L 351W	#7364	#7313	4.100" bore 0.038" compressed 8.22 cc volume	#7220 #72208 Set of (10 pr.) #7220	port 1.20" x 2.00" .060" thickness	#7227	1.25" x 1.48"	#7560	5/16"
1970-74 351 Cleveland, 1975-85 351M, 1971-81 400M	#7374	#7328	4.080" bore 0.038" compressed 8.1 cc volume	#7265	port 1.52" x 2.16" .060" thickness	#7262	1.98" x 1.56"	#7569	1/4"
1958-76 390-428 FE	#7368	#7337	4.400" bore 0.038" compressed 9.90 cc volume	#7224	port 1.20" x 2.10" .060" thickness	#7229	1.40" x 2.04"	#7568	5/16"
1968-1987 429-460 B/B	#7365	#7314	4.500" bore 0.048" compressed 12.5 cc volume	#7223 (D)	port 1.98" x 2.26" .060" thickness	#7228	1.50" x 2.10"	#7563	5/16"
OLDSMOBILE									
1965-76 400-425-455	#7373	#7340	4.230" bore 0.038" compressed 8.75 cc volume	#7284	port 1.44" x 2.44" .060" thickness	#7238	1.95" x 1.56"	#7598	1/4"
PONTIAC									
1961-1979 326-389-400-421-428-455	#7382	#7381	4.200" bore 0.038" compressed 8.96 cc volume	#7280	port 1.18" x 2.20" .060" thickness	#7281	1.880"	#7590	3/16"

IMPORTANT FOOTNOTES:

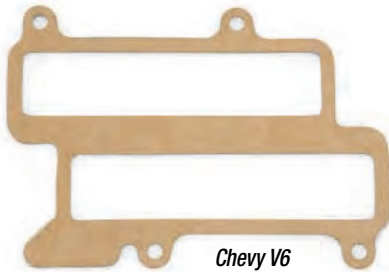
- (A) Does not include end seals; Edelbrock recommends the use of silicone sealant in place of end seals
(B) Must be used with OE-style valley pan
(C) Does not have embossed silicone bead
(D) Does not fit CJ or SCJ
(E) For use with Bowtie Vortec #2814 intake



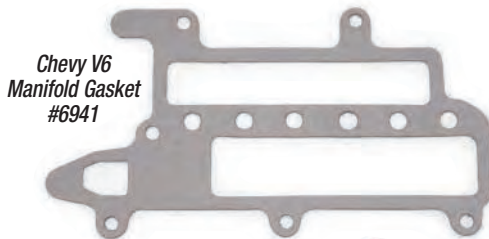
Edelbrock gaskets are designed specifically to fit our Performer & Performer RPM intakes and head ports, so there's no chance of our gaskets interfering with airflow



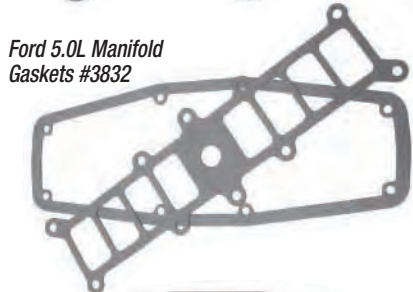
Chevy S/B
Tunnel Ram
Gasket Set #6950



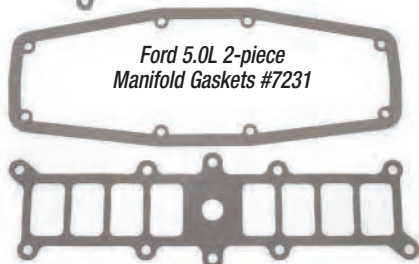
Chevy V6
Manifold Gasket #6942



Chevy V6
Manifold Gasket
#6941



Ford 5.0L Manifold
Gaskets #3832



Ford 5.0L 2-piece
Manifold Gaskets #7231

EDELBROCK BULK PACK INTAKE GASKET SETS (10-PACK)

These gaskets feature Micropore® MP-2N an ultra-modern environmentally safe gasket material provides excellent sealing on rough, irregular flange surfaces. Impervious to most chemicals, including gasoline, alcohol, coolant and oils, Edelbrock intake gaskets provide optimum sealing in intermittent operating temperatures up to 400°F. The Synthetic Fiber Blend is light years above existing materials currently on the market by providing a minimum of 30% recovery under a load. This means that the gasket, when compressed, has a memory that allows it to expand, filling in any imperfections on a sealing surface.

- 1955-86 small-block Chevy** - 10-pack intake gasket set.....#72018
- 1958 & later small-block Vortec Bowtie** - 10-pack intake gasket set (.060" thick)....**NEW**...#72068
- 1958 & later small-block Vortec Bowtie** - 10-pack intake gasket set (.120" thick)....**NEW**...#72078
- E-Tec, Vortec & Fast Burn small-block Chevy** - 10-pack intake gasket set.....#72358
- Small-block Ford** - 10-pack intake gasket set.....#72208

REPLACEMENT GASKETS

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

CHEVY 2-PIECE MANIFOLD GASKETS

- 1982-85 2.8L 2V V6** - top gasket for #3785/#3787.....#6941
- 1982-85 2.8L 4V V6** - top gasket for #3785/#3789.....#6942
- 1985-91 305-350 S/B High-Flo T.P.I.** - gasket for runners to base #3865 & #3870.....#3866
- 1957-86 302-327-350-400 S/B Tunnel Ram** - base to top gasket for #7110.....#6999
- 1957-86 302-327-350-400 S/B Tunnel Ram** - set of 5 pairs for #7110.....#6950
- 1957-86 302-327-350-400 S/B Victor Tunnel Ram** - top gasket for #7070.....#6988
- 396-502 B/B Street Tunnel Ram 2-0/2-R** - top gasket for #7115 & #7075.....#6989

FORD 2-PIECE MANIFOLD GASKETS

- 1986-95 5.0L** - base and plenum cover gaskets for #3821.....#3832
- 1986-95 5.0L** - base and plenum cover gaskets for #7126.....#7231
- 5.0L/5.8L EFI Victor** - base and plenum cover gaskets for #2945 and #3887.....#7232
- 1987-96 5.0L/5.8L EFI trucks** - base and plenum cover gaskets for #3841 and #3881.....#3833
- 5.0L/5.8L EFI Victor** - base and plenum cover gaskets for #3887.....#7232
- Performer 5.0 RPM II** - base and plenum gasket for #7123.....#7233

HONDA INTAKE MANIFOLD GASKETS

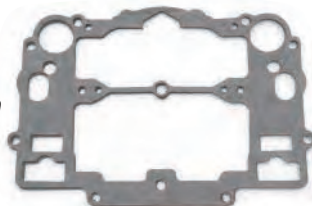
- 1992-00 D16** - intake manifold gasket (D15B7 & D16Z6 will require trimming of gasket).....#15005
- 1994-00 B16/B18C5** - intake manifold gasket.....#15042
- 1994-00 B18C1** - intake manifold gasket.....#15042
- 1994-00 B18B** - intake manifold gasket.....#15043



Honda Intake Gasket #15005

GASKETS

Airhorn
Gasket #1499



NEW
Water Pump
Gaskets #7258

NEW

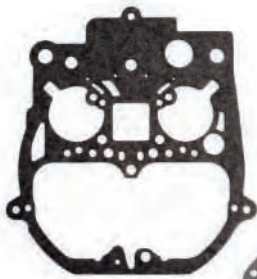
Water Pump
Gasket #7257



NEW
Water Pump
Gaskets #7251

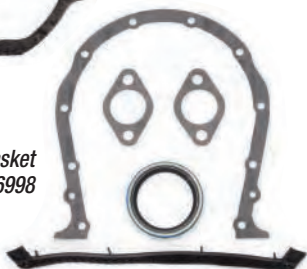


Heat Insulator
Gaskets #9267



Airhorn Gasket
Set #1989

Front Cover Gasket
Set #6998



EDELBROCK SQUARE-BORE CARB GASKETS

Gasket Set - includes airhorn and carb-to-manifold gasket.....	#1472
Airhorn Gasket - 5 gaskets included.....	#1499
Carburetor Base Gasket - 2 gaskets included.....	#3899

WATER PUMP GASKET SETS

For S/B Chevy.....	NEW	#7251
For B/B Chevy.....	NEW	#7252
For early S/B Ford (standard rotation including 351W, 351C, and 351M/400).....	NEW	#7253
For late S/B Ford (reverse rotation).....	NEW	#7254
For S/B & B/B Chrysler.....	NEW	#7257
For B/B Ford & FE.....	NEW	#7258

HEAT INSULATOR GASKETS

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

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

AIRHORN GASKET SETS FOR Q-JET CARBURETORS

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

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

FORD EGR GASKETS

EGR Gaskets; OEM 4V - for #3721, #3723, #3781, and #3783 manifolds.....	#3896
EGR Gasket; OEM 2V - for #3721, #3723, #3781, and #3783 manifolds	#3897
EGR Plate Gasket; OEM 4V - for #3766 manifold	#3898

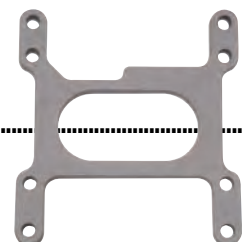
FRONT COVER GASKET SETS

Includes front cover gasket and front seal.

For S/B Chevy.....	#6997
For B/B Chevy.....	#6998
For S/B Ford	#6991

VICTOR JR. 2V SPORTSMAN GASKET

Carb Base Gasket for #2901, #2912 and #2940 - Six gaskets included.....	#6940
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#2691



#2692



#2694



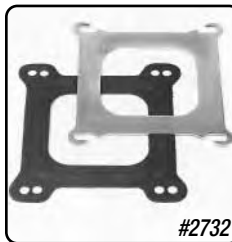
#2696



#2697



#2693



#2693



#2693



#2693



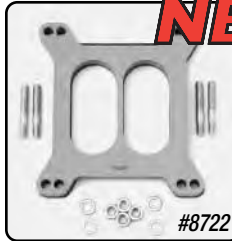
#2693



#2693



#2693



#2693



#2693

CARBURETOR ADAPTERS

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

4-bbl. Thermo-Quad Adapter (.750").....#2691*

Mounts 4-bbl. Carter Thermo-Quad carburetors to square-bore, single-plane manifolds.

4-bbl. Quadrajete Adapter (.750").....#2692*

Mounts 4-bbl. Rochester Quadrajete carburetors to square-bore, single-plane manifolds.

Standard-Flange Sideways Adapters (pair, .550").....#2694*

Mounts standard-flange Holley carbs sideways on Tunnel Rams.

Four-hole, Square-bore to Spread-bore Adapter (.850")#2696

Mounts Edelbrock square-bore carbs to stock Quadrajete & Thermo-Quad manifolds.

Quadrajete and Thermo-Quad Adapter with Fuel Line Kit#2697

All parts needed to install Edelbrock square-bore carb on stock Q-jet & T-Q intakes. Includes #2696.

Standard-Flange Adapter (2.00").....#8716*

Adapts 4500 Series manifold flange to 4150 Series standard-flange carburetor.

Competition Q-Jet Adapter (.750").....#2693*

Re-locates Q-Jet 5/16" to the rear for improved fuel distribution on square-bore single plane manifolds.

CARBURETOR ADAPTER PLATES

.093" Spread-bore Adapter Plate.....#2731*

Adapts spread-bore carbs to Edelbrock manifolds without regular mounting flange.

Square-bore to Spread-bore Adapter Plate (.093" thick, for Edelbrock manifolds only).....#2732

Mounts square-bore carbs to spread-bore carb pad on Edelbrock intakes (except #2101 & #3701).



#2732



#2732



#2732

4-BARREL CARBURETOR SPACERS

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

1/2" Open Spacer, Wood Fiber Laminate#8724*

1/2" Performer Divided-Wall Spacer, for Two-Plane Manifolds#8715*

1/2" Divided Spacer, Wood Fiber Laminate#8725*

1/2" Divided Spacer, Wood Fiber LaminateNEW.#8722

Includes dual bolt pattern for Edelbrock carbs on single and dual-quad manifolds.

Will not fit universal #2101 style carb pads.

1/2" 4-hole Spacer, Wood Fiber LaminateNEW.#8723

Includes dual bolt pattern for Edelbrock carbs on single and dual-quad manifolds.

Will not fit universal #2101 style carb pads.

3/4" Open Spacer, Wood Fiber Laminate.....#8719*

3/4" 4-hole Q-Jet Spacer, Wood Fiber Laminate; replacement for #1905#8726

1" Open Spacer, Black Phenolic Plastic#8710*

1" 4-hole Spacer, Black Phenolic Plastic#8711*

1" Open Spacer for Holley 4500 Series#8717*

1" Open Spacer, Wood Fiber Laminate.....#8720*

1" Open Cloverleaf Spacer for Holley 4500 Series; fits 2937, 2965, 2956, 2970 & 2971 only ..#8718*

1" Performer Divided-Wall Spacer, for Two-Plane Manifolds#8714*

2" Open Spacer, Black Phenolic Plastic#8712*

2" 4-hole Spacer, Black Phenolic Plastic#8713*

NEW

INSTALLATION ITEMS



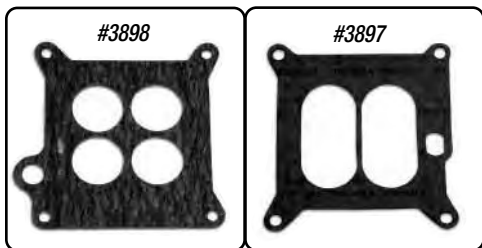
Heat Insulator
Gasket #9266



#8017



#8053



#3898

#3897

HEAT INSULATOR GASKETS

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

Open Square-Bore Heat Insulator Gasket (0.320" thick).....#9265

Divided Square-Bore Heat Insulator Gasket (0.320" thick).....#9266

Square-Bore Heat Insulator Gaskets for Dual-Quad manifolds (Qty. 2, thickness 0.125").....#9267*

FORD EGR ADAPTERS AND PLATES

EGR Adapter Kit — OEM 4V (#3896 included).....#8017

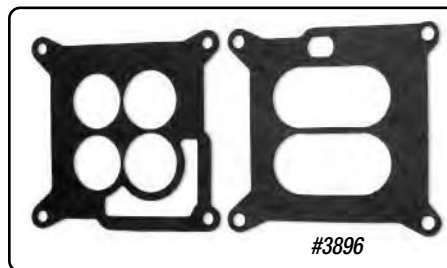
2V EGR Plate (1" tall)#8057

4V EGR Plate (1" tall; except 429-460)#8053

Replacement EGR Gaskets — OEM 4V
(for #3721, #3723, #3781, and #3783 manifolds).....#3896

Replacement EGR Gasket — OEM 2V
(for #3721, #3723, #3781, and #3783 manifolds).....#3897

EGR Plate Gasket — OEM 4V (For 79-87 Ford 460 #3766)#3898



#3896



#8057

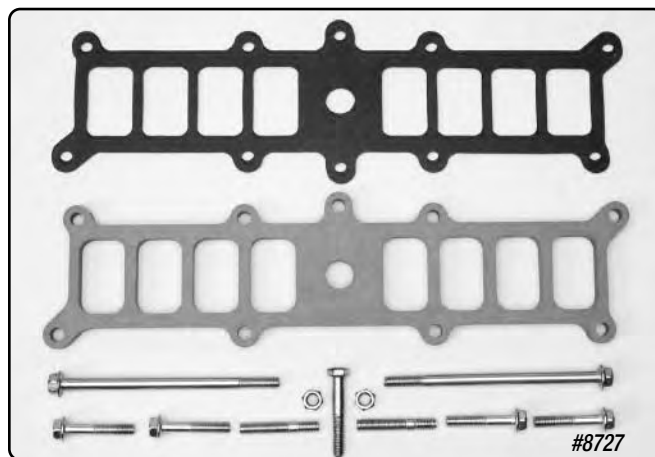
SPACER KITS FOR EDELBROCK 5.0L/5.8L INTAKE MANIFOLDS

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

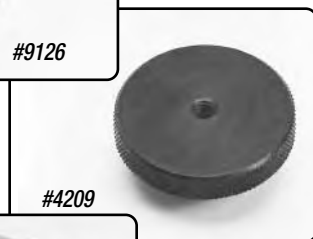
Kit for Edelbrock manifolds #3821 & #7126.....#8727

Kit for Edelbrock manifold #2945 & #3887#8728

Kit for Edelbrock manifold #7123#8729



#8727



NUTS, PLUGS, PIPE FITTINGS, ETC.

1-3/4" Knurled Nut — black anodized for Elite Series Round Air Cleaners.....#4209

1-1/4" Knurled Nut — black anodized for Elite Oval & Triangular Air Cleaners#4219

Carb Stud, Nut and Washer Kit — (5/16"-18 x 1-3/8").....#8008

Carb Stud, Nut and Washer Kit — (5/16"-18 x 1-3/4").....#8024

#6 AN Fitting — for 2GC Carb, Q-Jets & Holley 4150/4160/4500 (7/8"-20).....#8081

#6 AN Fitting — for Edelbrock square-bore & Carter AFB carbs (5/8"-20).....#8087

Banjo Fitting — for Edelbrock square-bore & Carter AFB carbs (5/8"-20).....#8089

Inverted Flare Fuel Line Fitting — for Edelbrock square-bore & AFB carbs (3/8").....#8090

Socket Head Pipe Plug — 1/2" (1 only).....#9126

Socket Head Pipe Plugs — 3/8" (1 pair).....#9127

Socket Head Pipe Plugs — 1/4" (1 pair).....#9128

Socket Head Pipe Plugs — 1/8" (1 pair).....#9129

Vacuum Fitting (low profile) for Holley Double-Pumper
when used 3/8" male x 1/8" female NPT fitting with #2101 & #5001.....#8096

EDELBROCK RACING TIRE COVER

If it's hot at the track, get a tire cover because direct exposure to the sun can adversely affect your tire set-up between rounds. The new Edelbrock Tire Cover is made of high-quality vinyl that insulates the tire from the sun's heat. It attaches with suction cups which is a great advantage for those with fiberglass body panels.

Edelbrock Racing Tire Cover (43" wide x 33" tall).....#2335



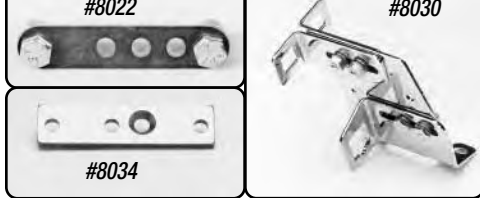
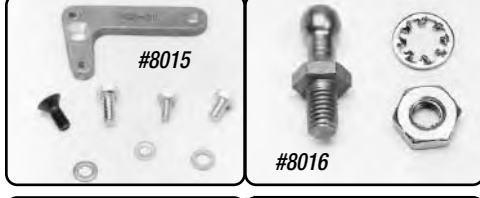
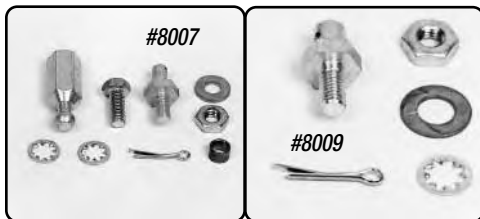
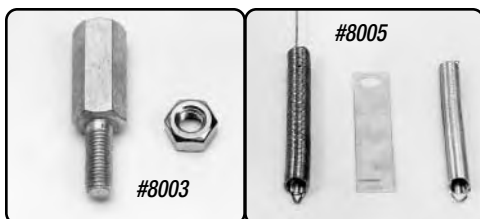
EDELBROCK FENDER COVER

The Edelbrock Racing Series Fender Cover is perfect for mechanics and restorers alike. Made from a strong PVC foam and reinforced with nylon mesh, it's impervious to motor oil, coolant, lacquer thinner, brake fluid, etc. The black non-slip material will not harm paint and adheres to slick surfaces, as well as keeping tools from sliding off. It measures 22" x 34" and is completely washable.

Edelbrock Racing Fender Cover.....#2324



INSTALLATION ITEMS



THROTTLE BRACKETS AND HARDWARE

Automatic Trans. Rod Extension Kit for 1/4" Rod for Chrysler	#8003
Automatic Trans. Rod Extension Kit for 5/16" Rod for Chrysler	#8004
Automatic Trans. Rod Extension Kit for Ford	#8011
Automatic Trans. Kickdown Lever Kit — Chevy (early Holley Double-Pumper)	#8020
Automatic Trans. Kickdown Stud — 1982 & later TH350	#8018
Trans. Kick-Down Linkage Adapter Kit — 1977 Chrysler Vans	#8022
Throttle & Automatic Trans. Shoulder Stud Kit — early Chrysler	#8007
Throttle Cable Adapter — Chevy (1977 & later)	#8009
Universal Throttle Rod Extension Kit — (7-1/2" long)	#8010
Throttle or Automatic Trans. Cable Extension Kit — Chevy	#8012
Throttle Bracket for #2156 & #5056 — Pontiac (1972-76, supplied w/manifolds)	#8014
Throttle Bracket — Pontiac (1968-71)	#8015
Ball End Stud — Holley Carbs	#8016
Throttle Bracket — for Performer 454 T.B.I. #3764 (1987-90)	#8019
Throttle Return Kit — Universal	#8005
AMC Throttle Cable Adapter — (1979 and later)	#8034
Throttle & Automatic Trans. Kickdown Lever Kit for Chrysler (early Holley Double-Pumper)	#8021
LS1 Throttle and Trans Bracket (for carbureted applications)	#8029
Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket Chrome plated — Small-block Chevy (1978 & earlier with TH350, 200R4, or 700R4 trans.)	#8030
Throttle, Cruise Control & Trans. Kick-Down Mounting Bracket Cad. plated gold — Small-block Chevy (1978 & earlier with TH350, 200R4, or 700R4 trans.)	#8036
Throttle Solenoid and Bracket — for all Edelbrock Square-Bore carbs	#8059
Throttle Rod Shoulder Stud — Chevy	#9141
Universal Throttle Bracket for small-block and big-block Chevys	#8031
Universal Throttle Bracket for small-block Chevy Vortec	#8032

Black powder coated and adjustable to fit both EFI and standard intake manifolds. Part #8032 is uniquely designed for maximum adjustability on any S/B Chevy Vortec style manifold.



INSTALLATION ITEMS



#8971

REPLACEMENT CHOKE PLATES FOR EDELBROCK MANIFOLDS

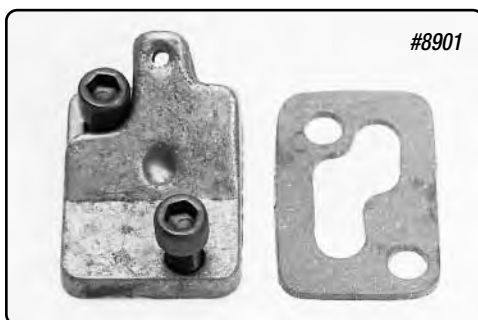
Choke Block-Off Plate for #3771 — Ford 351M/400 (supplied with manifold)	#8971
Choke Block-Off Plate — Ford 351W & 351C (supplied with manifolds)	#8981
Choke Adapter for #2101, #2104 & #3701 — Small-block Chevy (supplied with manifolds) ..	#8901
Choke Adapter for #3711 & #2151 — Oldsmobile (supplied with manifolds)	#8951
Choke Adapter for #2161 — Big-block Chevy (supplied with manifold)	#8961



#8981

DIVORCED CHOKE RODS FOR GM CARBS

Automatic Divorced Choke Rod for #2101, #2104 & #3701 with Q-Jet carburetor	#9171
Automatic Divorced Choke Rod for #7104 with Q-Jet carburetor	#9172
Automatic Divorced Choke Rod for #7164 with Q-Jet carburetor	#9178
Automatic Divorced Choke Rod for #2161 & #3761 with Q-Jet carburetor	#9179



#8901



#9171



#9172



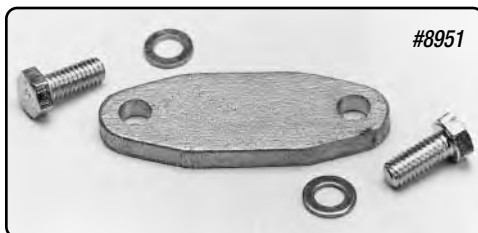
#9178



#9179

INTAKE MANIFOLD BOLT KITS

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



#8951

AMC 290-401 c.i.d.	#8534
Chevy 262-400 c.i.d. (1986 & earlier only)	#8504
Chevy 262-400 c.i.d. with Edelbrock E-Tec or Chevrolet Vortec heads	#8516
Chevy 396-502 c.i.d.	#8564



#8961

Chrysler 318-360 c.i.d.	#8579
Chrysler 383-400-440 c.i.d.	#8594

Ford 260-302 c.i.d.	#8524
Ford 351W c.i.d.	#8584
Ford 351M/400 c.i.d.	#8574
Ford 351C c.i.d. (#7564 only)	#8565
Ford 360-390 c.i.d. (#2105 only)	#8508
Ford FE (#7105 only)	#8507
Ford FE (#2936 and #2937 only)	#8536
Ford 429-460 c.i.d.	#8569

Oldsmobile 330-403 c.i.d. (#2711 and #3711 only)	#8514
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Pontiac 326-455 c.i.d.	#8559
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#8504

EDELBROCK GASGACINCH

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

Edelbrock Gasgacinch (4.0 oz.)	#9300
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#9300

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

MANIFOLD SELECTION

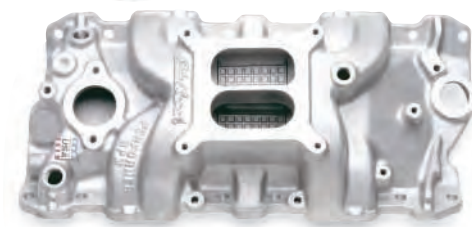
This "Made in USA" badge illustrates our pride in our American-made, high-quality products... it's now included on our most popular manifolds!



Performer... power from idle to 5500 rpm



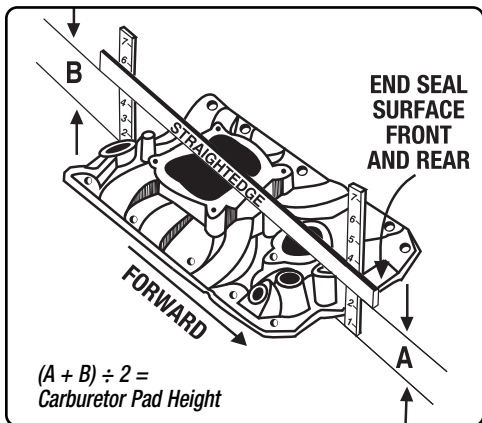
The Ford Performer 5.0 RPM II for fuel injection... with a new black powder coated finish



Performer RPM... power from 1500 to 6500 rpm



Victor Series... power from 3500 to 8500 rpm



SELECTING THE RIGHT MANIFOLD THE FIRST STEP TO MAXIMUM PERFORMANCE...

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

Performer® Manifolds (idle to 5500 rpm)

Performer manifolds are dual-plane, low-rise intake manifolds with a 180° firing order and patented runner design that you won't find in other brands. This patented design **greatly improves torque over a wide rpm range for excellent throttle response, especially off-idle through the mid-range.** The Performers are ideal for passenger cars, trucks, 4x4s, tow vehicles and RVs. There are EGR and non-EGR versions available for most domestic V8 and some V6 engines. **Most Performer intakes are 50-state street legal, when used with the correct carburetor and in the correct application.** Check the individual listings for detailed information.

Fuel Injection Manifolds

Performer manifolds for fuel injected engines are street legal stock replacements for Ford, GM and Honda. These manifolds continue the Edelbrock tradition of enhanced engine breathing and balanced cylinder-to-cylinder air/fuel distribution for improved performance, driveability and economy. In addition to these street legal manifolds, Edelbrock has a complete selection of multi-point fuel injection conversion systems for Ford, GM, Chrysler, AMC and Jeep. These include Performer MPFI conversions for GM T.B.I. and Vortec engines and Performer or Performer RPM Pro-Flo systems that include all parts needed to give you the power and efficiency of fuel injection (see pages 117-139). For more power in high-performance and competition fuel-injected Fords, Edelbrock has five different intakes available including the exciting Performer 5.0 RPM II on page 95.

Performer RPM® Manifolds (1500 to 6500 rpm)

Performer RPMs are dual-plane, high-rise intakes with 180° firing order to produce **incredible top-end horsepower while retaining good throttle response.** Their larger plenums and runners match the free-flowing exhaust, high-lift cams and other modifications of a high output engine. They are intended for high-performance street or competition engines that run up to 6500 rpm. They are not for emissions-equipped engines. Edelbrock's Performer RPM gives you the ultimate in street high-performance.

Performer Air-Gap® & RPM Air-Gap® Manifolds

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

Torker II® Manifolds (2500 to 6500 rpm)

These single-plane, low-rise intakes work well for high-rpm, high-performance street applications. Ideal for applications where hood clearance is limited, they produce gains in top-end horsepower with adequate throttle response. Not intended for mileage or emissions applications, they are only for high-performance vehicles.

Victor® Series Manifolds (3500 to 8500+ rpm)

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

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, add dimensions "A" + "B" and divide by 2. For example, Performer manifold #2101: (A) 3.5" + (B) 4.6" ÷ 2 = 4.05"

NASCAR EDITION MANIFOLDS

NOW INTRODUCING THE NEW NASCAR EDITION RPM AIR-GAP® INTAKE MANIFOLDS FOR CHEVY, CHRYSLER AND FORD

NEW



RPM Air-Gap manifold #75013 for S/B Chevy

NEW



RPM Air-Gap manifold #75613 for B/B Chevy

NEW



RPM Air-Gap manifold #75763 for S/B Chrysler

NEW



RPM Air-Gap manifold #75213 for S/B Ford



Nothing is more American than NASCAR stock car racing and Edelbrock manifolds. Now you can get an exclusive **Edelbrock NASCAR Edition RPM Air-Gap manifold**. Based on our popular RPM Air-Gap designs, these manifolds will deliver superior and reliable performance along with unique looks. The Edelbrock NASCAR Edition RPM Air-Gap manifolds will set you apart from the crowd with their durable and distinctive black powder coated finish and attractive full color emblem. **Free special edition Edelbrock/NASCAR hat included with purchase of any NASCAR Edition RPM Air-Gap manifold.** See individual part number listings for more details on each manifold.

Small-Block Chevy 262-400 (non-EGR, see page 65 for more info)#75013

Big-Block Chevy 396-502 with oval ports (non-EGR, see page 77 for more info)#75613

Small-Block Chrysler 340-360 (non-EGR, see page 82 for more info)#75763

Small-Block Ford 289-302 (non-EGR, see page 90 for more info)#75213

The Air-Gap isolates the runners from engine heat for a cool, dense mixture and more power



FREE special edition hat included in the box with every purchase of any Edelbrock NASCAR Edition RPM Air-Gap manifold!



NEW VICTOR SERIES ACCESSORIES

Complete the ultimate look with our new line of Victor Series valve covers and air cleaners. Our Victor Series accessories have a black powder coated finish that features a finely textured surface along with the Edelbrock Racing logo etched in for a unique appearance.

GO TO PAGE 196 TO SEE MORE OF OUR GREAT LOOKING VICTOR SERIES ACCESSORIES!



Victor Series
Valve Covers
#41813 and Air
Cleaner #41613



Edelbrock has been a major part of NASCAR for nearly 40 years and is the only independent aftermarket intake manifold manufacturer approved by NASCAR



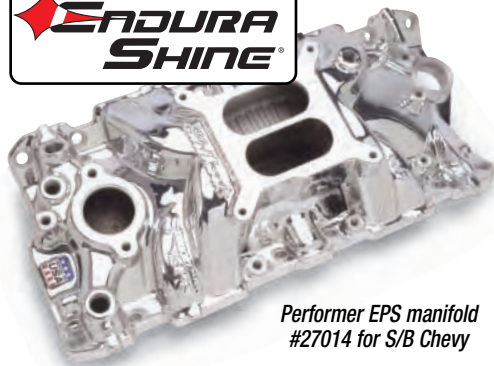
All parts not legal for sale or use on pollution controlled motor vehicles.

WWW.EDELBROCK.COM



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MANIFOLDS Edelbrock ENDURASHINE® FINISH



Performer EPS manifold
#27014 for S/B Chevy

ENDURASHINE® FINISH

Now you can get a show quality manifold, water pump and accessories with this ultra-modern finish. EnduraShine is a Vacuum Metalizing process utilizing three steps: a base coat, aluminum coat, and then topped off with a clear coat. This results in a tough, long lasting finish that has a bright, silver chrome look, is abrasion and chemical resistant and won't fade, oxidize, or discolor.

- Bright silver chrome finish with powder coated durability
- 3-step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- A bright, durable, maintenance-free polished aluminum look
- 5-digit part numbers ending in "4" signify EnduraShine Finish

SMALL-BLOCK CHEVY

Performer Vortec/E-Tec (non-EGR, see page 65 for more info).....	#21164*
Performer EPS (non-EGR, see page 63 for more info)	#27014*
Performer EPS (non-EGR, with Oil Fill Tube, see page 63 for more info)	NEW #27034*
Performer EPS Vortec (non-EGR, see page 63 for more info)	NEW #27164*
Performer Air-Gap (non-EGR, see page 64 for more info).....	#26014*
Performer RPM (non-EGR, see page 65 for more info)	#71014*
Performer RPM Vortec (non-EGR, see page 66 for more info)	#71164*
RPM Air-Gap (non-EGR, see page 65 for more info).....	#75014*
RPM Air-Gap Vortec (non-EGR, see page 66 for more info)	#75164*
RPM Air-Gap Dual-Quad (non-EGR, see page 69 for more info).....	#75254*
RPM Air-Gap Dual-Quad Vortec (non-EGR, see page 70 for more info).....	#75264*
C-26 Dual-Quad (non-EGR, see page 69 for more info)	#54254*
Super Victor (non-EGR, see page 71 for more info)	NEW #29254*
Victor Jr. (non-EGR, see page 71 for more info)	NEW #29754*

CHEVY LS1

RPM Air-Gap Dual-Quad (non-EGR, see page 75 for more info).....	#75184*
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348/409 W-SERIES CHEVY

Performer RPM Dual-Quad Small Port (non-EGR, see page 76 for more info).....	NEW #54084*
Performer RPM Dual-Quad Large Port (non-EGR, see page 76 for more info).....	NEW #54094*

BIG-BLOCK CHEVY

Performer 2-0 (non-EGR, see page 76 for more info)	#21614
Performer RPM Oval Port (non-EGR, see page 77 for more info).....	#71614*
RPM Air-Gap Oval Port (non-EGR, see page 77 for more info).....	#75614*
RPM Air-Gap Rectangular Port (non-EGR, see page 77 for more info)	#75624*
RPM Air-Gap Dual-Quad Oval Port (non-EGR, see page 79 for more info)	#75204*
RPM Air-Gap Dual-Quad Rectangular Port (non-EGR, see page 79 for more info)	NEW #75224*

SMALL-BLOCK CHRYSLER

RPM Air-Gap 340/360 (non-EGR, see page 82 for more info).....	#75764*
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5.7L HEMI CHRYSLER

RPM Air-Gap Dual-Quad (non-EGR, see page 85 for more info).....	#75284*
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SMALL-BLOCK FORD

Performer (non-EGR, see page 89 for more info).....	#21214
Performer RPM (non-EGR, see page 91 for more info)	#71214
RPM Air-Gap (non-EGR, see page 90 for more info).....	#75214*
RPM Air-Gap Dual-Quad 289-302 (non-EGR, see page 92 for more info).....	#75354*
RPM Air-Gap 351W (non-EGR, see page 97 for more info)	#75814*
RPM Air-Gap Dual-Quad 351W (non-EGR, see page 98 for more info)	#75854*

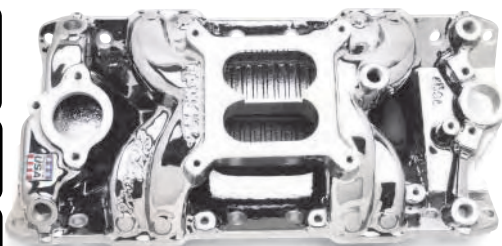
BIG-BLOCK FORD

Performer RPM FE (non-EGR, see page 104 for more info).....	#71054*
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PONTIAC

Performer RPM (non-EGR, see page 112 for more info)	#71564*
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*Not legal for sale or use on pollution controlled motor vehicles.
More models coming soon, go to edelbrock.com for latest additions.



RPM Air-Gap manifold
#75014 for S/B Chevy

NEW



RPM Air-Gap manifold
#75224 for B/B Chevy



RPM Air-Gap manifold
#75614 for B/B Chevy



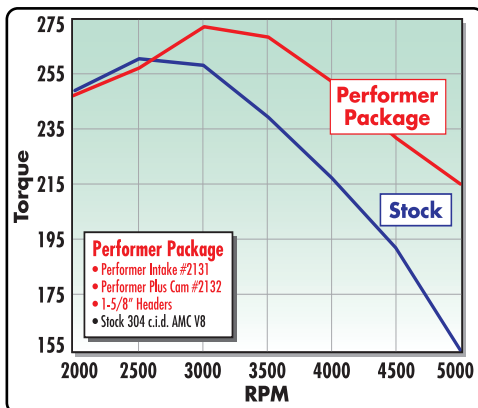
Performer RPM
manifold #71564 for Pontiac



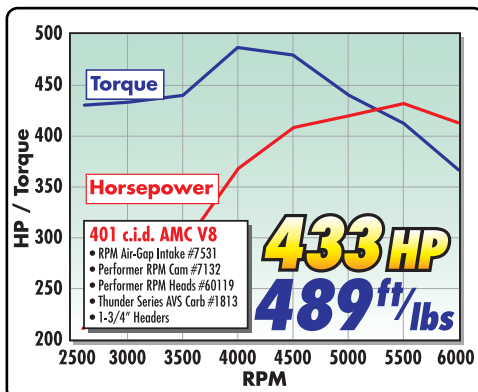
Performer 2V 60° V6 & Top #3785/#3787



Performer AMC #2131



RPM Air-Gap Manifold #7531



AMC 2.8L V6

PERFORMER 2V 60° V6 (idle-5500 rpm)

PERFORMER 4V 60° V6 (idle-6000 rpm)

Designed for 1982-1986 AMC Jeep Cherokees with a 2.8L 60° V6 Chevrolet longitudinal-mount engine only. Additional hood shimming is required for clearance. Hood shims available from Jeep dealers (part #J0680435). See Chevy Performer 2V 60° V6 and Chevy Performer 4V 60° V6 listings on pages 61-62 for manifold part numbers and carburetor recommendations.



AMC 290-401 V8

PERFORMER AMC (idle-5500 rpm)

50 state legal



Designed for 1970-91 street 304-360-401 c.i.d. V8 engines. Available with or without EGR. Will not accept stock Motorcraft spread-bore carburetor. #2131 is a stock replacement/street legal part on 360-401 V8s with OEM carb; 1970-72; except stock equipped EGR.

Performer AMC (non-EGR).....#2131
Performer AMC (EGR).....#3731*

Carburetor Recommendations: OEM 4-bbl. non-EGR square-bore carb

Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36). Requires #8008 or #8024 stud, nut & washer kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7213** or Fel-Pro MS96011. #2131/#21311 must use factory metal valley tray gasket. Manifolds have two center bolt holes offset. Manifold height: A-4.20", B-5.50"; Carb pad height: 4.85" (see page 56). Port exit dimensions: 1.03" x 2.07". Bracket #8034 required for 1979 and later vehicles.

MATCHING EDELBROCK PARTS FOR #2131 & #3731

Description	Page No.
Performer AMC Cylinder Heads - 50 state street legal	142
Performer-Plus Camshaft & Lifters	172-173
Roller Timing Set	180
Valve Springs and Retainers	179
Manifold Bolts	55
Valve Covers	190-198

RPM AIR-GAP AMC (1500-6500 rpm)

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

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

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

Carburetor Recommendations for High Performance or Competition:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **#7213**. #7531/#75311 must use factory metal valley tray gasket. #7531 has two center bolt holes offset. Manifold height: A-4.45", B-5.77"; Carb pad height: 5.11" (see page 56). Port exit dimensions: 1.04" x 2.10". Bracket #8034 required for 1979 and later vehicles.

MATCHING EDELBROCK PARTS FOR #7530 & #7531

Description	Page No.
Performer RPM AMC Cylinder Heads	142
Performer RPM Camshaft & Lifters	172-173
Roller Timing Set	179
Valve Springs and Retainers	178
Manifold Bolts	55
Valve Covers	190-198

POWER PKG
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FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
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INDEX

MANIFOLDS

AMC/BUICK



TORKER AMC (3500-7500 rpm)

Designed for street and race 343-360-390-401 c.i.d. V8 engines. Manifold not equipped with EGR. Manifold will not accept stock Motorcraft spread-bore carburetor. Not recommended for 290 or 304 V8s. Includes standard oil fill and PCV provisions.



Torker AMC 1970-91 (non-EGR)#2930

Carburetor Recommendations for High-Performance or Competition:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **#7213**. #2930 must use factory metal valley tray gasket. #2930 has two center bolt holes offset. Manifold height: A-4.45", B-5.38"; Carb pad height: 4.91" (see page 56). Port exit dimensions: 2.15" x 1.04". Bracket #8034 required for 1979 and later vehicles.

BUICK/ROVER 215 V8

PERFORMER ROVER (idle-5500 rpm)

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



Performer Rover (non-EGR)#2198

Carburetor Recommendations:

Edelbrock Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Fel-Pro #MS96002**. Manifold height: A-5.00", B-5.92" (measured to engine block); Carb pad height: 5.46" (see page 56). Port exit dimensions: .88" x 1.54". Throttle Bracket #8031 or #8036 will fit and accepts GM style throttle, kickdown and cruise control cables.



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



Performer Buick V6 (non-EGR)#5486

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

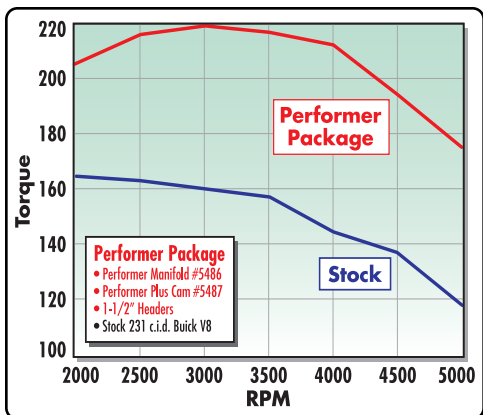
Installation Notes: Recommended intake gasket: **Fel-Pro #1200**. Manifold height: A-4.67", B-5.45", (1.30" taller than stock); Carb pad height: 5.06" (see page 56). Port exit dimensions: .80" x 1.85". Use 1981 Buick Regal waterneck.



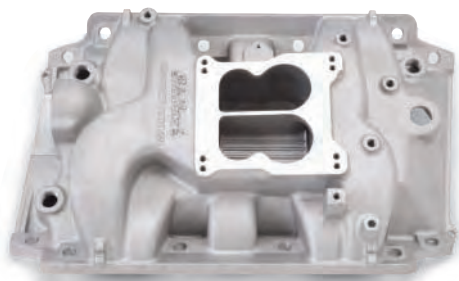
Performer Buick V6 #5486

MATCHING EDELBROCK PARTS FOR #5486

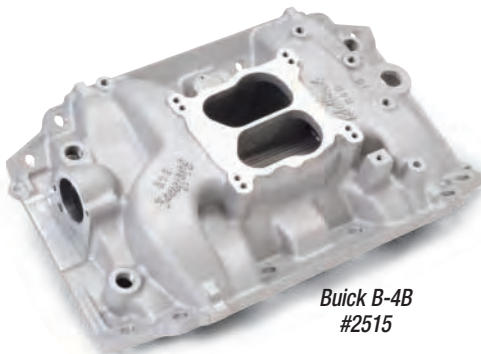
Description	Page No.
Performer-Plus Camshaft & Lifters	172-173
Valve Covers	190
Roller Timing Set	180



Performer RPM Buick cylinder heads match both the Performer Buick 455 and Buick B-4B manifolds for a great performance combination for your Gran Sport or Boat-Tail Riviera. See page 142 for more info.



Performer Buick 455 #2146



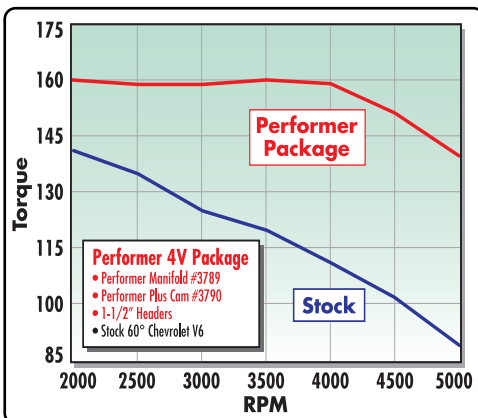
Buick B-4B
#2515



Performer Cadillac #2115



Performer 2V 60° V6 EGR #3785/#3787



BUICK 400-455 V8

PERFORMER BUICK 455 (idle-5500 rpm)

Designed for street 400-430-455 c.i.d. Buick V8s. #2146 is stock replacement/street legal part for 400, 430 and 455 V8s; 1967-71; except stock equipped EGR. Manifold not equipped with EGR. Will fit cold air induction hoods. Will not fit Buick 350.

Performer Buick 455 (non-EGR).....#2146

Carburetor Recommendations: OEM 4-bbl.

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gaskets: for 1967-71, **Fel-Pro #MS96005**; 1972-76, Fel-Pro **#MS96014**. #2146 accepts divorced choke-type Quadrajet only. Manifold height: A-3.80", B-4.75"; Carb pad height: 4.27" (see page 56). Port exit dimensions: 1.14" x 2.26".



BUICK B-4B (idle-5500 rpm)

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

Buick B-4B (non-EGR).....#2515

Carburetor Recommendations: OEM 4-bbl.

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gaskets: for 1967-71, **Fel-Pro #MS96005**; 1972-76, Fel-Pro **#MS96014**. Manifold height: A-3.80", B-4.75"; Carb pad height: 4.27" (see page 56). Port exit dimensions: 1.14" x 2.26".



CADILLAC 472-500 V8

PERFORMER CADILLAC (idle-5500 rpm)

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

Performer Cadillac (non-EGR).....#2115*

Carburetor Recommendations: OEM 4-bbl.

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36).

Installation Notes: When using Quadrajet, #2115 accepts divorced or electric choke only. Recommended intake gasket: **Fel-Pro #MS96028**. Manifold height: A-4.88", B-5.81"; Carb pad height: 5.34" (see page 56). Port exit dimensions: 1.25" x 2.00".



CHEVROLET 2.8L V6

PERFORMER 2V 60° V6 (idle-5500 rpm)

Designed for 1982-85 2.8L 60° V6 Chevy longitudinal-mount engines. #3785/#3787 are stock replacement street legal parts for these engines with OEM 2-bbl. carb; 1982-85. For light duty pick-ups, passenger cars. Features base and interchangeable tops. #3787 accepts stock 2-bbl. carb. Edelbrock Signature Series chrome valve covers #4488 are available for this engine, see page 189.

Performer 2V 60° V6 Base.....#3785

Performer 2V 60° V6 Top (EGR).....#3787

Top Gasket (included with top).....#6941

Carburetor Recommendations: OEM 2-bbl.

Installation Notes: Recommended intake gasket: **Fel-Pro #MS91022**. Manifold height: A-4.37", B-5.45"; Carb pad height: 4.91" (see page 56). Port exit dimensions: 1.00" x 1.28"/1.00" x 1.71". Linkage and bracketry come with top.

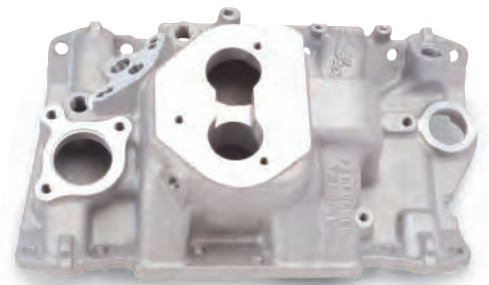


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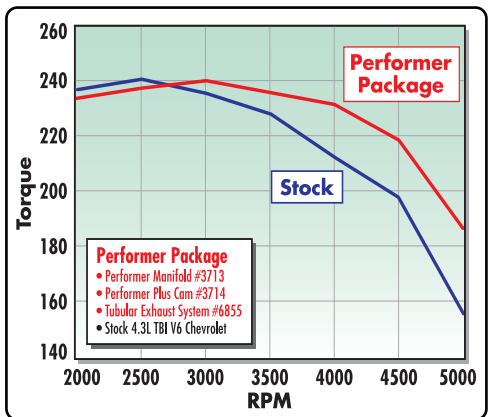
MANIFOLDS CHEVY



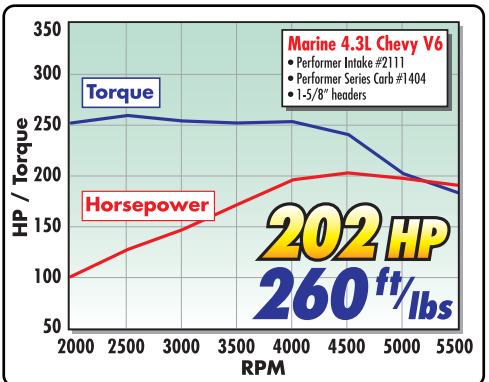
Performer 4V 60° V6 #3785/#3789



Performer 4.3L #3713



Performer 90° V6 #2111



PERFORMER 4V 60° V6 (idle-6000 rpm)

Designed for 1982-85 2.8L 60° V6 Chevy longitudinal-mount engines used in light duty pick-ups and cars. Design features one manifold base and two interchangeable tops. The Performer 4V 60° V6 #3789 accepts std. flange 4-bbl. carbs. Edelbrock chrome valve covers #4488 are available for this engine, see page 189.



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

Carburetor Recommendations: Holley #0-8007 (390 cfm).

Installation Notes: Manifold height: A-4.90", B-5.95" ; Carb pad height: 5.42" (see page 56). Port exit dimensions: 1.00" x 1.28"/1.00" x 1.71". Recommended intake gasket: **Fel-Pro #1270 or #MS91022**. Linkage and bracketry come with top. With 4-bbl. carb #0-8007 and auto trans, a GM transmission cable #25515598 is required.

MATCHING EDELBROCK PARTS FOR #3785/#3787/#3789

Description		Page No.
Performer-Plus Camshaft & Lifters		172-173
Roller Timing Set.....		180
Valve Covers.....		190
Tubular Exhaust System Headers.....		201

CHEVROLET 90° V6

50 state legal

PERFORMER 4.3L T.B.I. V6 (idle-5500 rpm)



Designed for street 1987-94 Chevrolet 4.3L V6 with factory Throttle Body Injection. The Performer 4.3L intake manifold provides outstanding throttle response and torque increases from idle to 5500 rpm. #3713 is a stock replacement/street legal part for 4.3L T.B.I. V6; 1987-94. A computer chip is available at no charge and is street legal for 4.3L trucks (E.O. #D-215-21). Return the postage paid card that comes with the manifold to receive the chip. **Manifold and chip provides a 6/10ths of a second gain from 10-70 mph.** Accepts all factory accessories/hardware. Throttle body unit remains in stock location. **Not for vehicles with flash memory computer. These are most 1994 and later 4.3L T.B.I. V6 equipped vehicles. Flash memory ECM is located underhood. Will not fit 1986-89 Astro/Safari Vans.**

Performer 4.3L T.B.I. V6 (EGR)	#3713
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Injector Recommendations: Use stock Throttle Body Injection unit.

Installation Notes: Recommended intake gasket: **GM #10159423**. Manifold height: A-3.93", B-5.15"; Carb pad height: 4.54" (see page 56). Port exit dimensions: 1.10" x 1.92". Will fit 1990-95 Astro/Safari Vans.

PERFORMER 90° V6 (idle-5500 rpm)



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

Performer 90° V6 (non-EGR)	#2111*
---	---------------

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Fel-Pro #1202**. Manifold height: A-3.50", B-4.18"; Carb pad height: 3.84" (see page 56). Port exit dimensions: 1.15" x 1.87".

MATCHING EDELBROCK PARTS FOR #3713

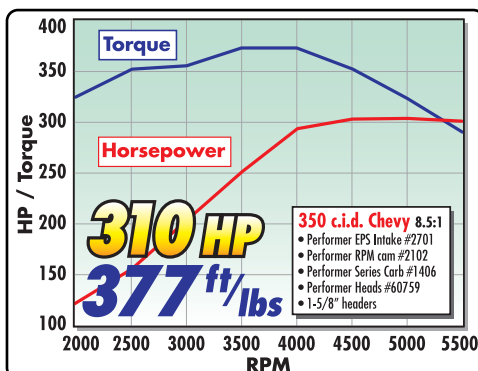
Description		Page No.
Performer-Plus Camshaft & Lifters		172-173
Valve Springs.....		179
Roller Timing Set.....		180
Tubular Exhaust System Headers.....		201



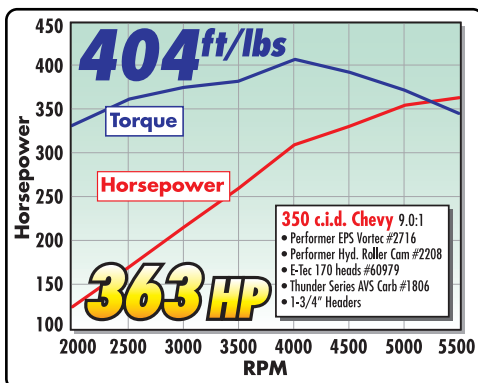
Performer Vortec V6 #2114



Performer EPS #2703 with Oil Fill Tube



Performer EPS Vortec manifold #2716



PERFORMER VORTEC V6 (idle-5500 rpm)

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

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

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **GM 12529196**. Manifold height: A-3.50", B-4.18"; Carb pad height: 3.84" (see page 56). Port exit dimensions: port exit is 2.05" tall with slanted side walls.

MATCHING EDELBROCK PARTS FOR #2111 & #2114

Description	Page No.
Performer-Plus Camshaft & Lifters	172-173
Valve Springs.....	179
Roller Timing Set.....	180

CHEVROLET 262-400 SMALL-BLOCK V8

PERFORMER EPS (idle-5500 rpm)

Designed for 1986 and earlier 262-400 cubic-inch Chevys, the Performer EPS dual-plane manifold is optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. This small-block Chevy manifold has a runner design that's "tuned" for peak torque at 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. **Dyno tests showed gains of 5 hp and 9 ft/lbs of torque over the Edelbrock Performer manifold #2101 on a 350 Chevy. From 3000 to 4500 rpm, the increases averaged 5+ ft/lbs. of torque** for more performance where you need it most. Performer EPS manifold #2703 combines a modern runner design with a front mounted oil fill tube for those who want the vintage look of our Classic valve covers with no breathers. #2703 has the same performance features as the Performer EPS #2701. Includes Oil Fill Tube (not installed) and matching push-in breather cap. The Oil Fill Tube and Breather are also available separately as #4803. Look for the Performer EPS to "up the standards" in dual-plane intake manifold design. Match with a dependable Edelbrock square-bore carburetor for maximum performance gains. See next page for matching Power Package Components. Also available with EnduraShine finish, see page 58.

Performer EPS (non-EGR).....#2701
Polished Performer EPS (non-EGR).....#27011
Performer EPS with EnduraShine finish (non-EGR).....#27014
Performer EPS and Oil Fill Tube (non-EGR).....#2703
Performer EPS and Oil Fill Tube with EnduraShine finish (non-EGR).....#27034

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7201**. Manifold ht: A-3.74", B-4.80"; Carb pad height: 4.27" (see page 56). Port exit dimensions: 1.15" x 1.87".

PERFORMER EPS VORTEC (idle-5500 rpm)

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

Performer EPS Vortec (non-EGR).....#2716
Polished Performer EPS Vortec (non-EGR).....#27161
Performer EPS Vortec with EnduraShine finish (non-EGR).....#27164

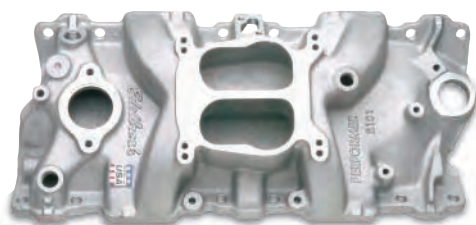
Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36).

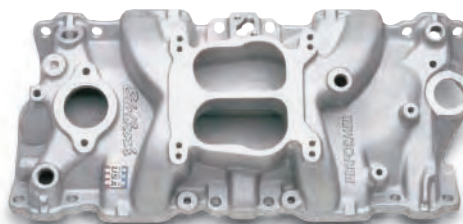
Installation Notes: Recommended intake gasket: **Edelbrock #7235**. Manifold ht: A-3.96", B-5.08"; Carb pad height: 4.52" (see page 56). Port exit is 2.05" tall with slanted side walls.

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MANIFOLDS S/B CHEVY



Performer manifold #2101



Performer (1987-95) #2104

MATCHING PARTS FOR PERFORMER EPS AND PERFORMER

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Performer-Plus Camshaft & Lifters	172-175
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Valve Springs	179
Roller Timing Set	180
Cam Gear Drive	181
Intake Gaskets	47
Tubular Exhaust System Headers	200



Performer Air-Gap #2601



Performer Air-Gap #2604 fits 1987-95 cast iron heads

PERFORMER - '86 & EARLIER

(idle-5500 rpm)



Designed for street 1955-86 262-400 c.i.d. small-block Chevys. #2101 is stock replacement/street legal part for 302, 327 and 350 V8s with OEM 4-bbl. or Edelbrock #1400 carb; 1966-72 (1973 non-California) cars, 1966-83 trucks and Suburbans; except stock equipped EGR. #3701 is stock replacement/street legal part for 305, 350 and 400 V8s with OEM 4-bbl. or Edelbrock #1400 carb.; 1972-86 and GM corporate engines with 350 V8s; 1981-86. Performers accept late-model choke, waterneck, air-conditioning, alternator and H.E.I. Has provisions to add oil fill tube. Not for 1987 and later cast iron or Chevy Bowtie heads. Will fit 1987 and later stock aluminum heads. Available with standard finish or polished.

Performer (non-EGR)	#2101
Polished Performer #2101 (non-EGR)	#21011
Performer (EGR)	#3701

Carburetor Recommendations: OEM 4-bbl., use choke rod #9171, bracket #8031 or #8036 for 1972-78 Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Use adapter #8035 for clamp-on EGR valve. With carb #1400 & #3701, EGR spacer #1476 is required. #1476 is required with #3701 on centerbolt heads with 1986 & earlier bolt pattern. Choke plate #8901 included. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-3.50", B-4.60"; Carb pad height: 4.05" (see page 56). Port exit dimensions: 1.14" x 1.88".

PERFORMER - FOR 1987-95

CAST IRON CYLINDER HEADS (idle-5500 rpm)



Designed for street 262-400 c.i.d. Chevy V8s that have heads with canted center bolt holes. #2104 is stock replacement/street legal part for 302, 327, 350 V8s with OEM 4-bbl. carb.; except stock equipped EGR. #3706 is stock replacement/street legal part for 305, 350 V8s with OEM 4-bbl. carb.; 1987. Both accept late-model waterneck, air-conditioning, alternator, H.E.I. and have rear water crossovers. #2104 accepts exhaust-heated chokes. For 1987-95 stock aluminum heads use #2101. Will not fit Chevrolet Bowtie or LT1 heads.

Performer (non-EGR)	#2104
Performer (EGR)	#3706

Carburetor Recommendations:

#2104: OEM 4-bbl. (pre-1981 only), use choke rod #9171, bracket #8031 or #8036 for 1972-78 Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78. #3706: OEM 4-bbl. Edelbrock Performer Series #1400, 600 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78. **Installation Notes:** Use adapter #8035 for clamp-on EGR valve. With carb #1400 & #3706, EGR spacer #1476 is required. Choke plate #8901 included with #2104. #3706 has no provision for exhaust heated chokes. Recommended intake gasket: **GM #10159409**. Manifold height: A-3.50", B-4.60"; Carb pad height: 4.05" (see page 56). Port exit dimensions: 1.14" x 1.88".

PERFORMER AIR-GAP (idle-5500 rpm)



Designed for 1955-86 262-400 c.i.d. small-block Chevys, the Performer Air-Gap features the air-gap design for the ultimate street performance in the idle to 5500 rpm range. This design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. High-velocity runners deliver excellent throttle response throughout the power band. The great looks of the Performer Air-Gap along with the solid idle to 5500 rpm performance makes this an ideal choice for street rods and street machines. **Performer Air-Gap #2604 is for 1987-95 cast iron heads with canted center bolt holes.** No provision for exhaust heated chokes or exhaust crossover. Fits spread-bore or square-bore carburetors. **Will not fit under stock Corvette hood.** Available with standard or EnduraShine finish (see page 56).

Performer Air-Gap (non-EGR)	#2601*
Polished Performer Air-Gap (non-EGR)	#26011*
Performer Air-Gap with EnduraShine finish (non-EGR)	#26014*
Performer Air-Gap for 1987-95 cast iron heads (non-EGR)	#2604*

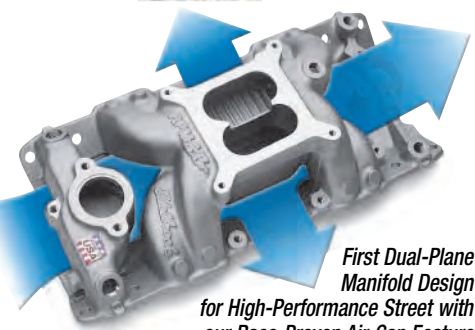
Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78. **Installation Notes:** Recommended intake gasket: **Edelbrock #7201 (#2601)**; **GM #10159409 (#2604)**. Manifold height: A-3.72", B-4.92" (.27" taller than #2101); Carb pad height: 4.32" (see page 56). Port exit dimensions: 1.14" x 1.88".



Performer Vortec #2116

RPM AIR GAP

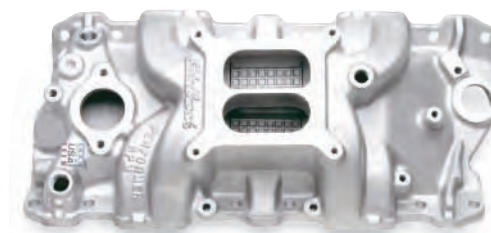


First Dual-Plane
Manifold Design
for High-Performance Street with
our Race-Proven Air-Gap Feature

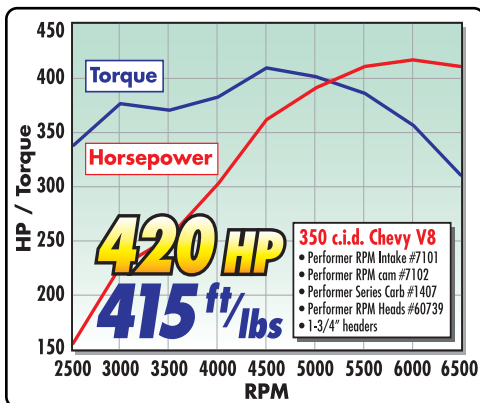
NEW



RPM Air-Gap NASCAR Edition manifold #75013



Performer RPM #7101



PERFORMER VORTEC (idle-5500 rpm)

Based on the popular and powerful Edelbrock #2101, this dual-plane intake is designed for the street rod, industrial and engine swap market utilizing 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminum heads. Manifold has provisions for external water bypass and may be used on either Vortec blocks or 1995 and earlier blocks. No provision for exhaust heated chokes. Accepts both square-bore and spread-bore carbs and late model waterneck, alternator, HEI and air conditioning brackets. **Will not fit under stock Corvette hood.** Available with standard finish or EnduraShine finish for a look you've got to see to believe, see page 56. For high performance engines operating from 1500-6500 rpm, see the Performer RPM Vortec manifold on page 66.

Performer Vortec (non-EGR).....#2116
Performer Vortec with EnduraShine Finish (non-EGR).....#2116A

Carburetor Recommendations:

OEM 4-bbl. (pre-1981, electric choke only) - Use our #8032 throttle bracket. Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36), use bracket #8032 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7235**. Manifold height: A-3.87", B-5.28"; Carb pad height: 4.57" (see page 56). Port exit is 2.05" tall with slanted side walls. Stock brackets will require modification to fit the upright manifold bolt holes.

RPM AIR-GAP (1500-6500 rpm)

The Original... Our Proven, Race-Winning Air-Gap Design in a Dual-Plane Manifold

Designed for 1955-86 262-400 c.i.d. Chevrolet V8s, the award-winning RPM Air-Gap incorporates the same race-winning technology that's used on our Victor Series competition intakes. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all 1976 and later alternator and A/C brackets for the street. The heater outlet boss is angled for proper fit over the valve cover. The temp sensor boss clears all waternecks. For square-bore carburetors only. No provision for exhaust-heated chokes and no exhaust crossover. Not for 1987 and later cast iron heads and **will not fit under stock Corvette hood.** Available with standard, polished, EnduraShine finish or black powder coated NASCAR Edition.

RPM Air-Gap (non-EGR).....#7501
Polished RPM Air-Gap (non-EGR).....#75011
RPM Air-Gap NASCAR Edition (non-EGR).....NEW #75013
RPM Air-Gap with EnduraShine finish (non-EGR).....#75014

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Use #8504 Edelbrock bolt kit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-4.20", B-5.25" (same as #7101); Carb pad height: 4.72" (see page 56). Port exit dimensions: 1.14" x 1.95".

PERFORMER RPM (1500-6500 rpm)

Designed for 1955-86 262-400 c.i.d. Chevy V8s for maximum power and a broad torque curve for high-performance street/marine. 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 waterneck, air-conditioning, alternator and H.E.I. Will fit cast iron Chevrolet Bowtie heads, but will not fit 1987 and later cast iron heads. **Will not fit under stock Corvette hood.** Available with standard finish, polished or EnduraShine finish, see page 58.

Performer RPM (non-EGR).....#7101
Polished Performer RPM (non-EGR).....#71011
Performer RPM with EnduraShine finish (non-EGR).....#71014

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Use #8504 Edelbrock bolt kit. Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-4.20", B-5.25" (.70" taller than #2101); Carb pad height: 4.72" (see page 56). Port exit dimensions: 1.16" x 1.92".

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

MANIFOLDS S/B CHEVY



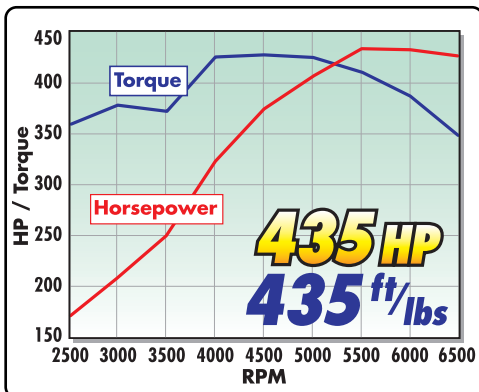
Performer RPM Q-Jet #7104

MATCHING EDELBROCK PARTS FOR #7101, #7104 & #7501

Description	Page No.
Performer RPM Camshaft & Lifters.....	174-175
Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive	181
Valve Springs	179
Retainers	179
Pushrods	181



Performer RPM Vortec #7116



E-Tec Crate Engines make 435 hp out of the box. Check out the Edelbrock Crate Engines on pages 15-24!



RPM Air-Gap #7516

PERFORMER RPM Q-JET (1500-6500 rpm)

Designed for 1955-86 262-400 c.i.d. Chevy V8s for spread-bore (Q-Jet) or square-bore carbs. Delivers maximum power and a broad torque curve for high-performance street. Carb pad will accept square-bore carbs without adapters. Performer RPM Q-Jet has same provisions as #7101 (see pg.65). **Will not fit under stock Corvette hood.**

Performer RPM Q-Jet (non-EGR).....#7104

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-4.20", B-5.25", Carb pad height: 4.72" (see page 56). Port exit dimensions: 1.16" x 1.92". Use rod #9172 for divorced choke.



PERFORMER RPM VORTEC (1500-6500 rpm)

Based on the highly successful and powerful Edelbrock #7101, this single four-barrel intake is designed for the street rod, marine and engine swap market utilizing 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminum heads. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Manifold accepts square-bore carbs only. For street and marine engines operating from idle-5500 rpm, see the Performer Vortec manifold on page 65 or Performer EPS on page 63. **Will not fit under stock Corvette hood.** Available with standard or EnduraShine finish, see pg. 58.

Performer RPM Vortec.....#7116

Performer RPM Vortec with EnduraShine finish.....#71164

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8032 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7235 or GM #89017465**.

Manifold height: A-4.20", B-5.25"; **Carb pad height:** 4.72" (see page 56). Port exit is 2.05" tall with slanted side walls. Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 47.



RPM AIR-GAP VORTEC (1500-6500 rpm)

Based on the powerful Performer RPM Vortec #7116, this single four-barrel intake is designed for 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminum heads. The RPM Air-Gap manifold delivers outstanding performance using the same air-gap technology found in our race-winning Victor manifolds. This unique design separates the hot engine valley from the air/fuel mixture for a cooler, denser charge and more power throughout the rpm range. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Includes rear water outlets, nitrous bosses, a temp sensor boss that clears all waternecks, two distributor clamp locations and a heater outlet boss that's angled for proper fit over the valve cover. Accepts 1976 and later alternator and air-conditioning brackets for street installations. For square-bore carbs. No provision for exhaust-heated chokes and no exhaust crossover. **Will not fit under stock Corvette hood.** Available with standard or EnduraShine finish for a look you've got to see to believe, see page 58.

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

RPM Air-Gap Vortec with EnduraShine finish (non-EGR).....#75164

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8032 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7235 or GM #89017465**. Manifold height: A-4.20", B-5.25"; Carb pad height: 4.72" (see page 56). Stock brackets will require modification to fit the upright manifold bolt holes. Use Edelbrock Vortec throttle bracket #8032, see page 47. Port exit is 2.05" tall with slanted side walls.

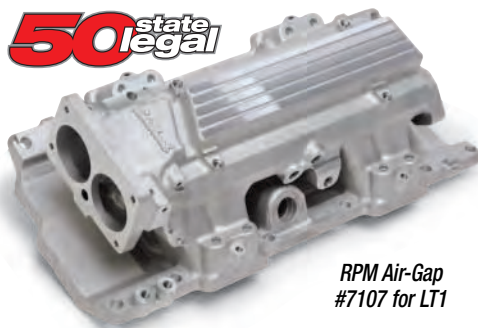


MATCHING EDELBROCK PARTS FOR #7116 & #7516

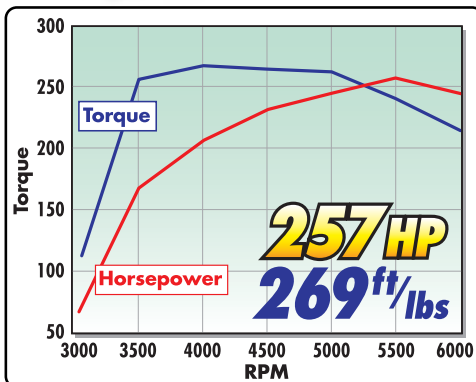
Description	Page No.
E-Tec Cylinder Heads.....	144
Performer RPM Hydraulic Roller Lifter Camshaft.....	174-175
Roller Timing Set.....	180
Cam Gear Drive	181



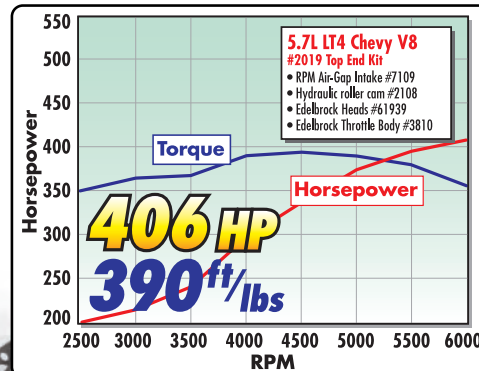
50 state legal



RPM Air-Gap
#7107 for LT1



RPM Air-Gap LT1 dyno test with manifold #7107



Power Package Top End Kit
#2019 with RPM Air-Gap
manifold #7109 for LT4, see
page 12 for more info.

50 state legal



Performer T.B.I. EGR #3704

RPM AIR-GAP™ (1500-6500 rpm) For Chevrolet LT1 and LT4 V8 (1992-1997)

Utilizing the proven short runner tunnel-ram style, both of these manifolds provide the next step up in performance for LT1 and LT4 owners. These are both direct stock replacements for OEM equipment with all required emissions features. Our patented Air-Gap™ design delivers a cooler and denser air stream for maximum power output. These intake manifolds are designed to work with either our 52mm throttle body #3809 or 58mm throttle body #3810. They also accept early and late OEM LT1 throttle bodies and fuel rails. #7107 is designed to match #61909/#61919 LT1 cylinder heads, and #7109 is designed for #61929/#61939 LT4 cylinder heads. Both will also work with OEM LT1 and LT4 heads with minor head port matching.

RPM Air-Gap for LT1#7107
RPM Air-Gap for LT4#7109

Installation Notes: Recommended intake gasket: **LT1: GM #12524653, LT4: GM #12367777**, LT1 port exit dimensions: A-2.06" x B-1.15", LT4 port exit dimensions: A-2.12" x 1.20".

MATCHING EDELBROCK PARTS FOR #7107 & #7109

Description	Page No.
Performer Cylinder Heads	140-171
Performer RPM Camshaft & Lifters	174-175
Tubular Exhaust System and Shorty Headers	201-206
Manifold Bolts	55
Throttle Body	137



PERFORMER T.B.I. (idle-5500 rpm)

Designed for 1987-95 305/350 c.i.d. (5.0/5.7L) Chevy throttle body injected (T.B.I.) engines. #3704 is a stock replacement/street legal part for 305/350 V8s with factory T.B.I.; 1987-95. Accepts all OEM equipment and **small-bore (1-11/16") throttle body injectors only**. No chip changes or computer mods required unless entire 5.7L Power Package (manifold, cam, heads) is used. Computer chip is supplied free of charge with proof of purchase of manifold, cam and heads. **Will not fit Caprice or Buick and Cadillac "B" bodies.**

Performer T.B.I. (EGR).....#3704

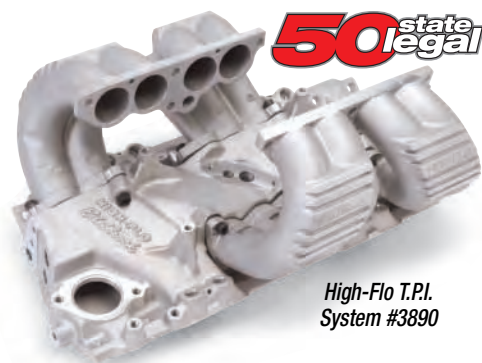
Injector Recommendations: Use stock Throttle Body Injection unit.

Installation Notes: Recommended intake gasket: **GM #10159409**. Manifold height: A-3.70", B-5.10"; Carb pad height: 4.40", .250" taller than stock (see page 56). Port exit dimensions: 1.13" x 1.87".

**MATCHING PARTS FOR
#3704 ON NEXT PAGE**

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

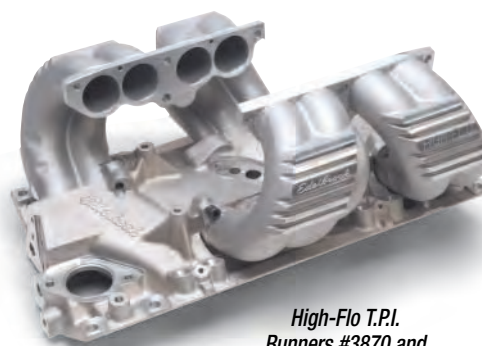
MANIFOLDS S/B CHEVY



High-Flo T.P.I.
System #3890



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



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

MATCHING EDELBROCK PARTS FOR HIGH-FLO T.P.I. SYSTEMS

Description	Page No.
Performer Cylinder Heads.....	140-171
Shorty Headers.....	199
Manifold Bolts.....	55
Valve Covers.....	190
Water Pumps.....	185-189



Torker II #5001

MATCHING EDELBROCK PARTS FOR #3704

Description	Page No.
Performer Centerbolt Cylinder Heads - 50 state street legal.....	140-171
Performer-Plus Camshaft & Lifters.....	172-175
Tubular Exhaust System and Shorty Headers.....	201-206
Roller Timing Set.....	180



HIGH-FLO T.P.I. SYSTEM - BASEPLATE & RUNNERS (idle-5500 rpm)



Designed for 1985-92 305/350 c.i.d. S/B Chevys with Tuned Port Injection. With stock heads, the High-Flo System makes an **18-20 hp gain over stock**. Requires no changes to stock computer. #3890/#3892 are stock replacement/street legal parts for 305/350 V8s with T.P.I.; 1985-88. #3891/#3893 are stock replacement/street legal parts for 305/350 V8s with T.P.I.; 1989-92. Not for LT1 Corvettes.

High-Flo T.P.I. System (1985-88 engines).....	#3890
High-Flo T.P.I. System (1989-92 engines).....	#3891
High-Flo T.P.I. System (1985-88 with aftermarket heads, includes #3861)	#3892
High-Flo T.P.I. System (1989-92 with aftermarket heads, includes #3861)	#3893

Installation Notes: Recommended intake gasket for #3890 and #3891: **GM #10159409**. Port exit dimensions: 1.25" x 1.98".

HIGH-FLO T.P.I. BASEPLATE

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

High-Flo Baseplate Only (1985-92 centerbolt engines).....	#3860
High-Flo Baseplate Only (aftermarket and early model heads)	#3861

Installation Notes: Recommended int. gasket for #3860: **GM #10159409**. Port exit dimensions: 1.25" x 1.98".

HIGH-FLO T.P.I. VORTEC BASEPLATE

This intake allows any Corvette, Camaro, or Firebird owner to take advantage of the superior flow characteristics of our E-Tec Series heads, '96 and later GM cast iron Vortec heads, or aluminum Fast Burn heads while using factory or aftermarket TPI system. Compatible with OEM and aftermarket equipment. Match with High-Flo T.P.I. Runners listed below.

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

Installation Notes: Recommended intake gasket: **Edelbrock #7235** or **GM #89017465**.

HIGH-FLO T.P.I. RUNNERS

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

High-Flo Runners Only (1985-88 engines).....	#3865
High-Flo Runners Only (1989 and later engines).....	#3870
Replacement Gasket Set (supplied with runners).....	#3866

TORKER II (2500-6500 rpm)



Designed for 1955-86 high-performance street 262-400 c.i.d. small-block Chevys. Accepts late-model waterneck, air-conditioning, alternator and H.E.I. Will fit Corvette and '87 and later stock heads. Will not fit '87 and later cast iron heads and will not cover port openings of Chevrolet Bowtie or LT1 heads. Not for heavy vehicles (trucks, vans etc.); use Performer EPS #2701.

Torker II (non-EGR).....	#5001*
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Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), use bracket #8031 or #8036 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-3.53", B-4.63"; Carb pad height: 4.08" (see page 56). Port exit dimensions: 1.09" x 1.73".



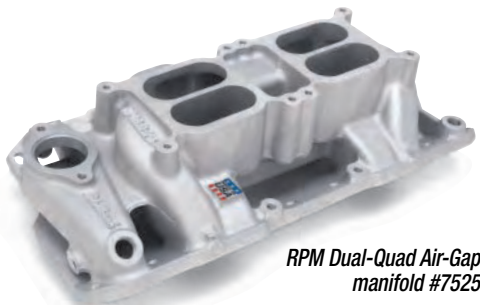
Street Tunnel
Ram #7110



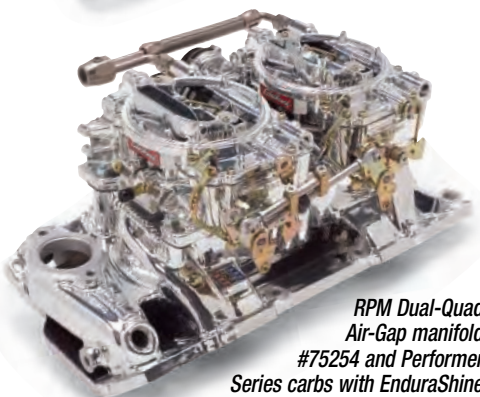
C-26 manifold #5425



C-26 Vortec
manifold #5426 with
Performer Series carbs



RPM Dual-Quad Air-Gap
manifold #7525



RPM Dual-Quad
Air-Gap manifold
#75254 and Performer
Series carbs with EnduraShine

STREET TUNNEL RAM (3500-7500 rpm)

Designed for 302-327-350-400 c.i.d. small-block Chevy V8s operating below 7500 rpm where low-end torque is not a prime factor. Great for engines with slightly modified heads. Will not fit 1987 and later cast iron heads. Use with cam kit #5002 for low-end torque or cam kit #7102 for top-end power.

Street Tunnel Ram (complete manifold - base and top).....	#7110*
Street Tunnel Ram (base only).....	#7067*
Street Tunnel Ram (top only).....	#7032*
Throttle Linkage for forward mounted carbs	#7097
Throttle Linkage for sideways mounted carbs	#7071
Gasket (included with base and top).....	#6999

Carburetor Recommendations:

Edelbrock Performer Series carb #1404, 500 cfm, Edelbrock Thunder Series AVS Series carb #1802, 500 cfm, (see pages 31-36) - for forward mount only.
Holley #0-9776 (450 cfm) - for sideways mount only.

Installation Notes: Top has vacuum outlet for power brakes. Manifold will accept forward and sideways mounted carbs. Distance from carb center to carb center: 8.875". H.E.I. ignition will not clear manifold. Recommended intake gasket: **Edelbrock #7201**. Manifold height (top with bottom): A-9.00", B-9.60"; Carb pad height: 9.30" (see page 56). Port exit dimensions: 1.12" x 2.12".

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

Designed for 1955-86 262-400 c.i.d. S/B Chevys, this dual-quad is low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil filler tube boss included. Stock alternator brackets do not fit. C-26 Dual-Quad manifold #5426 is designed for Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminum heads. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Carb center to carb center: 6-7/16". Use with Performer-Plus cam #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. Accepts Oil Fill Tube and Breather #4803.

C-26 (non-EGR).....	#5425*
Polished C-26 (non-EGR).....	#54251*
C-26 with EnduraShine finish (non-EGR).....	#54254*
C-26 Vortec (non-EGR).....	#5426*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes:

#5425: Recommended intake gasket: **Edelbrock #7201**. Manifold height: A-2.95", B-3.55"; Carb pad height: 3.25" (see page 56). Port exit dimensions: 1.18" x 1.90". H.E.I. will fit.

#5426: Recommended intake gasket: **Edelbrock #7235**. Manifold height: A-3.15", B-3.75"; Carb pad height: 3.45" (see page 56). Port exit 2.05" tall with slanted side walls. H.E.I. will fit.

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

Designed for 1955-86 S/B Chevys, this intake stands 1-5/8" taller than the low-profile C-26 intake and offers performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. Also available as a complete carb and manifold kit, see page 15. **Will not fit under stock Corvette hood.**

RPM Air-Gap Dual-Quad (non-EGR).....	#7525*
Polished RPM Air-Gap Dual-Quad (non-EGR).....	#75251*
RPM Air-Gap Dual-Quad with EnduraShine™ finish (non-EGR).....	#75254*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

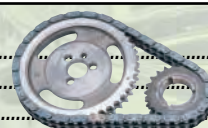
Installation Notes: H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7201**.

Manifold height: A-4.57", B-5.20"; Carb pad height: 4.89" (see page 56).

Port exit dimensions: 1.16" x 1.92". Carb center-to-center distance: 6-7/16".

MATCHING EDELBROCK PARTS FOR #5425 AND #7525

Description	Page No.
Performer RPM Cylinder Heads.....	140-171
Performer-Plus Camshaft & Lifters.....	172-175
Roller Timing Set.....	180

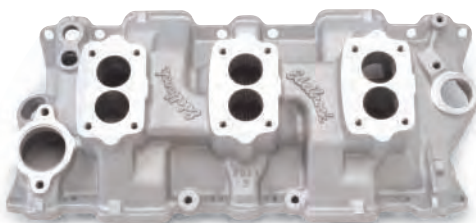


POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

MANIFOLDS S/B CHEVY STREET AND RACE



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



Chevrolet C-357-B #5419



Victor Jr. Sportsman 2V #2901



Victor Jr. Sportsman 2V for Vortec Heads #2912



Replacement carb base gaskets #6940

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

Designed for 262-400 c.i.d S/B Chevys with 1996 and later Vortec cast iron or Edelbrock E-Tec heads, this intake stands 1-5/8" taller than the low-profile C-26 dual-quad intake and offers performance improvements in the 1500-6500 rpm range. The larger runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. Also available as a complete carb and manifold kit, see page 15.



RPM Air-Gap Dual-Quad Vortec (non-EGR)#7526

RPM Air-Gap Dual-Quad Vortec with EnduraShine™ finish (non-EGR)#75264

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: H.E.I. will fit. Recommended intake gasket: **Edelbrock #7235**. Manifold height: A-4.74", B-5.46"; Carb pad height: 5.10" (see page 56). Port exit 2.05" tall with slanted side walls. Carb center-to-center distance: 6-7/16".

C-357-B THREE-DEUCE (idle-5500 rpm)

Designed for 1955-86 262-400 c.i.d. small-block Chevys, this manifold has a balanced 180° firing order port runner arrangement. It contains an exhaust gas heat riser and offers excellent performance potential. #5419 has machined front oil filler tube boss, #5417 does not. Carb center-to-center: 5-1/2". Use with Performer-Plus camshaft and lifter kit #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. Accepts Oil Fill Tube and Breather #4803.



C-357-B (non-EGR)#5419

C-357-B Vortec (non-EGR)#5417

Carburetor Recommendations: Rochester 2GC (small 1-7/16" bore), contact www.HotRodCarbs.com.

Installation Notes: H.E.I. will not fit. Recommended intake gasket: **Edelbrock #7201** (for #5419), #7235 (for #5417).

Manifold height: A-3.9", B-4.6"; Carb pad height: 4.25" (see page 56). Port exit dimensions: 1.12" x 1.87".

VICTOR SERIES MANIFOLDS

Race-Winning Power for Competition Engines

Designed for all forms of racing, the Victor Series line of manifolds incorporate Edelbrock's extensive knowledge in induction technology for maximum horsepower and torque. Our engineers have worked closely with engine builders from all forms of racing to provide the absolute finest manifolds for competition. All Victor Series manifolds have extra material for port matching to maximize performance. "Tall" manifolds have 1" of material added to the carb flange for classes that restrict the use of spacers. Use the "Reference Dimension" chart on pages 115-116 to assist you in choosing the correct manifold.

VICTOR JR. SPORTSMAN 2V (3500-7000 rpm)

The Victor Jr. Sportsman 2V manifold #2901 is a dedicated design for the 2V racer and provides outstanding performance from 3500 to 7000 rpm. The runners are sized especially for 2V racing engines for the ultimate combination of torque and horsepower with better fuel distribution. An extra tall carburetor pad eliminates the need for spacers, and rear water outlets allow for a four corner coolant flow path if desired. It features dual distributor clamp locations, and port exits are sized to match cast iron Chevrolet Bowtie heads. The Victor Jr. Sportsman 2V #2912 for Vortec heads has all the features of #2901 for the racer using the popular GM (Vortec L31) cast iron cylinder heads. Both manifolds accept standard restrictor plates and carb adapters.



Victor Jr. Sportsman 2V#2901

Victor Jr. Sportsman 2V for Vortec Heads#2912

Replacement carb base gaskets for Victor Jr. Sportsman 2V (6 gaskets)#6940

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

Installation Notes: Recommended intake gasket: **Fel-Pro #1206** for #2901; for #2912 use **Edelbrock #7235** or **GM #89017465**. See pages 115-116 for manifold reference dimensions.



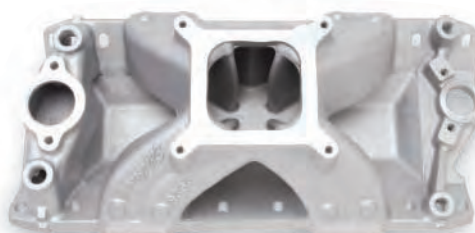
Victor Jr. #2975



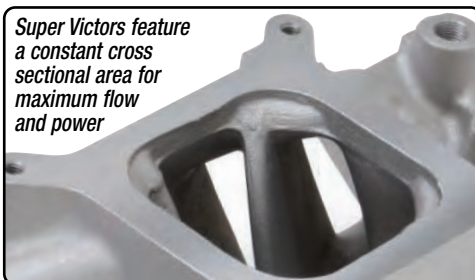
Bowtie II Victor Jr. #2972



Bowtie II Victor Jr. Tall #2996



Super Victor #2925



Super Victors feature a constant cross sectional area for maximum flow and power



Super Victor Vortec #2913

VICTOR JR. (3500-8000 rpm)

These versatile manifolds are excellent for many applications from high-performance street to drag/circle track racing. They provide maximum performance for engines with standard port location, iron and aluminum cylinder heads. The low-profile of the #2975 works well in applications with minimal hood clearance and where 1" or 2" spacers can be used for performance tuning. When carb spacers are not allowed, the #2999 should be used. The Victor Jr. Port Matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1205 or Edelbrock #7201.

Victor Jr.	#2975
Victor Jr. with EnduraShine finish.....	NEW #29754
Victor Jr. Port Matched.....	#2900
Victor Jr. Tall (1" taller)	#2999

Installation Notes: Recommended intake gasket: Edelbrock #7201 or Fel-Pro #1206. See pages 115-116 for reference dimensions.

MATCHING EDELBROCK PARTS

Description	Page No.
Victor Jr. Cylinder Heads.....	146
Roller Timing Set.....	180
Gear Drive Set.....	181

BOWTIE II VICTOR JR. (3500-8000 rpm)

Bowtie II intakes provide maximum performance for engines using unported Chevrolet Bowtie cast iron heads #14011058, #14011034 and #10134392. The intake manifold port exits match up to these heads with little or no matching required. This is ideal for classes where rules restrict the porting of intake manifolds to match cylinder heads. The #2972 can be tuned for greater performance gains when used with 1" or 2" carb spacers. In classes where spacers are not allowed, the #2996 should be used.

Bowtie II Victor Jr.	#2972
Bowtie II Victor Jr. Tall (1" taller)	#2996

Installation Notes: Recommended intake gasket: Fel-Pro #1206. See page 115-116 for reference dimensions.

SUPER VICTORS (3500-8000 rpm)

These powerful manifolds utilize modern induction design techniques for incredible race-winning power. The Super Victors deliver maximum torque and horsepower up to 8000+ rpm. The extended, constant cross-sectional area of the runners produce more torque across the mid-range for great short track power, throttle response out of the corners and improved 60-foot times in drag racing. A direct "line of sight" flow path provides maximum flow for outstanding performance.

Super Victor #2925

Designed for heads with a standard port location, the runners match the "flat floor" entry of the latest 23° heads. Carb pad height is 5-1/2" (from end seals) and overall, the #2925 is about one-inch taller than our Victor Jr. intake #2975. Runners have a 2.80 square-inch cross-section. Available with EnduraShine finish.

Super Victor for 23° Heads.....	#2925
Super Victor for 23° Heads with EnduraShine finish.....	NEW #29254

Super Victor #2926

This manifold provides the latest racing technology for groups like the NASCAR Touring and Hooters Classes. Runners have a 2.80 square-inch cross-section. Compatible with raised-port heads such as Victor 23° high-port #775569 (see page 163), Pontiac #10045434/#10033867 and Chevrolet heads #10051101 and #25534351.

Super Victor for Raised Port 23° Heads	#2926
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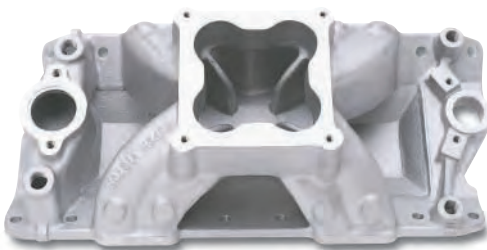
Super Victor Vortec #2913

Designed for racers using Vortec cast iron or Edelbrock E-Tec aluminum cylinder heads, this manifold offers the same awesome top-end horsepower, throttle response and advanced design features as Super Victor #2925. Designed specifically to enhance the performance of the Vortec cylinder heads (also known as L31), the #2913 is the most powerful intake available for these Chevy production heads. Runners have a 2.60 square-inch cross-section. Also available with fuel-injector bosses, see pages 117-139 for more info.

Super Victor for E-Tec/Vortec Heads	#2913
Super Victor EFI for E-Tec/Vortec Heads	#29135

POWER PKG
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MANIFOLDS
EFI
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CAM & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
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MANIFOLDS S/B CHEVY RACE



Super Victor 4500 #2970

SUPER VICTORS (3500-8000 rpm)

Super Victor 4500 #2970 & #2971

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

Super Victor 4500 for 23° Heads#2970

Super Victor 4500 for Raised Port 23° Heads.....#2971

Installation Notes: Recommended intake gasket: **Edelbrock #7201 (for #2925); Fel-Pro #1206 or larger (for #2970); #1263 (for #2926 & #2971); and Edelbrock #7235 or GM #89017465 (for #2913).**

See pages 115-116 for manifold reference dimensions.



Super Victor CNC #2825

SUPER VICTOR CNC (3500-8000 rpm)

This special version of the Super Victor was developed for competition high rpm or large displacement small-blocks. It is CNC machined in all critical areas, plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. See Super Victor #2925 for application information.

Super Victor CNC#2825

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

Installation Notes: Recommended intake gasket: **Fel-Pro #1206.** See pages 115-116 for manifold reference dimensions.



Super Victor Vortec Bowtie #2814

SUPER VICTOR VORTEC BOWTIE (4000-8000 rpm)

Designed specifically for use with GM cast-iron Vortec Bowtie cylinder heads #25534351 (185cc) and #25534371 (215cc). It features raised runners that closely match the port shape and location of these heads, and is the best choice for racing classes that prohibit modification to the manifold. It features the original 6-bolt pattern and 7/8" inch of additional carb pad height (compared to previous raised-runner manifolds such as #2926).

Super Victor Vortec Bowtie.....#2814

Installation Notes: Recommended intake gasket: **Edelbrock #7206, #7207, #72068, #72078 (see pg. 47 for gasket specs).** See pg. 115-116 for manifold reference dimensions.



Victor E #2978

VICTOR E (4500-8500 rpm)

Ideal for high-rpm drag race applications, the Victor E has a larger and deeper plenum than the #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit allows port matching to the small port heads used in NHRA Super Stock classes. 1" or 2" spacers can be used for performance tuning. The large plenum and runner volume of this manifold is also ideal for alcohol-fueled applications. Victor EFI also available with electronic fuel injector bosses, see pages 117-139.

Victor E#2978

Victor E EFI#29785

Installation Notes: Recommended intake gasket: **Edelbrock #7201 or Fel-Pro #1206.** See pages 115-116 for manifold reference dimensions. See page 131 for fuel rail kits.



Victor Jr. High-Port #2967

VICTOR JR. HIGH-PORT (4000-8000 rpm)

Ideal for bracket race and 9:1 compression, 390 cfm carb oval track applications, this manifold provides excellent mid-range to top-end power for engines with raised-port 23° heads such as Pontiac #10045434, #10033867 and Chevrolet Raised Runner Bowtie heads #10051101. Runners have a 2.80 square-inch cross-section. Relief for center water outlets included.

Victor Jr. High-Port.....#2967

Installation Notes: Recommended intake gasket: **Fel-Pro #1263.** See pg. 115-116 for reference dimensions.



Victor High-Port #2968

VICTOR HIGH-PORT (4500-8500 rpm)

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

Victor High-Port.....#2968

Installation Notes: Recommended intake gasket: **Fel-Pro #1263**. See pg. 115-116 for reference dimensions.



Victor 18° Nationwide GN #2950

VICTOR 18° 2.9 (5000-8500 rpm)

Designed for use on 9.5:1 compression engines with 390 cfm carbs and GM or Edelbrock 18° heads. Runners have a 2.9 square-inch cross-section. Manifold height from the end seal to the carb pad is 7.03". Victor 18° 2.9 Spider #2955 has the same plenum and runners as #2950 in a two-piece design. #2955 can be used with Edelbrock base plate #2992.

Victor 18° 2.9 (one-piece design).....#2950

Victor 18° 2.9 Spider (upper for 2-piece design)#2955

Victor 18° Base (base of 2-piece manifold).....#2992

Installation Notes: Recommended intake gasket: **Fel-Pro #1282** (spider and manifold), #1254 (base). See pages 115-116 for manifold reference dimensions.



Victor 18° #2959

VICTOR 18° 3.2 (5000-8500 rpm)

The Victor 18° #2959 features intake runners with a large cross-section area of 3.2 square-inches for max high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18° heads. This intake is a one-piece manifold with the same runner and plenum design as the two-piece #2958 Spider used in circle track applications. It is ideal for any racer desiring the performance of the #2958 in a one-piece manifold. The Spider is part of a two-piece design and can be used with Edelbrock base plate #2992.

Victor 18° 3.2 (one-piece design).....#2959

Victor 18° 3.2 Spider (top of 2-piece manifold)#2958

Victor 18° Base (base of 2-piece manifold).....#2992

Installation Notes: Recommended intake gasket: **Fel-Pro #1282** (spider and manifold), #1254 (base). See pages 115-116 for manifold reference dimensions.



Victor 18° High-Torque #2995

VICTOR 18° HIGH-PORT (4500-8500 rpm)

Designed for engines using Edelbrock or GM 18° High-Port heads #10134363 and #10134364, #2995 runners have a 2.85 square-inch cross-section. Features 1/2" female pipe bosses over rear water outlets to allow for customization of cooling system and dual distributor clamp locations for ease of timing adjustment. Relief for center water outlets included.

Victor 18° High-Torque.....#2995

Installation Notes: Recommended intake gasket: **Fel-Pro #1282**. See page 115-116 for reference dimensions.



Victor RO-7 GM Line of Sight #2878

VICTOR GLIDDEN 18° CHEVY (5000-8500 rpm)

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

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

Installation Notes: Recommended intake gasket: **Fel-Pro #1282**. See page 115-116 for reference dimensions.

VICTOR RO-7 GM (6000-9500 rpm)

Designed for the new GM RO-7 engine used in NASCAR's Sprint Cup Series, Victor RO-7 #2875 and #2878 is **NASCAR approved for the 2008 race season**. #2875 makes higher torque and is ideal for short tracks. #2878 is the best choice for high RPM applications.

Victor RO-7 GM (high torque).....**NEW**.....#2875

Victor RO-7 GM (high rpm)**NEW**.....#2878

See pages 115-116 for manifold reference dimensions.

POWER PKG
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FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAM & ACCESS.
NITROUS
WATER PUMPS
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MANIFOLDS S/B CHEVY RACE AND CHEVY LS1



Victor Glidden Spider #2858

VICTOR GLIDDEN SPIDER (5000-8500 rpm)

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

Glidden Victor Spider-Type manifold (for 18° and 15° heads)#2858
Victor 18° Base (base of 2-piece manifold).....#2992

Installation Notes: Must be used with Edelbrock base plate #2992. Recommended intake gasket: **Fel-Pro #1282** (spider and manifold), #1254 (base). See pages 115-116 for manifold reference dimensions.



Victor SB2 #2962

VICTOR SB2 SPIDER (5000-8500 rpm)

Designed for the latest SB2 Chevy heads used in NASCAR's Nationwide and Craftsman Truck Series, Victor SB2 #2862 is **NASCAR approved for the 2008 race season**. This spider-type manifold must be used with the GM baseplate made for the SB2 cylinder heads.

Victor SB2.....#2962

Installation Notes: Recommended intake gasket: **Fel-Pro #1237-3** (spider), #1242 (base). See pages 115-116 for manifold reference dimensions.



Victor Ram #7070 with top #7073

VICTOR RAM (6500-10,000 rpm)

This tunnel ram manifold for standard 23° S/B Chevy heads features include effective methods for the control of high velocity mixture flow, especially at engine speeds above 8500 rpm. Removable top mounts various carburetors. Suited to drag race engines operating at 6500-10,000 rpm and race boat engines above 7000 rpm. Does not fit raised port cylinder heads or 1987 and later cast iron heads.

Victor Ram (base only)#7070
Victor Ram - 2 standard-flange, sideways (top only)#7073
Throttle Linkage (sideways)#7071
Top Gasket (included with top)#6988

Carburetor Recommendations: Use appropriate racing carburetors.

Installation Notes: Distance from carburetor center to carburetor center: 8.88". Manifold top with bottom height: 9.25". H.E.I. ignition will not clear manifold. Recommended intake gasket: **Fel-Pro #1206**. See page 115-116 for manifold reference dimensions.



CHEVROLET LS1 V8

PERFORMER RPM LS1 (1500-6500 rpm)

This powerful manifold is designed for the popular Chevrolet LS1 (5.7L) small-block V8 originally used in 1997 and later Corvettes and 1998-02 Camaros and Firebirds. It also fits the Corvette LS6 engine and any other Gen III engine including the LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L). It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve from 1500 to 6500 rpm. This manifold made **410 hp and 418 ft/lbs. of torque** in dyno tests with our matching cam #2215 and Performer Series carb #1413. The Performer RPM LS1 includes a wiring harness and unique electronic Timing Control Module made by MSD® which 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 700R-4, 200R-4 and Turbo 350 transmissions is included, making the LS1 engine an easy retro-fit into any muscle car, street rod or marine application. Exhaust system available, see page 208.

Performer RPM LS1 Manifold & Timing Control Module (non-EGR).....#7118
Performer RPM LS1 Manifold Only (non-EGR)#71187

Carburetor Recommendations for the Performer RPM LS1:

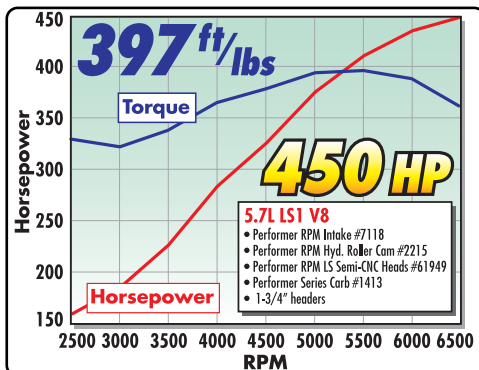
Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36).

Installation Notes: Uses LS1/LS6 style individual port o-ring seals. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE.

Manifold height: A-4.50", B-5.40", Carb pad height: 4.95" (see page 56). Port exit dimensions: .98" x 2.72".



Performer RPM LS1 manifold and Timing Control Module #7118

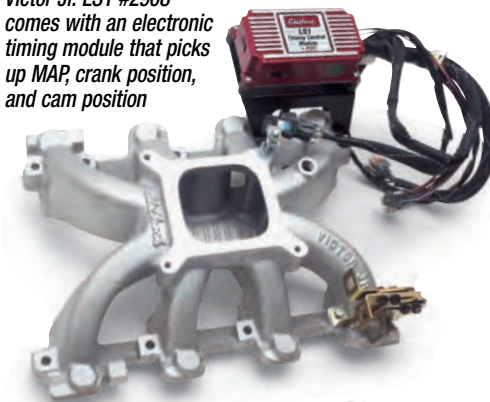


MATCHING PARTS FOR #7118 ON NEXT PAGE



RPM Air-Gap manifold #75184 with EnduraShine finish

Victor Jr. LS1 #2908 comes with an electronic timing module that picks up MAP, crank position, and cam position



Super Victor LS1
EFI manifold #28097



We have complete line of LS Series engine components; Pro-Flo XT EFI System, Cylinder Heads, Drag Headers, Intake Elbows, Intake Manifold, Throttle Bodies, Camshafts, Timing Covers and Coil Covers as seen here on one of our test engines.

All parts on this page not legal for sale or use on pollution controlled motor vehicles.

MATCHING EDELBROCK PARTS FOR #7118

Description

Edelbrock/Lingenfelter LS1 Cylinder Heads	146
Performer RPM Hydraulic Roller Lifter Camshafts.....	172-175
Shorty Headers.....	199
Retro Fit Exhaust Kit.....	208

Page No.

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

Now, hot rodders can have the late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the new RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518 is an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system. Also available, complete carb and manifold kits on page 15.

RPM Air-Gap Dual-Quad LS1 for Gen III (non-EGR)#7518
RPM Air-Gap Dual-Quad LS1 with EnduraShine finish for GM Gen III (non-EGR)#75184

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Uses LS1/LS6 style individual port o-ring seals. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE.

Manifold height: A-5.05", B-5.64"; Carb pad height: 5.35" (see page 56). Port exit dimensions: .98" x 2.72".

VICTOR JR. LS1 (3500-7500 rpm)

For Chevrolet LS1 V8 Carbureted Applications

With an operating range of 3500-7500 rpm, this high-rise single plane intake is capable of supporting up to 600 hp. Like our Performer RPM LS1 intake, the Victor Jr. LS1 accepts a square bore carburetor and comes with an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system. This module also offers a choice of several built-in timing curves, each tailored for engine displacement, cam profiles, and fuel grades. Includes a throttle bracket designed to work with 700R-4, 200R-4 and Turbo 350 transmissions. Most applications will require hood modification. Also available with fuel injector bosses, see pages 131.

Victor Jr. LS1 Carbureted Intake Manifold and Timing Control Module.....#2908

Victor Jr. LS1 Carbureted Intake Manifold only#29087

Victor Jr. LS1 Competition EFI Intake Manifold only.....#29085

Installation Notes: Uses LS1/LS6 style individual port o-ring seals. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE. See pages 115-116 for reference dimensions. Victor Jr. LS1 EFI also available with electronic fuel injector bosses, see page 131. Manifold height: A-4.95", B-4.95"; Carb pad height: 4.95" (see page 56). Port exit dimensions: .98" x 2.74".

SUPER VICTOR LS1 (3500-8000 rpm)

Carbureted or Competition EFI for GM Gen III

Building on the success of the Victor Jr. LS1 manifold, the Super Victor LS1 offers greater air flow potential for ever bigger power gains from these modern engines. 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". Use Edelbrock Timing Control Module #91238 to drive the stock Coil-on-Plug ignition system. This manifold has already been accepted by NASCAR for use in the Grand National West/Grand National East series. Super Victor EFI LS1 manifold #28095 is for high-output competition EFI systems and features precisely positioned and machined injector bosses for excellent fuel spray patterns and maximum power. Universal 4-Barrel Throttle Bodies, fuel rails, fuel injectors, fuel pumps and regulators are available separately to complete your competition EFI system.

Super Victor LS1 manifold (for use with carburetor)#28097

Super Victor LS1 EFI manifold#28095

Installation Notes: #28095 uses Fel-Pro #1312-3, and #28097 uses LS1/LS6 style individual port o-ring seals. Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE. See pages 115-116 for reference dimensions. Super Victor LS1 EFI also available with electronic fuel injector bosses, see page 124. Manifold height: A-6.07", B-6.07"; Carb pad height: 6.07" (see page 56). Port exit dimensions: 1.08" x 2.74".

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HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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MANIFOLDS

W-SERIES CHEVY AND B/B CHEVY

NEW



Performer RPM
Dual-Quad manifold #5408



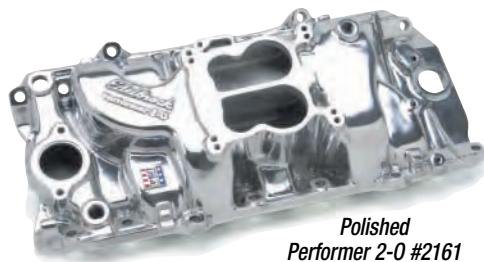
NEW



Oil Fill Tube
and Breather #4803



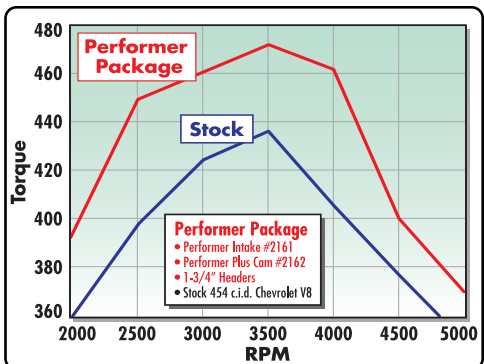
Performer 2-0 #2161



Polished
Performer 2-0 #2161



Performer 2-0 EGR #3761



CHEVROLET 348/409 W-SERIES V8

PERFORMER RPM DUAL-QUAD (1500-6500 rpm)

These new Performer RPM Dual-Quad intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. Two versions are available, one for small-port cast iron factory heads and one for factory large port or with our **new Performer RPM W-series heads #60809 or #60819**. These manifolds deliver performance improvements in the 1500-6500 rpm range with Edelbrock Performer Series or Thunder Series AVS dual-quad carburetors, and they accept our dual-quad accessories including fuel lines, throttle linkage, and air cleaners. Includes Oil Fill Tube (not installed) and matching push-in Breather. The Oil Fill Tube and Breather are also available separately as #4803. Both intakes have grommet-style PCV provision in back of manifold (baffle included).



- Performer RPM Dual-Quad Small Port (non-EGR) **NEW**#5408*
- Performer RPM Dual-Quad Small Port with EnduraShine Finish (non-EGR) ... **NEW**#54084*
- Performer RPM Dual-Quad Large Port (non-EGR) **NEW**#5409*
- Performer RPM Dual-Quad Large Port with EnduraShine Finish (non-EGR) ... **NEW**#54094*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes:

#5408 Recommended intake gasket: **Fel-Pro MS9459B**. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see page 56). Port exit dimensions: 2.06" x 1.15". #5409 Recommended intake gasket: **Fel-Pro MS9788B**. Manifold height: A-4.03", B-5.21"; Carb pad height: 4.62" (see page 56). Port exit dimensions: 2.39" x 1.15".

CHEVROLET 396-502 V8

50 state legal

PERFORMER 2-0 (idle-5500 rpm)

Designed for street 396-502 c.i.d. big-block Chevy V8s using general duty oval-port cylinder heads. #2161 is stock replacement/street legal part for 396, 402, 427 and 454 V8s with OEM 4-bbl. carb.; 1965-72 (1973 non-CA) passenger cars and 1966-83 trucks, Suburbans and heavy vehicles; except stock equipped EGR. #3761 is stock replacement/street legal part for 454 V8s with OEM 4-bbl. carb.; 1972-89. Will not fit under hood of Corvette without hood modifications. Will not fit "tall block" V8s. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads. Available with standard finish, polished or with EnduraShine Finish for a look you've got to see to believe, see page 58.



- Performer 2-0 (non-EGR)#2161
- Polished Performer 2-0 (non-EGR)#21611
- Performer 2-0 with Endurashine Finish (non-EGR)#21614
- Performer 2-0 (EGR)#3761

Carburetor Recommendations:

#2161: Stock 4-bbl - use choke rod #9179 if needed. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

#3761: Stock 4-bbl - use choke rod #9179 if needed.

Installation Notes: Use #8028 waterneck adapter for 1986 and later. Choke plate #8961 included.

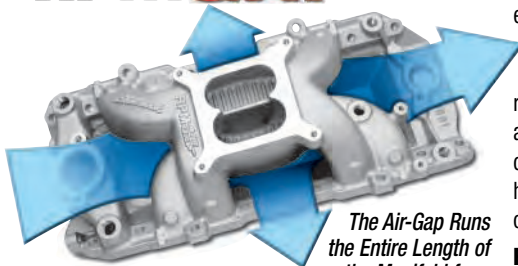
Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.300", B-5.400"; Carb pad height: 4.85" (see page 56). Port exit dimensions: 1.70" x 1.68".

MATCHING EDELBROCK PARTS FOR #2161 & #3761

Description	Page No.
Performer Cylinder Heads	140-171
Performer-Plus Camshaft	172-175
Roller Timing Set	180
Cam Gear Drive	181
Manifold Bolts	55
Valve Covers	190
Water Pumps	185-189



RPM AIR-GAP



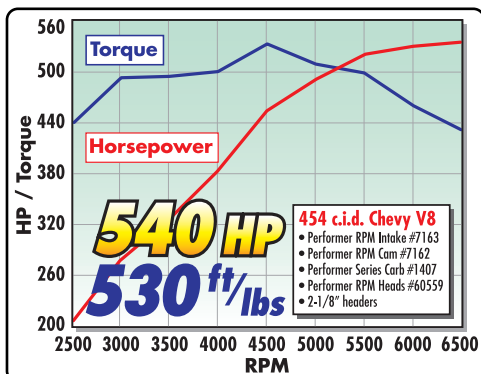
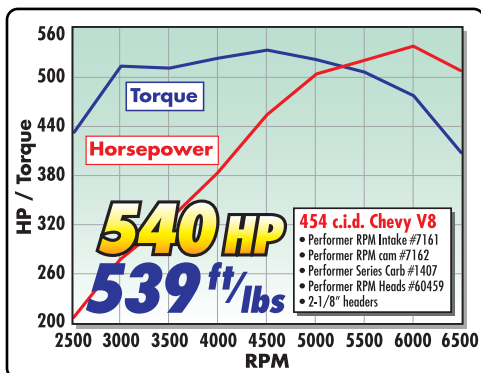
The Air-Gap Runs the Entire Length of the Manifold for a Cool, Dense Mixture and More Power... Outstanding Performance and a Great Looking Manifold!



RPM Air-Gap 2-0 NASCAR Edition #75613



Performer RPM 2-0 #7161



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

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier) or Edelbrock Performer/Performer RPM heads. The RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. 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. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro. Available with standard, polished, EnduraShine finish or black powder coated NASCAR Edition.

RPM Air-Gap 2-0 (non-EGR)	#7561*
Polished RPM Air-Gap 2-0 (non-EGR)	#75611*
RPM Air-Gap 2-0 NASCAR Edition (non-EGR)	NEW #75613*
RPM Air-Gap 2-0 with EnduraShine finish (non-EGR)	#75614*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see page 56). Port exit dimensions: 1.60" x 1.94".

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

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

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7202**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see page 56). Port exit dimensions: 1.56" x 2.24". Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.

PERFORMER RPM 2-0 (1500-6500 rpm)

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

Performer RPM 2-0 (non-EGR)	#7161
Performer RPM 2-0 with EnduraShine finish (non-EGR)	#71614

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see page 56). Port exit dimensions: 1.60" x 1.94". Will not fit under stock hood of Corvette, 1964-67 Chevelle, or 1967-81 Camaro.

PERFORMER RPM 2-R (1500-6500 rpm)

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

Performer RPM 2-R (non-EGR)	#7163
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Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7202**. Manifold height: A-4.45", B-6.0" (.25" taller than stock high-rise aluminum manifold); Carb pad height: 5.22" (see page 56). Port exit dimensions: 1.56" x 2.24". Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

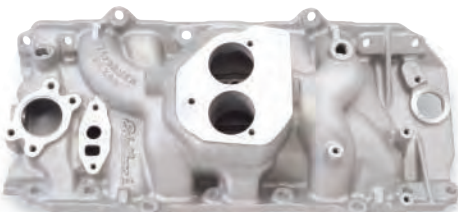
MANIFOLDS B/B CHEVY



Performer RPM 2-0 Q-Jet #7164

MATCHING EDELBROCK PARTS FOR #7164

Description	Page No.
Performer RPM Cylinder Heads	140-171
Performer RPM Camshaft	172-175
Roller Timing Set	180
Cam Gear Drive	181



Performer 454 T.B.I. EGR #3764

MATCHING EDELBROCK PARTS FOR #3764

Description	Page No.
Performer Cylinder Heads	140-171
Tubular Exhaust System Headers	200
Performer-Plus Camshaft	172-175
Roller Timing Set	180
Water Pump	185-189



Torker II 2-0 #5061



Street Tunnel Ram 2-0 #7115

PERFORMER RPM Q-JET (1500-6500 rpm)

Designed for spread-bore carbs but also works with Edelbrock square-bore carbs without adapter on street 396-502 c.i.d. Chevy V8s with large oval-port (1975 and earlier) heads. No provisions for hot air style chokes. Accepts divorced choke, late-model waterneck, air-conditioning, alternator and HEI equipment.

Performer RPM 2-0 Q-Jet (oval-port, non-EGR)#7164*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.45", B-6.0"; Carb pad height: 5.22" (see page 56). Port exit dimensions: 1.61" x 1.93". For divorced choke use #9178. Will not fit under stock hood of Corvette, 1964-67 Chevelle or 1967-81 Camaro.



PERFORMER 454 T.B.I. (idle-5500 rpm)



Designed for street 454 c.i.d. Chevy V8s (1987-90), the Performer 454 T.B.I. manifold delivers outstanding performance for the street with complete emissions compatibility. **With an Edelbrock manifold #3764, Edelbrock cam kit #2162* and Tubular Exhaust System, 0-60 times improved by 1.70 seconds.** Add our Performer High-Compression heads #60499 for even greater power gains. Performer #3764 is a stock replacement/street legal part for 1987-90 Chevy/GMC trucks with Mark IV 454 c.i.d. throttle body injected V8 engines. Accepts stock EGR in stock location. Will not fit 1991-95 vehicles.

Performer 454 T.B.I. Mark IV (1987-90, EGR)#3764

Injector Recommendations: Use stock Throttle Body Injection Unit.

Installation Notes: Recommended intake gasket: **GM #10181398**. Manifold height: A-4.30", B-6.45" same as stock; Carb pad height: 5.37" (see page 56). Port exit dimensions: 1.41" x 1.59". 1987-90 Chevy 454 trucks require Edelbrock GM T.B.I. throttle bracket #8019.



TORKER II 2-0 (2500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). Will fit under stock hood of Corvette without modification. Manifold not equipped with EGR. Will not fit "tall block" V8 engines.

Torker II 2-0 (non-EGR)#5061*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use bracket #8031 for 1972-78.

Installation Notes: Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-3.050", B-4.600" (.25" taller than stock Corvette); Carb pad height: 3.82" (see page 56). Port exit dimensions: 1.35" x 1.90"/1.60" x 1.90".



MATCHING EDELBROCK PARTS FOR #5061

Description	Page No.
Performer Cylinder Heads	140-171
Tubular Exhaust System Headers	200
Torker-Plus Camshaft	172-175
Roller Timing Set	180

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

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

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

Street Tunnel Ram 2-0 (base only)#7190*

Street Tunnel Ram 2-0 (top only)#7191*

Throttle Linkage (forward)#7097

Top Gasket (included with base and top)#6989

Performer RPM Camshaft/Lifters/lube Kit (high-horsepower)#7162*

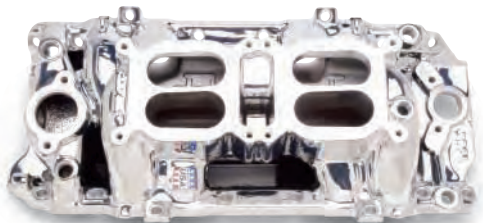
Carburetor Recommendations: Performer #1405 (600 cfm), Thunder Series AVS #1805 (650 cfm).

Installation Notes: Top has vacuum outlet for power brakes. Manifold will accept forward mounted carbs. Distance from carb center to carb center: 9.38". H.E.I. ignition will not clear manifold. Recommended intake gasket: **Edelbrock #7203**. Manifold top with bottom height: 10.63". Port exit dimensions: 1.56" x 1.89".

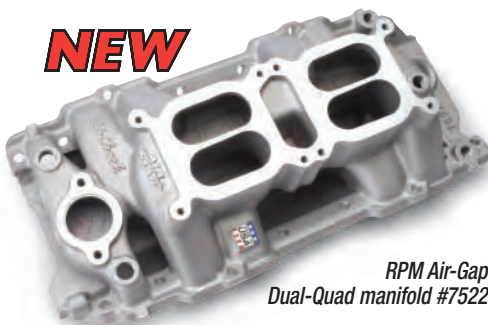




C-66-O #5420



RPM Air-Gap Dual-Quad manifold
#75204 with EnduraShine finish



RPM Air-Gap
Dual-Quad manifold #7522



Dual-Quad Progressive Linkage Kit #7094



Victor Jr. 454-R #2902



Victor Jr. 454-O EFI #29045

C-66-O DUAL-QUAD (1500-6000 rpm)

C-66-R DUAL-QUAD (1500-6000 rpm)

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

- C-66-O for 1975 & earlier large, oval-port heads (non-EGR).....#5420**
Polished C-66-O for 1975 & earlier large, oval-port heads (non-EGR).....#54201
C-66-R for rectangular-port heads (non-EGR).....#5421

Carburetor Recommendations: Performer Series #1405 (600 cfm), Thunder Series AVS #1805 (650 cfm).

Installation Notes: H.E.I. will fit. Recommended intake gasket: **Edelbrock #7203 (for #5420) or #7202 (for #5421)**. Manifold height: A-3.95", B-4.65"; Carb pad height: 4.30" (see page 56). Port exit dimensions: #5420 - 1.64" x 1.94"; #5421 - 1.66" x 2.30".

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

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

Designed for street 396-502 c.i.d. Chevy V8s. These intakes stand 7/8" taller than the low-profile C-66-R/O dual-quad intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. In dyno tests on a ZZ 502 with intake #7522, heads #77489 and #2261 hydraulic roller camshaft, we made **602 hp, 15 hp more** than the Performer RPM manifold #7163. Oval-port intake is also available as a complete manifold and carb kit, see page 15 for more information.

- RPM Air-Gap Dual-Quad for 1975 & earlier oval port (non-EGR).....#7520**
RPM Air-Gap Dual-Quad for 1975 & earlier oval port with EnduraShine finish (non-EGR)....#75204
RPM Air-Gap Dual-Quad rectangular port (non-EGR).....#7522
RPM Air-Gap Dual-Quad rectangular port with EnduraShine finish (non-EGR).....#75224

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Neither H.E.I. or mechanical tach drive distributors will fit. **#7520:** Recommended intake gasket: **Edelbrock #7203**. Manifold height: A-4.81", B-5.56"; Carb pad height: 5.19" (see page 56). Port exit dimensions: 1.60" x 1.93". **#7522:** Recommended intake gasket: **Edelbrock #7202**. Manifold height: A-5.18", B-5.94"; Carb pad height: 5.56" (see page 56). Port exit dimensions: 1.57" x 2.27".

Victor Series Manifolds Deliver Race-Winning Performance for Competition Engines

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior power potential for competition. Victor Series manifolds have extra material for port matching and customizing. Use the "Reference Dimension" chart on pages 115-116 to choose the correct manifold.

VICTOR JR. 454-R (3500-7500 rpm)

VICTOR JR. 454-O (3500-7500 rpm)

Designed for competition 396-502 big-block Chevys. #2902 fits rectangular-port heads and #2904 fits large oval-port heads (1975 & earlier). These intakes are designed to optimize the flow characteristics of an 850 cfm standard flange carb. Features include extended runner dividers, smaller plenum chambers and unique runner design for better 60 foot times and max power from 3500 to 7500 rpm. These manifolds are especially suited to 502 c.i.d. and smaller competition engines. Testing has proven these manifolds are superior to our competitors. Victor Jr. 454-R #2902 will fit Edelbrock Victor race heads #77609, #77659, Victor Jr. #60409 and Victor 24° #77409, #77459. Victor EFI also available with electronic fuel injector bosses, see pages 117-139. See page 132 for fuel rail kits.

- Victor Jr. 454-R.....#2902**
Victor Jr. 454-R EFI.....#29025
Victor Jr. 454-O.....#2904
Victor Jr. 454-O EFI.....#29045

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1275 (for #2902) or Edelbrock #7203 (for #2904)**. Manifold height: A-5.90" & B-5.90" (see page 56). See pages 115-116 for manifold reference dimensions.

MANIFOLDS BIG-BLOCK CHEVY RACE



Victor 454-R #2907



Victor 454 Large Oval Port intake #28070

Reher-Morrison Counts on Edelbrock!

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



Victor 454-R CNC #2807
includes a CNC-matched 1" carb spacer



Super Victor BBC #2927



Super Victor Tall-Deck #2916

VICTOR 454-R & VICTOR 454-TD (3500-8000 rpm) VICTOR 454-O (3000-7500 rpm)

The Victor 454 Series (R, TD and O) for big-blocks offer superior performance for drag racing and marine. Victor 454-R is for rectangular-port heads and 454-TD fits the same heads when a tall-deck block is used. Victor 454-O is for engines with large oval-port heads (1975 & earlier). They accept 4500 Series carbs or standard-flange double-pumpers with our adapter #8716. For maximum hp with 4500 Series carbs, use 1" spacer #8717. Victor 454-TD uses standard deck height distributor. #2907 and #2911 will fit Edelbrock Victor race heads #77609, #77659, #77409, #77459 and Victor Jr. #60409.

Victor 454-R	#2907
Victor 454-O	#2909
Victor 454-TD	#2911

Carburetor Recommendations: Use 4500 Series or std-flange racing carbs with Edelbrock adapter #8716.
Installation Notes: Recommended intake gasket: **Fel-Pro #1275** (for #2907 & #2911) or **Edelbrock #7203** (for #2909). Manifold height: Victor 454-R and Victor 454-O A-5.90", B-5.90"; Victor 454-TD A-6.23", B-6.23" see page 56. See pages 115-116 for manifold reference dimensions.



VICTOR 454 LARGE OVAL PORT

Designed to match Edelbrock/Musi heads (3500-8000 rpm)

This new manifold for big-block Chevy is a variation of our Victor 454-R manifold #2907 with a 3/4" radius in the ports, producing a port exit compatible with current large oval port heads such as the Edelbrock/Musi Victor 24° CNC head #61409. It delivers the performance of the original #2907, giving excellent on-track performance on 502 c.i.d. and smaller engines. It can be ported to fit a wider variety of cylinder head shapes and locations, making it especially suitable for use with custom CNC ported heads.

Victor 454-LO (with 3/4" radius filled-corner runners)	#28070
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Carburetor Recommendations: Use 4500 Series or std-flange racing carbs with Edelbrock adapter #8716.
Installation Notes: Manifold height: A-5.90", B-5.90" (see page 56). See pages 115-116 for manifold reference dimensions.



VICTOR 454-R CNC (3500-8000 rpm)

This special version of the Victor 454-R for big-block Chevys is CNC-machined for Edelbrock by Reher-Morrison Racing Engines. The same air-flow technology that goes into winning RMRE Super Series engines is now available to you right out of the box. Although gains will vary depending on the application, typical performance improvements are 15 horsepower over as-cast manifolds. Victor 454-R CNC manifold #2807 is based on the #2907 and is an ideal manifold for racing engines from 454 up to 555 cubic inches. See Victor 454-R #2907 above for application information (will not fit #61409 heads).

Victor 454-R CNC	#2807
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Carburetor Recommendations: Use 4500 Series or std-flange racing carbs with Edelbrock adapter #8716.
Installation Notes: Recommended intake gasket: **Fel-Pro #1275**. Manifold height: A-5.90", B-5.90"; (see page 56). See pages 115-116 for manifold reference dimensions.



SUPER VICTOR BBC (3500-8500 rpm)

This single-plane manifold was designed for Chevy big-blocks with rectangular port cylinder heads. It is ideal for 500+ cubic-inches or any big-block drag race engine with high air flow requirements. In dyno testing, Super Victor #2927 outperformed the competition out-of-the-box with just a port match and minor blending of critical surfaces. Super Victor Tall-Deck #2916 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors. See Super Victor CNC listings for CNC-ported, ready-to-race versions of these manifolds. Also available with fuel injection bosses, see pages 117-139. See page 132 for fuel rail kits.

Super Victor BBC	#2927
Super Victor BBC EFI	#29275
Super Victor BBC Tall-Deck	#2916
Super Victor BBC EFI Tall-Deck	#29165

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.
Installation Notes: Recommended intake gasket: **Fel-Pro #1275**. Manifold height: A-6.20", B-6.20" (see page 56). See pages 115-116 for manifold reference dimensions.





Super Victor Oval Port manifold #29270



Super Victor CNC Tall-Deck BBC #2918



Super Victor Series CNC manifolds are CNC machined in all critical areas - plenum chamber, port exits, divider walls and runner roofs by Reher-Morrison Racing Engines - for out-of-the-box convenience



Big Victor Spread-Port #2802



Big Victor HV Spread-Port #2804



Victor Ram 2-R #7075

SUPER VICTOR BBC LARGE OVAL PORT

Designed to match Edelbrock/Musi heads (3500-8500 rpm)

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

Super Victor Oval Port (with 3/4" radius filled-corner runners)#29270

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1275**. Manifold height: A-6.20", B-6.20" (see page 56). See pages 115-116 for manifold reference dimensions.

SUPER VICTOR CNC BBC (3500-8500 rpm)

These special versions of the Super Victor BBC were developed for competition high rpm or large displacement big-blocks. They are CNC machined by Reher-Morrison Racing Engines in all critical areas, plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. Super Victor CNC Tall-Deck #2918 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard height distributors. See Super Victor #2927 on page 80 for application information.

Super Victor CNC BBC.....#2917

Super Victor CNC Tall-Deck.....#2918

Carburetor Recommendations: Use appropriate 4500 Series racing carb.

Installation Notes: Recommended intake gasket: **Fel-Pro #1275**. Manifold ht.: #2917: A-6.20", B-6.20"; #2918: A-6.95", B-6.95" (see page 56). See pages 115-116 for manifold reference dimensions.

BIG VICTOR SPREAD-PORT (3500-8500 rpm)

Designed for large cubic-inch or high rpm drag racing big-blocks with Dart Big Chief or Brodix Big Duke cylinder heads, these manifolds have an average runner area of approximately 4.75 sq.in. The port exits have .090" per side reduction to accommodate the wide variety of intake port sizes and **require port matching**. The runners have a minimum corner radius of .500" from the plenum to the exit allowing the popular oval port shape to be used. The outside runners are shorter and straighter than competitor's manifolds and the plenum is longer front to back. These features, combined with approximately 5% taper in runner cross-sectional area, give better top end horsepower while maintaining consistency and throttle response off the stop.

Big Victor Spread-Port for Dart Big Chief heads (9.8" deck height).....#2801

Big Victor Spread-Port for Dart Big Chief heads (10.2" deck height).....#2802

Big Victor Spread-Port for Brodix Big Duke heads (9.8" deck height)#2805

Big Victor Spread-Port for Brodix Big Duke heads (10.2" deck height)#2806

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1298**. Manifold ht.: #2801: A-8.15", B-8.15"; Manifold ht.: #2802: A-8.47", B-8.47", Manifold ht.: #2805: A-7.99", B-7.99", Manifold ht.: #2806: A-8.25", B-8.25" (see page 56). See page 115-116 for manifold reference dimensions.

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

These two manifolds are identical to our #2801 and #2802 intakes, but with smaller high velocity runners for use on engines with a displacement up to 590 cubic inches, or for larger engines whose power band is primarily below 6500 rpm. The smaller runners make these manifolds ideal for use with throttle stops or for custom ported versions to create unique port configurations.

Big Victor HV with 9.8" deck height.....#2803

Big Victor HV with 10.2" deck height#2804

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1298**. Manifold ht.: #2803: A-8.15", B-8.15"; Manifold ht.: #2804: A-8.47", B-8.47" (see page 56). See page 115-116 for manifold reference dimensions.

VICTOR RAM 2-R (4500-8500 rpm)

Designed for 396-502 c.i.d. Chevy V8s using rectangular-port heads. Suitable for boat and drag racing. Operates from 4000-7000 rpm with the standard-flange top and above 7000 rpm with the dual 4500 top. The same base works with all tops. Will fit Edelbrock Victor series race heads #77409, #77459, #77609 and #77659.

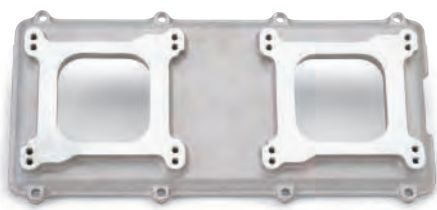
Victor Ram 2-R (base only)#7075

Installation Notes: Recommended intake gasket: **Fel-Pro #1275**. Port exit dimensions: .216" x 1.23".

POWER PKG
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MANIFOLDS

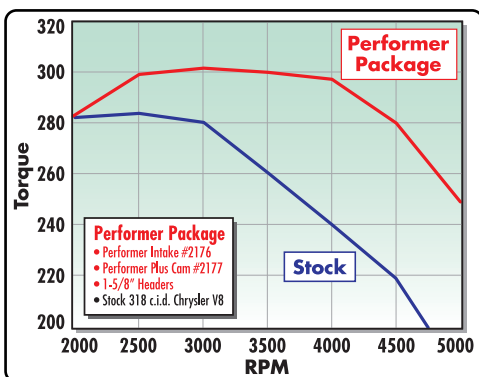
B/B CHEVY RACE AND CHRYSLER



Inline Standard Flange Top #7078



Performer 318/360 #2176



RPM Air-Gap #7576



RPM Air-Gap
NASCAR Edition #75763

Tops for Victor Ram 2-R #7075

- Two, In-Line, Standard-Flange Carbs (top only, includes gasket #6989).....#7078
- Throttle Linkage (forward).....#7097
- Sideways Mounting Carb Adapters (pair, see page 44 for more info).....#2694

Carburetor Recommendations: Use appropriate racing carburetor.

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

- Two, Sideways Mounted, 4500 Carbs (top only, includes gasket #6989).....#7079
- Throttle Linkage (sideways).....#7077

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installation Notes: Distance from carb center to carb center: 9.40". Manifold top with bottom height: 10.40".

CHRYSLER 318/360 V8 50^{state} legal

PERFORMER 318/360 (idle-5500 rpm)

Designed for street 318-340-360 c.i.d. Chrysler V8s. #2176 is stock replacement/street legal part for above V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. #3776 is stock replacement/street legal part for same V8s with OEM 4-bbl. carb.; 1972-87. These manifolds are not for use on marine engines used in salt water. Will not fit 1992 and later Magnum engines.

- Performer 318/360 (non-EGR).....#2176
- Performer 318/360 (EGR, 1972-86 only).....#3776

Carburetor Recommendations: OEM 4-bbl

Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7276, Chrysler #4494462AB for 318, #4397642 for 340 and 360 (or equivalent). Manifold height: A-4.13", B-5.13"; Carb pad height: 4.63" (see page 56). Port exit dimensions: .97" x 1.95".

MATCHING EDELBROCK PARTS FOR #2176 & #3776

Description	Page No.
Performer-Plus Camshaft.....	174
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179



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

The First Dual-Plane Manifold Design for High-Performance Street with our Proven, Race-Winning Air-Gap Feature

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

- RPM Air-Gap 340/360 (non-EGR).....#7576*
- RPM Air-Gap 340/360 NASCAR Edition (non-EGR).....**NEW**.....#75763*
- RPM Air-Gap 340/360 with EnduraShine finish (non-EGR).....#75764*

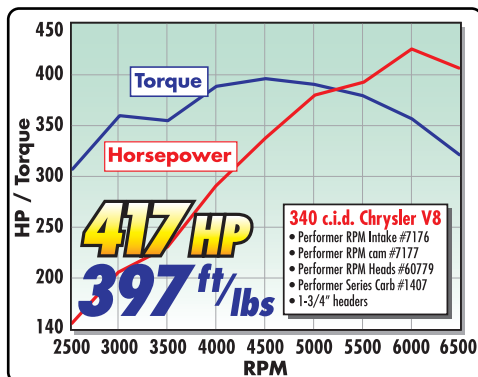
Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: Edelbrock #7276, Fel-Pro #1213, Chrysler #4397642 (or equivalent) for 340 and 360. Manifold height: A-4.9", B-5.8"; Carb pad height: 5.35" (see page 56). Port exit dimensions: .98" x 2.16". 1979 and later rotary A/C compressor will not clear waterneck.



Performer RPM 340/360 #7176



Torker II 360 #5076



RPM Air-Gap for Chrysler
Magnum V8 #7577

PERFORMER RPM 340/360 (1500-6500 rpm)

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads. Latest technology in dual-plane design results in both excellent low-rpm torque and outstanding high-rpm horsepower. Recommended for high-performance street, strip and fresh water marine applications. Accepts 1975 and earlier waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Match with Performer RPM heads #61779 for maximum performance.

Performer RPM 360 (non-EGR).....#7176

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7276, Fel-Pro #1213, Chrysler #4397642 (or equivalent) for 340 & 360.** Manifold height: A-4.9", B-5.8"; Carb pad height: 5.35" (see page 56). Port exit dimensions: 1.01" x 2.17". 1979 & later rotary A/C compressor will not clear waterneck.

MATCHING EDELBROCK PARTS FOR #7176 & #7576

Description	Page No.
Performer RPM Camshaft.....	174
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179
Water Pump.....	185-189

TORKER II 340/360 (2500-6500 rpm)

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

Torker II 340/360 (non-EGR).....#5076

Carburetor Recommendations for High-Performance or Competition:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7276, Fel-Pro #1213, Chrysler #4397642 (or equivalent).** Manifold height: A-5.25", B-6.19"; Carb pad height: 5.72" (see page 56). Port exit dimensions: 1.00" x 2.17".

MATCHING EDELBROCK PARTS FOR #5076

Description	Page No.
Performer RPM Camshaft.....	174
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179

CHRYSLER MAGNUM V8

RPM AIR-GAP MAGNUM (1500-6500 rpm)

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

RPM Air-Gap Magnum (non-EGR).....#7577

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: **Edelbrock #7277, Mopar Performance #4876049 (or equivalent).** Manifold height: A-4.75", B-5.8"; Carb pad height: 5.27" (see page 56). Port exit dimensions: 1.08" x 2.10". Accepts Magnum water neck only.

POWER PKG
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MANIFOLDS S/B CHRYSLER RACE



Victor 340 #2915



Victor W-2 #2920



Victor Dodge P-7 #2816



Victor Dodge P-7 #2819



Super Victor Chrysler #2815

VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition Engines

Edelbrock's engineers work closely with engine builders from all forms of racing to produce intake manifolds with superior horsepower and torque potential for your competition engine. All Victor Series manifolds have extra material for port matching and customizing to maximize engine performance. The following descriptions of the Victor Series intakes, along with the "Reference Dimension" chart on pages 115-116 will assist you in choosing the correct manifold for your race engine. All Edelbrock Victor Series aluminum competition manifolds provide race-winning performance!

VICTOR 340 (3500-8000 rpm)

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

Victor 340 (non-EGR).....#2915

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7276, Fel-Pro #1213**. Manifold ht.: A-4.15", B-5.70" (see page 56). See page 115-116 for manifold reference dimensions.



VICTOR W-2 (3500-8000 rpm)

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

Victor W-2 (non-EGR)#2920

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Mopar Performance #P4007571**.

Manifold height: A-4.15", B-5.70" (see page 56). See page 115-116 for manifold reference dimensions.



VICTOR DODGE P-7 (6000-9500 rpm)

The Victor Dodge P-7 is designed for Dodge P-7 engines in NASCAR Sprint Cup, Nationwide and Craftsman Truck racing applications. #2819 is the current dominant manifold in Cup racing. #2816 has added material for versatility in plenum and runner modifications. #2816 is machined for short deck 8.875" combination, #2819 is machined for 9.000" deck. Victor Dodge P-7 is **NASCAR approved for the 2008 race season.**

Victor Dodge P-7 for 8.875" deck height (non-EGR) Sprint Cup.....#2816

Victor Dodge P-7 for 9.000" deck height (non-EGR) Nationwide and Craftsman Truck.....#2819

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1301-1 (.030")**. Manifold ht.: A-7.86", B-7.86" (see page 56). See pages 115-116 for manifold reference dimensions.



VICTOR DODGE R6P8 (6000-9500 rpm)

This new Victor Dodge manifold is designed for new Dodge R6P8 engines in NASCAR Sprint Cup racing applications. #2818 features Line of Sight design and creates high rpm. #2817 is a high torque version ideal for short tracks.

Victor Dodge R6P8 (non-EGR) (high torque).....NEW.....#2817

Victor Dodge R6P8 (non-EGR) (high rpm).....NEW.....#2818

See pages 115-116 for manifold reference dimensions.



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

Designed for small-block Chrysler engines with conventional rectangular port heads like Edelbrock Performer RPM cylinder heads, this single-plane Air-Gap style manifold operates from 3500 to 8000 rpm. Testing has shown substantial mid range gains over the current designs. The runners have been cast in such a way to insure enough metal thickness to allow for gasket matching and porting. Accepts 1975 and earlier waterneck only. Also available with electronic fuel injector bosses, see pages 117-139. See page 132 for fuel rail kits.

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

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

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7276**. Manifold ht.: A-6.30", B-6.30"

Port exit dimensions .98"x 2.15" (see page 56). See pages 115-116 for manifold reference dimensions.



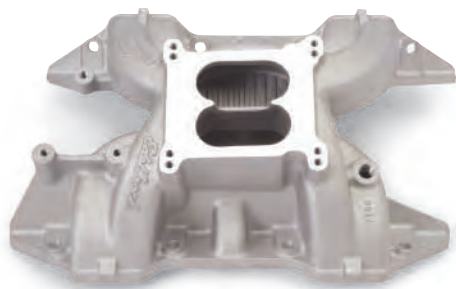
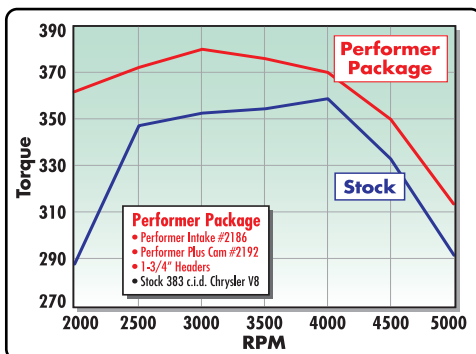
NEW



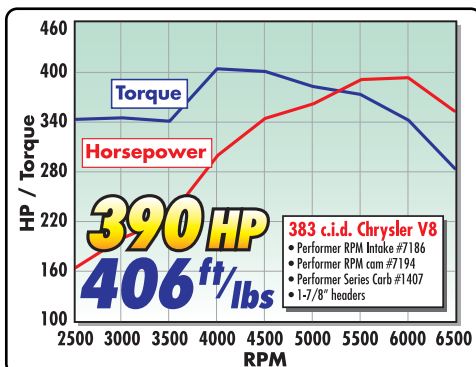
RPM Air-Gap Dual-Quad Hemi manifold #7528



Performer 383 #2186



Performer RPM 383 #7186



CHRYSLER 5.7L HEMI V8

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

Designed for the new Chrysler 5.7L Hemi, this manifold is perfect for those looking to swap this modern powerplant into their classic Chrysler or street rod. Our RPM Air-Gap Dual-Quad manifold added over 30 ft/lbs. of torque when tested on the Chrysler p/n P4510594 crate engine. The dual-quads make great power while providing a nostalgic look. Requires Timing Control Module #91239, sold separately.

RPM Air-Gap Dual-Quad 5.7L Hemi manifold **NEW** #7528*

RPM Air-Gap Dual-Quad 5.7L Hemi manifold with EnduraShine finish **NEW** #75284*

Timing Control Module for #7528 **NEW** #91239*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Port flanges have machined grooves to accept stock port seals. Carb pad height: 4.72", C.A. 2° (see page 56). Port exit dimensions: 1.78" x 1.60". Comes with threaded oil fill cap and PCV valve.

CHRYSLER 361-400 V8

PERFORMER 383 (idle-5500 rpm)

Designed for street 361-383-400 c.i.d. Chrysler V8s that measure 7.75" across block. For EGR, #2186 is stock replacement/street legal part for 400 V8s with OEM 4-bbl. carb.; 1972-78. For non-EGR, #2186 is stock replacement/street legal part for 361-383-400 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. May be used with OEM or aftermarket carbs.

Performer 383 (EGR/non-EGR) #2186

Carburetor Recommendations: OEM 4-bbl.

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-3.65", B-4.35", measured to engine block; Carb pad height: 4.00" (see page 56). Port exit dimensions: 1.14" x 2.12".

MATCHING EDELBROCK PARTS FOR #2186

Description	Page No.
Performer-Plus Camshaft.....	174
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179

PERFORMER RPM 383 (1500-6500 rpm)

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

Performer RPM 383 (non-EGR) #7186*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.90", B-5.80"; Carb pad height: 5.35" (see page 56). Port exit dimensions: 1.13" x 2.13".

MATCHING EDELBROCK PARTS FOR #7186

Description	Page No.
Performer RPM Camshaft.....	174
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179

POWER PKG
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MANIFOLDS

BIG-BLOCK CHRYSLER



Torker 383 #3010

TORKER 383 (2500-6500 rpm)

Designed for 361-383-400 Chrysler V8s that measure 7.75" across block. Great for street high-performance engines operating between 2500 and 6500 rpm where low-end torque is not a requirement.

Torker 383 (non-EGR).....#3010*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-3.75", B-4.60"; Carb pad height: 4.17" (see page 56). Port exit dimensions: 1.10" x 2.16".



Victor 383 #2886

VICTOR 383 (3500-7500 rpm)

Now the latest Victor series design is available for competition Chrysler B Series Wedge engines (361-383-400 c.i.d.). The computer-generated runners easily handle the high airflow requirements demanded by large displacement low-deck engines. This extra tall single plane manifold combines a long runner, "line of sight" layout, and extended divider walls to maximize torque, power and fuel distribution throughout the mid and upper rpm range. The manifold has a square bore carburetor opening, but we've added material to the 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.

Victor 383 (non-EGR).....#2886*

Carburetor Recommendations:

Use appropriate racing carburetor.
Installation Notes: Recommended intake gasket: #7225. Manifold height: A-6.13", B-6.13" see page 56. See pages 115-116 for manifold reference dimensions. Port exit dimensions: 1.15" x 2.17".



Performer 440 #2191

CHRYSLER 413-440 V8

PERFORMER 440 (idle-5500 rpm)

50 state legal

Designed for street 413-426-440 c.i.d. Chrysler V8s that measure 8.75" across block. For EGR, #2191 is stock replacement/street legal part for 440 V8s with OEM 4-bbl. carb.; 1972-79. For non-EGR, #2191 is stock replacement/street legal part for 413, 426 (Wedge), 440 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Will not fit 1962-64 Max Wedge heads.

Performer 440 (EGR/non-EGR).....#2191

Carburetor Recommendations:

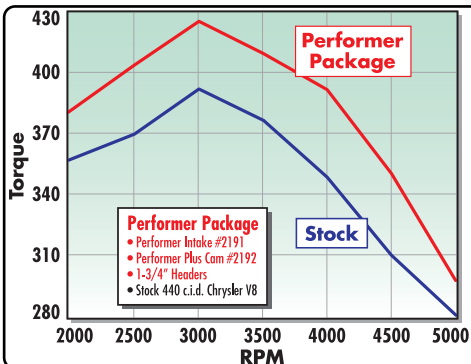
OEM 4-bbl.
Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-3.80", B-4.80", measured to engine block; Carb pad height: 4.30" (see page 56). Port exit dimensions: 1.12" x 2.14". May require different EGR valve, see installation instructions.



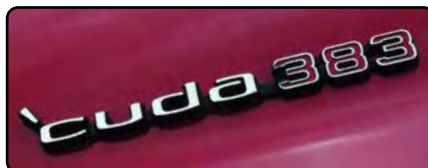
MATCHING EDELBROCK PARTS FOR #2191

Description	Page No.
Performer-Plus Camshaft	174-175
Roller Timing Set.....	180
Valve Springs.....	179
Retainers	179
Manifold Bolts	55
Valve Covers.....	190
Water Pumps	185-189



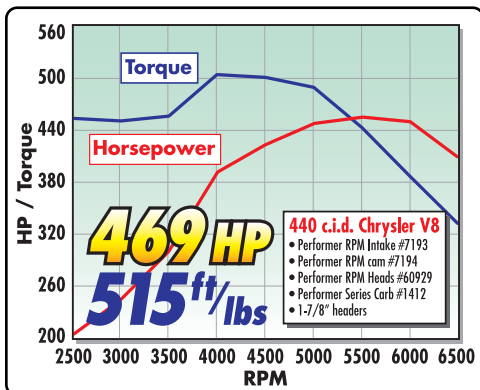
Dyno Test Results with Heads!

In dyno tests on a 440, we got a big 110 hp increase over stock at 5000 rpm with Edelbrock Performer intake #2191, RPM heads #60929, EPS carb #1411 and cam #2192. At 3500 rpm, it delivered a stout 470 ft/lbs. of torque, 57 more ft/lbs. than stock.





Performer RPM 440 #7193



Torker II 440 #5091



Chrysler CH-28 #5440



Dual-Quad Progressive Linkage Kit #7094

PERFORMER RPM 440 (1500-6500 rpm)

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

Performer RPM 440 (non-EGR)#7193*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.90", B-5.80"; Carb pad height: 5.35" (see page 56). Manifold is 1.7" taller than stock. Port exit dimensions: 1.13" x 2.09". Manifold measure 8.75" across block.



MATCHING EDELBROCK PARTS FOR #7193 & #5091

Description	Page No.
Performer RPM Camshaft.....	174-175
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Valve Covers.....	190
Water Pumps.....	185-189



TORKER II 440 (2500-6500 rpm)

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

Torker II 440 (non-EGR)#5091*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36), use our #1481 or #1843 Throttle/Transmission Lever Kit.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.15", B-5.20", measured to engine block; Carb pad height: 4.67" (see page 56). Port exit dimensions: 1.10" x 2.17".



MATCHING EDELBROCK PARTS FOR #5091

Description	Page No.
Performer RPM Camshaft.....	174-175
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Valve Covers.....	190
Water Pumps.....	185-189



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

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

Chrysler CH-28 (non-EGR)#5440*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.45", B-4.88", measured to engine block; Carb pad height: 4.66" (see page 56). Port exit dimensions: 1.14" x 2.10".



MATCHING PARTS FOR #5440 ON NEXT PAGE



POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
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HEADS
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MANIFOLDS

B/B AND CHRYSLER RACE

50^{state legal}



CH-6B #2475



MATCHING EDELBROCK PARTS FOR #5440

Description	Page No.
Dual-Quad Braided Fuel Line Kit #8088 or #8091	41
Dual-Quad Progressive Throttle Linkage Kit #7094	38
Performer-Plus Camshaft/lifters/lube Kit (high-torque) #2192	174
Performer RPM Camshaft/lifters/lube Kit (high-horsepower) #7194	174

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

Designed for 440 c.i.d. Chrysler engines with 3x2-bbl. carbs, also fits 413 and 426 Wedge. #2475 is stock replacement/street legal part for 440 V8s with OEM 3x2-bbl. carbs; 1968-71. This manifold was original equipment on Chrysler 440 Six-Pack engines, Chrysler #P04529056. Will not fit 1962-64 Max Wedge heads.



CH-6B (non-EGR).....#2475

Carburetor Recommendations: OEM 3x2-bbls.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-4.875", B-5.63" measured to engine block; Carb pad height: 5.25" (see page 56). Port exit dimensions: #2475 - 1.10" x 2.12".

VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition Engines

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior horsepower and torque potential. Victor Series manifolds have extra material for port matching and customizing to maximize engine performance. For more information, see pages 115-116 for our "Reference Dimension" chart. All Victor Series aluminum competition manifolds provide race-winning performance!

VICTOR 440 (3500-7500 rpm)

For competition and high-rpm 413-426-440 c.i.d. Chrysler V8s, the Victor 440 has an all-new runner design that delivers maximum power from 3500 to 7500 rpm. This single-plane intake manifold includes nitrous bosses and is designed for square-bore carburetors. Dual carburetor bolt hole patterns are provided for both standard and Thermo-Quad carbs, with sufficient carburetor pad material for conversion to a Thermo-Quad carburetor for Super Stock applications. Match this race-winning manifold with Edelbrock Performer RPM Chrysler 440 aluminum cylinder heads #60189 or #60929 or Victor heads #77919 or #77929 for maximum performance. Will not fit 1962-64 Max Wedge heads. Victor 440 EFI also available with fuel injector bosses for fuel injection, see pages 117-139. See page 132 for fuel rail kits.



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

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: #7225. Manifold height: A-6.10", B-6.10" see page 56. See pages 115-116 for manifold reference dimensions. Port exit dimensions: 1.15" x 2.17".

SUPER VICTOR 440 (3500-8000 rpm)

Designed for 413-440 RB with standard or Max Wedge heads and 4500 Series carburetors. For competition and high-rpm 413-426-440 c.i.d. Chrysler V8s, the Super Victor 440 #2891 and #2893 have an all-new runner design that delivers maximum power from 3500 to 8000 rpm in drag race applications. These single-plane intake manifolds are designed for 4500 series carburetors. #2891 features as-cast standard 440 port exit sizes 1.13" x 2.17" to match with Edelbrock Victor 440 aluminum cylinder heads #77919 or #77929.



Super Victor 440 Max Wedge #2893 is designed fit 1962-64 Max Wedge heads or the new Edelbrock Victor Max Wedge cylinder heads #77939 and #77949 for maximum performance. The manifold port exits are CNC machined to 2.58" x 1.30".

Super Victor 440 for 4500 series carb.....NEW.....#2891
Super Victor 440 Max Wedge for 4500 series carb.....NEW.....#2893

Carburetor Recommendations: Use appropriate 4500 series racing carburetor.

Installation Notes: Recommended intake gasket: (for #2891); Fel-Pro #1216 or equivalent 1.23" x 2.27", for an area of 2.76" sq. inches. Custom gasket trimming is needed if larger area is desired. (for #2893); Mopar Performance P/N P5249643, Fel-Pro #1218 or equivalent 2.63" x 1.34" for an area of 3.52 sq. inches. Custom gasket trimming is needed if larger area is desired. See pages 115-116 for manifold reference dimensions.



Victor 440 #2954



Super Victor intake manifold #2891



Super Dual
manifold #1100



Triple Deuce
manifold #1108



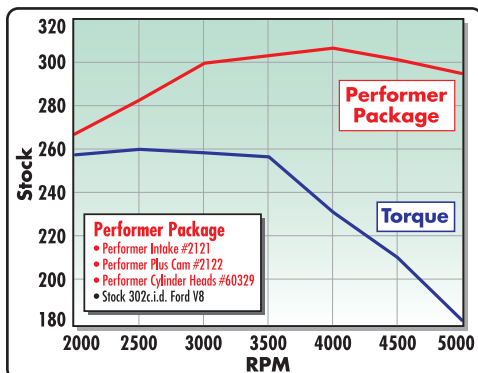
Ford Flathead
4-Barrel manifold #1107



Carb adapter
flange #1106



Performer 289 manifold #2121



1938-53 FORD/MERCURY FLATHEAD V8 SUPER DUAL MANIFOLD

Designed for Ford and Mercury engines made from 1938 to 1948.

Dual manifold (includes generator bracket #1145)#1100

Carburetor Recommendations: Stromberg 3-bolt (97-type) and Holley 3-bolt.

Installation Notes: Recommended intake gasket: **Fel-Pro #MS2853**. Manifold height: A-3.53", B-4.63" (see page 56). Port exit dimensions: 1.3" x 1.7". See page 155 for cylinder heads.

Generator Brackets

1940-41 Generator Bracket (straight)#1144

1942-48 Generator Bracket (offset)#1145

TRIPLE DEUCE MANIFOLD

This reproduction of the vintage Edelbrock manifold #SU 359 allows the use of three 2-barrel carburetors on a 1938-1948 Ford Flathead engine. It accepts either Stromberg 3-bolt (97 type) or Holley 3-bolt carburetors.

Triple Deuce manifold**NEW**#1108

Carburetor Recommendations: Stromberg 3-bolt (97-type) and Holley 3-bolt.

Installation Notes: Recommended intake gasket: **Fel-Pro #MS2853**. Manifold height: A-3.66", B-3.66" (see page 56). Port exit dimensions: 1.35" x 2.00". See page 155 for cylinder heads.

FORD FLATHEAD 4-BARREL MANIFOLD

This manifold allows the use of square-bore carbs such as the Edelbrock Performer Series or Thunder Series AVS 500 cfm on the Ford Flathead engine. This is a reproduction of the vintage Edelbrock #452 two-piece manifold with a new carb adapter flange. Carb adapter flange also available separately, #1106.

Ford Flathead 4-Barrel Manifold (for 1949-53 V8)#1107

Carburetor Recommendations:

Edelbrock Performer Series carb, 500 cfm or AVS 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Fel-Pro #MS2853**. Manifold height: A-4.06", B-6.06" (see page 56). Port exit dimensions: 1.3" x 1.7". See page 155 for cylinder heads.



FORD 260-289-302 V8 50^{state legal} PERFORMER 289 (idle-5500 rpm)

Designed for street 260-289-302 c.i.d. Ford V8s without EGR. #2121 is stock replacement/street legal part for 289 and 302 V8s with OEM 4V carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Will not fit Boss 302 or 255 c.i.d. V8s. Available with standard finish, polished or with EnduraShine finish for a look you've got to see to believe, see page 58. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

Performer 289 (non-EGR)#2121

Polished Performer 289 (non-EGR)#21211

Performer 289 with EnduraShine Finish (non-EGR)#21214

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36),

for auto. trans. use our #1483 & #1490 or #1844 & #1845.

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-3.50", B-4.75"; Carb pad height: 4.12" (see page 56). Port exit dimensions: 1.09" x 1.84".



POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
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MANIFOLDS

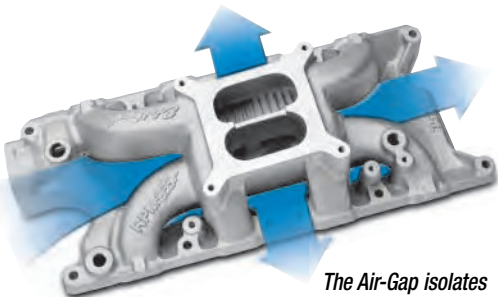
SMALL-BLOCK FORD



Performer 302 4-V EGR #3721



Performer 302 2-V EGR #3723



The Air-Gap isolates the runners from engine heat for a cool, dense mixture and more power



RPM Air-Gap #7521

NEW



RPM Air-Gap NASCAR Edition manifold #75213

PERFORMER 302 (idle-5500 rpm)

Designed for carbureted 302 c.i.d. Ford V8s with EGR. #3723 is stock replacement/street legal part for 302 2V V8s; 1972-85. Comes with a 2V EGR plate allowing the use of the stock 2V carb and EGR valve. #3721 is stock replacement/street legal part for 302 4-V V8s; 1983-85. Replaces the stock 4V EGR manifold using the stock 4V adapter. Both manifolds can be adapted for 4V use by using our #8053 4V EGR plate (see page 52) and the OEM EGR valve and gasket. Our #8017 adapter kit and Ford #E4ZZ9A-589E spacer may be substituted for our #8053 EGR plate (1983-85 H.O. Mustangs/Capris come with this Ford spacer). For 4V off-highway non-EGR applications, use our #8714 spacer. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

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

Carburetor Recommendations: #3721: OEM 4-bbl. use our #8011 (if necessary)
#3723: OEM 2-bbl. #3723 can be used for off-road applications with Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (non-EGR, see pages 31-35) use adapter #8714. For auto. trans. use our #1483 & #1490 or #1844 & #1845.
Installation Notes: Recommended intake gasket: **Edelbrock #7220**. #3721 includes gaskets & 4-bbl. plate #8017 for sealing of OEM EGR plate & carb. Replacement EGR plate gaskets for #3723: #3896 & #3897. Manifold height: #3721 A-3.13", B-4.31" without EGR plates installed; Carb pad height: 3.72" (see page 56). Manifold height: #3723 A-4.00", B-5.19" with EGR plates installed; Carb pad height: 4.59" (see page 56). Port exit dimensions: .90" x 1.90".

MATCHING EDELBROCK PARTS FOR #2121, #3721 & #3723

Description	Page No.
Performer-Plus Camshaft	174-175
Performer Cylinder Heads	140-171
Roller Timing Set.....	180
Cam Gear Drive	181
Valve Springs.....	179
Retainers	179
Manifold Bolts	55
Pushrods.....	181
Valve Covers	190

RPM AIR-GAP 302 (1500-6500 rpm)

The First Dual-Plane Manifold Design for High-Performance Street with our Proven, Race-Winning Air-Gap Feature

Designed for street 289-302 c.i.d. Ford V8s, the RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

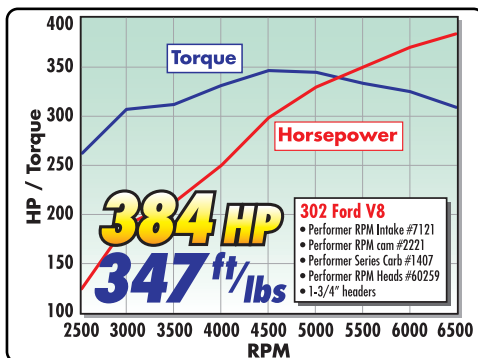
RPM Air-Gap 302 (non-EGR).....#7521*
RPM Air-Gap NASCAR Edition (non-EGR)NEW.....#75213*
RPM Air-Gap 302 with EnduraShine finish (non-EGR).....#75214*

Carburetor Recommendations:
Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), for auto. trans. use our #1483 & #1490 or #1844 & #1845.
Installation Notes: Will not fit 255 c.i.d. V8. Recommended intake gasket: **Edelbrock #7220**. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see page 56). Port exit dimensions: 1.04" x 1.85".

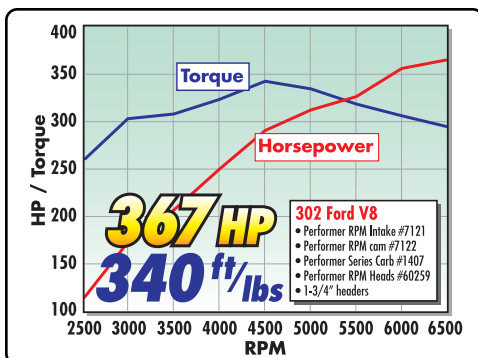
MATCHING PARTS FOR #7521 ON NEXT PAGE



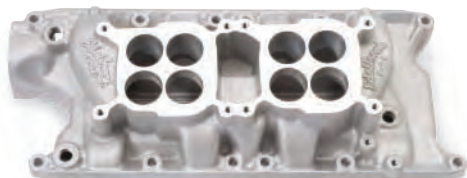
Performer RPM 302 #7121



Performer RPM Power Package with hydraulic roller lifter cam #2221 made 384 horsepower



Torker II 302 #5021



Ford F-28 #5435



Dual-Quad Progressive Linkage Kit #7094

PERFORMER RPM 302 (1500-6500 rpm)

Designed for street 289-302 c.i.d. Ford V8s. This dual-plane high rise manifold has excellent high rpm power while retaining throttle response. #7121 is stock replacement/street legal part for Shelby Mustangs with 289 c.i.d. V8 with OEM 4V carb; 1965-66. No provisions for exhaust heated choke. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

- Performer RPM 302** (non-EGR)#7121
Performer RPM 302 polished (non-EGR)#71211
Performer RPM 302 with EnduraShine finish (non-EGR)#71214

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-750 cfm (see pages 31-36), for auto. trans. use our #1483 & #1490 or #1844 & #1845.

Installation Notes: Will not fit 255 c.i.d. V8. Recommended intake gasket: **Edelbrock #7220**. Manifold Height: A-4.30", B-5.50"; Carb pad height: 4.90" (see page 56). Port exit dimensions: 1.05" x 1.86".

TORKER II 302 (2500-6500 rpm)

Designed for street 289/302 c.i.d. Ford V8s. Will not fit Boss 302. Manifold not equipped with EGR. Will not fit 255 c.i.d. Ford V8 engines. Not for heavy vehicles. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

- Torker II 302** (non-EGR)#5021*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), for auto. trans. use our #1483 & #1490 or #1844 & #1845.

Installation Notes: Will not fit 255 c.i.d. Ford V8. Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-4.00", B-5.18"; Carb pad height: 4.59" (see page 56). Port exit dimensions: 1.03" x 1.93".

MATCHING EDELBROCK PARTS FOR #7121 & #7521 & #5021

Description	Page No.
Performer RPM Camshafts.....	174-175
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181

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

Designed for 289-302 c.i.d. Ford V8s. This manifold offers excellent performance as well as a hot looking package. With two Edelbrock carbs in-line, progressive throttle linkage and braided fuel line, this low-profile design allows adequate hood clearance and maintains great driveability. Mounting bosses for throttle cable brackets make the F-28 suitable for late-model applications. Carb center to carb center is 6-7/16". Use Performer-Plus cam #2122 for low-end torque or Torker-Plus cam #5022 for top-end power. See pages 192-195 for chrome, Elite and Classic Series oval air cleaners for a great looking package.

- F-28 Manifold** (non-EGR)#5435*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-3.90", B-4.75"; Carb pad height: 4.32" (see page 56). Port exit dimensions: 1.03" x 1.92".

MATCHING PARTS FOR THE F-28 DUAL-QUAD MANIFOLD

Description	Page No.
Dual-Quad Braided Fuel Line Kit #8088 or #8091.....	41
Progressive Throttle Linkage Kit #7094.....	38
Performer-Plus Cam (high-torque).....	174-175
Torker-Plus Cam (high-horsepower).....	174-175
Elite Series Oval Air Cleaner.....	194
Classic Series Oval Air Cleaner.....	195

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

MANIFOLDS S/B AND FORD RACE



RPM Air-Gap Dual-Quad manifold with EnduraShine finish #75354



Dual-Quad Progressive Linkage Kit #7094



Performer RPM E-Boss 302 manifold #7129



Victor Jr. 302 #2921



Super Victor 8.2 #2928



Super Victor EFI 8.2 #29285

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

Designed for 289-302 small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more hp. Also available in complete manifold and carb kits, see page 15.

RPM Air-Gap Dual-Quad manifold for S/S Ford 289-302 (non-EGR).....#7535

RPM Air-Gap Dual-Quad manifold for S/B Ford 289-302 with EnduraShine finish (non-EGR)#75354

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Manifold height: A-4.85", B-5.70"; Carb pad height: 5.28" (see page 56). Port exit dimensions: 1.05" x 1.90".



PERFORMER RPM E-BOSS 302 (1500-6500 rpm)

With the new Performer RPM E-Boss 302 manifold #7129, you can build a mock Boss engine by using a standard 302 block and Edelbrock Performer RPM Cleveland cylinder heads. For high-performance street and competition, our dual-plane design makes outstanding power from 1500 to 6500 rpm. The Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. Features include 8.2" deck height, Windsor end rails, water neck and distributor clearance plus front and rear water bosses. Match with an Edelbrock Performer or Thunder Series AVS carburetor.

Performer RPM E-Boss 302 Ford manifoldNEW.....#7129

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7265**. Manifold height: A-4.42", B-5.70"; Carb pad height: 5.06" (see page 56). Port exit dimensions: 1.42" x 2.07".



VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition Engines

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior horsepower and torque potential for competition. Victor Series manifolds have extra material for port matching and customizing to maximize performance. Use the "Reference Dimension" chart on page 115-116 to choose the correct manifold for your engine. Edelbrock Victor Series manifolds provide race-winning power!

VICTOR JR. 302 (3500-8000 rpm)

Designed for Ford 289/302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as Edelbrock heads #60259 and #77169 or equivalent. The Victor Jr. #2921 has no rear water crossover. Port exit size at cylinder head is 1.90" x 1.08" with enough extra material to open it up to 2.10" x 1.18".

Victor Jr. 302 (non-EGR).....#2921*

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Edelbrock #7220 or Fel-Pro #1250**.

Manifold height: A-5.50", B-5.50" see page 56. See page 115-116 for manifold reference dimensions.



SUPER VICTOR 8.2 (4500-9000 rpm)

Designed for high-rpm and competition 289/302 engines with aftermarket Windsor-style racing cylinder heads such as the Edelbrock Victor heads #77219 or Victor Jr. heads #77169, this new Super Victor 8.2 is for engines with an 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 .750" taller than the Edelbrock Victor Jr. #2921. Victor EFI also available, see pages 117-139. See page 132 for fuel rail kits.

Super Victor 8.2 (non-EGR)#2928*

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

Super Victor EFI for 8.2 polished (non-EGR)NEW.....#292851*

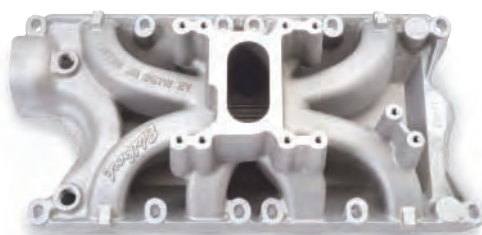
Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1262 or #1262R**. Manifold height: A-6.35", B-6.35" see page 56. See page 115-116 for manifold reference dimensions.





Super Victor 8.7 #2934

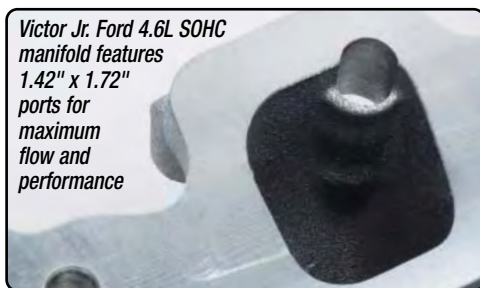


Victor Jr. Ford 2V Sportsman #2940



Victor Jr.
Ford 4.6L SOHC
EFI manifold #28385

Victor Jr. Ford 4.6L SOHC manifold features 1.42" x 1.72" ports for maximum flow and performance



75mm throttle
body #3812

SUPER VICTOR 8.7 (5000-9000 rpm)

Super Victor 8.7 is designed for high-rpm or competition Windsor Ford V8s with an 8.7" deck height SVO block. Ideal for use in drag racing applications operating between 5000 and 9000 rpm, the new Super Victor #2934 has an "extra tall line of sight" runner layout for maximum flow. Designed for square-bore carbs, this single-plane manifold includes nitrous, rear cooling and throttle linkage bosses. Average runner cross sectional area is 3.1 square inches and port openings are sized to match Fel Pro #1262 gaskets.

Super Victor 8.7 (non-EGR)#2934*

Carburetor Recommendations: Use appropriate racing carburetor.

Installation Notes: Recommended intake gasket: **Fel-Pro #1262**. Manifold height: A-6.35", B-6.35" see page 56. See page 115-116 for manifold reference dimensions.



VICTOR JR. FORD 2V SPORTSMAN

(3500-7000 rpm)

The Victor Jr. Ford 2V Sportsman manifolds are dedicated designs for the 2V racer and provide outstanding performance from 3500 to 7000 rpm. #2940 is designed for use on engine blocks with a 9.20" deck height. The runners are sized especially for 2V racing engines for the ultimate combination of torque/horsepower and better fuel distribution. An extra tall carburetor pad eliminates the need for spacers. Port exits are sized to match cast iron SVO or Dart cylinder heads. May be used with Edelbrock Victor Jr. cylinder heads #77169. Accepts standard restrictor plates and carb adapters.

Victor Jr. Ford 2V Sportsman (9.2" Deck, non-EGR).....#2940†

Replacement carb base gaskets for Victor Jr. Ford 2V Sportsman (6 gaskets)#6940

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

Installation Notes: Recommended intake gasket: **Edelbrock #7220 or Fel-Pro #1262**.

Manifold height: A-6.00", B-6.00", see page 56. See page 115-116 for manifold reference dimensions.



FORD 4.6L V8

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

Following in the footsteps of our Victor Jr. LS1 intake, our new Victor Jr. intake for Ford 4.6L SOHC Modular engines allows the customer to take any 1999-2004 SOHC Modular 4.6L engine and convert it for use with a carburetor. This intake includes an electronic Timing Control Module, which picks up MAP, Crank Position, and Cam Position, and drives the stock Coil-on-Plug system. The Timing Control Module comes loaded with a basic timing curve and rev limit, both can be easily modified using a laptop and the included Pro-Data software. Timing control module available separately. Manifold also available with fuel injector bosses for fuel injection, see pages 117-139. See page 132 for fuel rail kits.

Victor Jr. carbureted manifold for 4.6L Ford SOHC with electronics.....#2839*

Victor Jr. carbureted manifold for 4.6L Ford SOHC without electronics.....#2838*

Victor Jr. Ford 4.6L SOHC EFI manifold only#28385*

Fuel rail kit for #28385#3639*

Timing Control Module#91237*

Installation Notes: Recommended intake gasket: **OEM factory gaskets**. Manifold height: A-4.75", B-4.75", 0° carb angle. See page 56. Port exit dimensions: 1.42" x 1.72".



Matching Edelbrock Forward
Mount Elbow #3850 and
75mm throttle body #3812.
See pages 135-137 for more info.

Edelbrock

†Available while supplies last

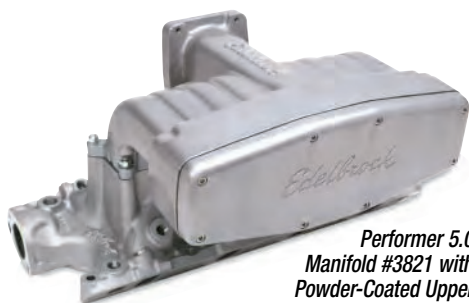
*Not legal for sale or use on pollution controlled motor vehicles.

WWW.EDELBROCK.COM

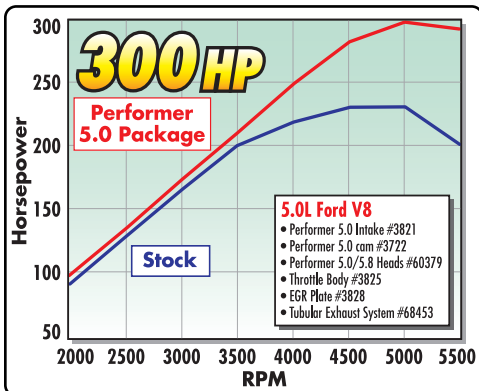
POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
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MANIFOLDS

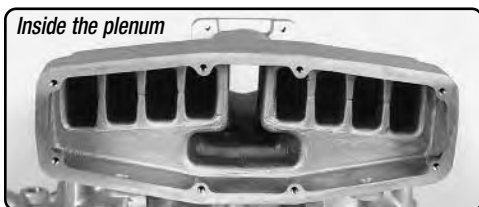
SMALL-BLOCK FORD



Performer 5.0
Manifold #3821 with
Powder-Coated Upper



Performer
Truck 5.0 #3841



Edelbrock Performer and Victor 5.0L Manifolds are the Only 5.0L Manifolds with a Removable Plenum Cover for Easy Access to the Runners



Performer 5.8 base only #3884 for 351W engine swaps in 5.0L Mustangs, accepts Performer 5.0 Top #3822

FORD 5.0L EFI V8

PERFORMER 5.0 (idle-5500 rpm)

50^{state} legal



Designed for 1986-95 Ford Mustangs with 5.0L V8, the Performer 5.0 EFI aluminum intake manifold represents the standard for hot 5.0L performance. The modular design incorporates modern air flow technology and CAD programming for maximum power gains – up to 37 horsepower at 5500 rpm – with no loss of low speed torque. Stock replacement and 50-state street legal for 1986-95 5.0L engines, the features of the new Performer 5.0 EFI manifold include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; and base manifold is CNC port matched to upper manifold for maximum performance. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powder-coated. Combining the Performer 5.0 intake manifold with other Power Package parts gives you even more power across the entire rpm range. **1994-95 Mustangs require Throttle Body Adapter #3835 (see page 96) and Strut Tower Brace #5225 (see page 218).**

Performer 5.0 (EGR)	#3821
Performer 5.0 Upper Plenum Only (includes plenum cover)	#3822
Performer 5.0 Base Only	#3820
Performer 5.0 Plenum Cover Only (includes gasket).....	#7127
Performer 5.0 Gasket Set (includes base-to-upper and plenum cover gaskets).....	#3832

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Air valve location same as stock. Port exit dimensions: 1.02" x 1.85". Overall height: 10.61".

Manifold spacer kits: See page 52. **Throttle bodies:** See page 137.

MATCHING EDELBROCK PARTS FOR #3821

Description	Page No.
Throttle Body.....	137
Performer-Plus Hydraulic Roller Lifter Camshaft.....	176-177
Performer and Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Valve Springs.....	179
Retainers.....	179
Tubular Exhaust System Headers.....	200

PERFORMER TRUCK 5.0 (idle-5500 rpm)

The Performer Truck 5.0 aluminum intake manifold fits 1987-96 Ford pick-up trucks with a 5.0L EFI V8. The modular design incorporates the latest air flow technology and computer aided design for maximum torque gains in the mid-range where trucks need it most. Stock replacement and 50-state street legal for 1987-96 5.0L engines, the features of the Performer Truck 5.0 EFI manifold include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; base manifold is CNC port matched to upper manifold for maximum performance. This manifold accepts all stock hardware. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powder-coated. Use with stock or stock replacement twin throttle body.

Performer 5.0 (EGR)	#3841
Performer Truck 5.0 Plenum Cover Only (includes gasket)	#3883
Performer Truck 5.0 Gasket Set (includes base-to-upper & plenum cover gaskets)	#3833

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

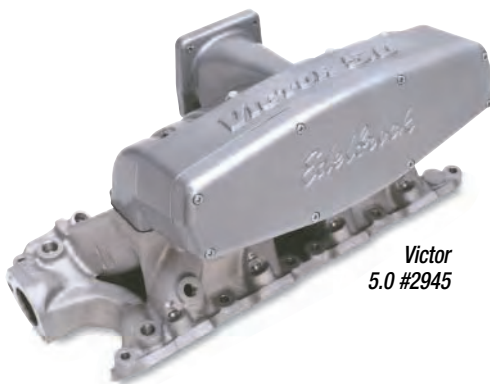
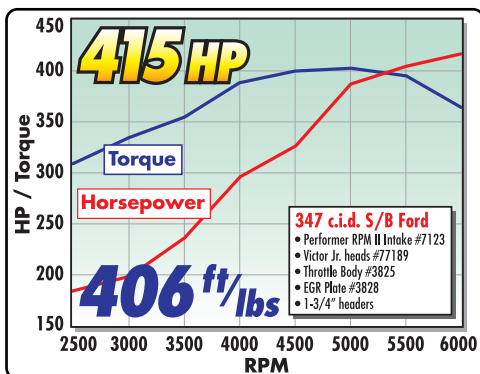
MATCHING EDELBROCK PARTS FOR #3841

Description	Page No.
Performer Cylinder Heads.....	140-171
Tubular Exhaust System Headers.....	200
Shorty Headers.....	199
Cat-Back Exhaust System.....	209
Manifold Bolts.....	55
Valve Covers.....	190

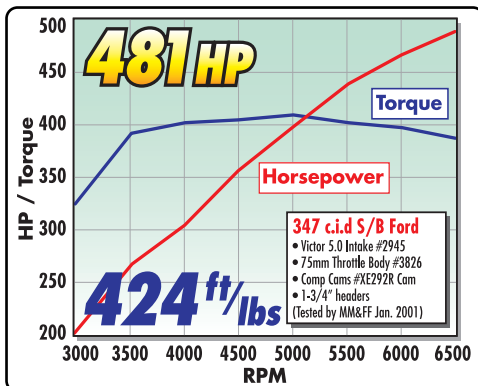
NEW



Performer
RPM II #71233
with black powder
coated finish



Victor
5.0 #2945



PERFORMER 5.0 RPM II (1500-6500 rpm)

50 state legal



The Performer 5.0 RPM II manifold for 1986-95 5.0L Mustangs has shown significant gains in horsepower over existing designs in the 1500 to 6500 rpm range, and is **ideally suited for street and strip applications**. This manifold consists of a V-shaped crossover with an increasing cross-sectional area, which passes over to eight large tapered runners. Our 70mm throttle body is recommended (75mm will require port matching). **1994-95 Mustangs require new Throttle Body Adapter #38353 and Adapter Kit #8025 (see page 96), and Strut Tower Brace #5225 (see page 218).** May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended. 50-state street legal for 1986-95 Ford Mustangs with 5.0L V8. Available with two finishes; #7123 upper manifold is powder-coated light titanium gray, #71233 features a black powder-coated upper and base.

Performer RPM 5.0 II (EGR, complete, base and upper).....#7123

Performer RPM 5.0 II with black powder-coated finish (EGR, complete, base and upper).....NEW**.....#71233**

Performer RPM 5.0 II Gasket Kit#7233

Installation Notes: Recommended intake gasket: **Edelbrock #7220**. Air valve location is 0.30" higher and 0.50" forward from stock. Port exit dimensions: 1.16" x 2.0". Recommended cams: Ford SVO X-303 or Z-303. Overall height: 11.13". **Throttle Body Recommendations:** See page 137.

MATCHING EDELBROCK PARTS FOR #7123

Description	Page No.
Throttle Body.....	137
Performer-Plus Hydraulic Roller Lifter Camshaft.....	176-177
Performer and Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Valve Springs.....	179
Retainers.....	179
Tubular Exhaust System Headers.....	200
Manifold Bolts.....	55
Upper/Lower Manifold Spacer Kits.....	52
Valve Covers.....	190
Water Pumps.....	185-189

VICTOR 5.0 (4000-7500 rpm)

Designed for 5.0L-based competition EFI engines, the Victor 5.0 EFI aluminum intake manifold is for non-emission, racing applications. Intended for engines modified to produce 400 to 540+ horsepower, this intake manifold features a race-proven design with shorter, larger runners for power to 7500 rpm. Runners are 11.5" long and 50% larger in area than Performer 5.0 #3821 runners. The base features an air-gap design to isolate the manifold from hot oil in the valley, and will accept stock or stock replacement fuel rails. The upper manifold will clear tall valve covers and large fuel pressure regulators. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powder-coated. Designed to work with Edelbrock Victor Jr. or Victor cylinder heads, see pages 157-159. Edelbrock 75mm throttle body is recommended for most applications with no EGR spacer. Larger injectors will be needed depending upon power levels. 1994-95 Mustangs require conversion to '87-93 inlet systems. Manifold includes throttle cable bracket.

Victor 5.0 (non-EGR).....#2945*

Victor EFI Upper Plenum Only (includes plenum cover).....#2946*

Victor 5.0 Base Only.....#2944*

Victor EFI Plenum Cover Only (includes gasket).....#2947*

Victor EFI Gasket Set (includes base-to-upper and plenum cover gaskets).....#7232*

Installation Notes: Recommended intake gasket: **Fel-Pro #1262**. See pg. 115-116 for reference dimensions. Overall height: 11.40". **Manifold spacer kits:** See page 52.

Throttle Body Recommendations: See page 137.

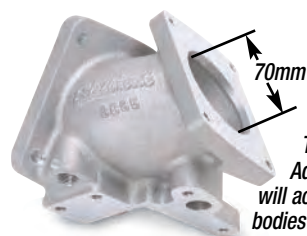
THROTTLE BODY ADAPTERS ON NEXT PAGE



POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

MANIFOLDS

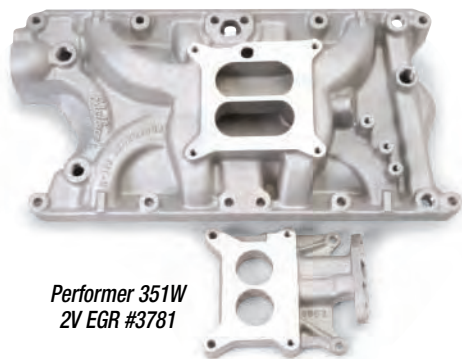
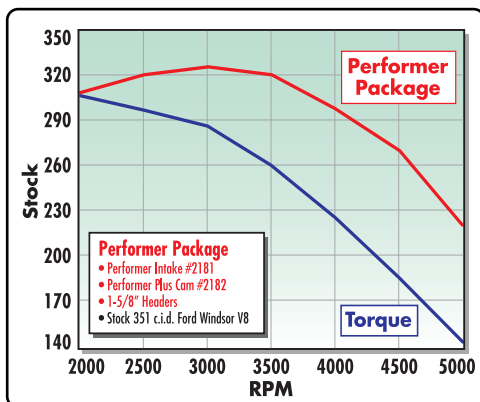
SMALL-BLOCK FORD



1994-95 Mustang Throttle Body Adapter #3835 will accept throttle bodies up to 70mm



Performer 351W #2181



Performer 351W 2V EGR #3781



Performer 351W 4V H.O. EGR #3783

THROTTLE BODY ADAPTERS FOR 1994-95 MUSTANGS



These adapters are required to install Edelbrock 5.0L manifolds #3821/#7123 on 1994-95 Mustangs. They must be used with Edelbrock 65mm, 70mm or stock throttle bodies. The powder-coating is the same titanium gray used on the Performer 5.0L and Performer RPM II 5.0L manifolds for a matched set. #3821/#3835 are stock replacement and 50-state street legal for 1994-95 5.0L engines. **Manifold will not clear stock strut tower brace**, Edelbrock Brace #5225 must be used. #8025 is not required when using Edelbrock TES header #67453.

1994-95 Mustang Throttle Body Adapter for Edelbrock 5.0L manifolds #3821 & #7126#3835
1994-95 Mustang EGR Supply Spacer for #7123 (use with #3835)#8025
Edelbrock Strut Tower Brace (see page 218)#5225

FORD 351 WINDSOR V8



PERFORMER 351W (idle-5500 rpm)

Designed for street 351 c.i.d. Ford Windsor V8s. #2181 is stock replacement/street legal part for 351W V8s with OEM carburetor; 1969-72 (1973 non-CA); except stock equipped EGR. Will not fit Boss 351. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000, see note at the bottom of this page.

Performer 351W (non-EGR)#2181

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 31-36), for auto. trans. use our #1483 & #1491 or #1844 & #1846

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. Van installations use OEM Ford "van" gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Choke block-off cover plate #8981 included. Manifold height: A-3.40", B-4.75"; Carb pad height: 4.07" (see page 56). Port exit dimensions: 1.10" x 1.80".

MATCHING EDELBROCK PARTS FOR #2181

Description	Page No.
Performer-Plus Camshaft	176-177
Performer Cylinder Heads	140-171
Roller Timing Set.....	180
Cam Gear Drive	181
Valve Springs.....	179
Retainers.....	179
Fuel Pump.....	43-46

PERFORMER 351W EGR (idle-5500 rpm)



Designed for street Ford 351-Windsors with EGR. #3781 is stock replacement/street legal part for 351W 2V V8s; 1972-87 and works with either the OEM 2V carb or an aftermarket EGR 4V carb for off-road by using Edelbrock #8053 4V EGR plate and compatible EGR valve and gasket. #3783 is stock replacement/street legal part for 351W 4V H.O. V8s; 1984-86. Performer 351W #3783 includes provision for EFE valve on H.O. engines. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

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

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

Carburetor Recommendations: #3781: OEM 2V carburetor

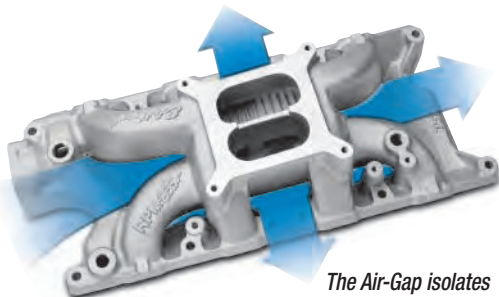
#3783: OEM 4V carburetor

Installation Notes: Use 12-bolt intake gasket set (**Edelbrock #7220 recommended**). For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Replacement EGR plate gaskets: #3896 & #3897. Choke block-off cover plate #8981 comes with intake manifolds. Manifold ht: A-4.00", B-5.12" w/1" EGR adapter #8053; Carb pad height: 4.56" (see page 56). Port exit dimensions: .96" x 1.74".

MATCHING PARTS FOR #3783 ON NEXT PAGE

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

RPM AIR-GAP



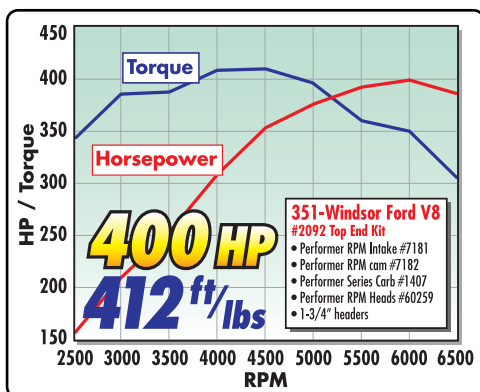
The Air-Gap isolates the runners from engine heat for a cool, dense mixture and more power



RPM Air-Gap 351W #7581



Performer RPM 351W #7181



MATCHING EDELBROCK PARTS FOR #3783

Description	Part No.
Performer-Plus Camshaft	176-177
Performer Cylinder Heads	140-171
Roller Timing Set	180
Cam Gear Drive	181
Valve Springs	179
Retainers	179
Manifold Bolts	55
Valve Covers	190
Water Pumps	185-189

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

Designed for street and high performance 351-400+ c.i.d. 351W Ford V8s, the RPM Air-Gap incorporates the same race-winning design that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Larger cross sectional area and a taller carb flange than #7181 for compatibility with large displacement, stroker 351W based engines. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

RPM Air-Gap 351W (non-EGR).....	#7581*
RPM Air-Gap 351W with EnduraShine finish (non-EGR).....	#75814*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), for auto. trans. use our #1483 & #1491 or #1844 & #1846.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. Manifold height: A-5.31", B-6.19"; Carb pad height: 5.75" (see page 56). Port exit dimensions: 1.07" x 1.88".

PERFORMER RPM 351W (1500-6500 rpm)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock Performer RPM cylinder heads, modified OEM cylinder heads or equivalent. The dual-plane design offers good throttle response with excellent top-end power for the street. No provisions for choke or rear water crossover. Will fit 1964-1/2 to 1970 Mustangs. Will not fit under stock hood of 1974-78 or 1979-95 Mustangs. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

Performer RPM 351W (non-EGR).....	#7181*
Polished Performer RPM 351W (non-EGR).....	#71811*

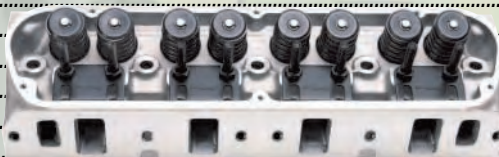
Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), for auto. trans. use our #1483 & #1491 or #1844 & #1846.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. Manifold height: A-4.30", B-5.30"; Carb pad height: 4.80" (see page 56). Port exit dimensions: 1.12" x 1.86".

MATCHING EDELBROCK PARTS FOR #7181 & #7581

Description	Page No.
Performer RPM Hydraulic Roller Lifter or Performer RPM Camshaft	176-177
Performer RPM Cylinder Heads	140-171
Roller Timing Set	180
Cam Gear Drive	181
Valve Springs	179
Retainers	179
Manifold Bolts	55
Performer RPM Fuel Pump	43-46
Valve Covers	190
Aluminum Front Covers	182
Water Pumps	185-189



POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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EXHAUST
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INDEX

MANIFOLDS

SMALL-BLOCK FORD



Torker II 351W #5081



Match your 351W RPM Air-Gap intake with Edelbrock aluminum cylinder heads #60259



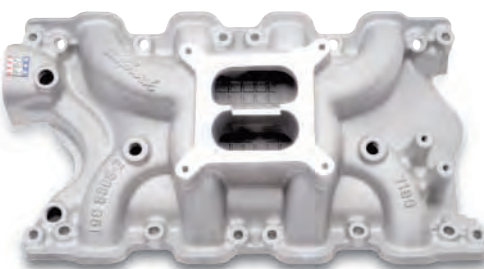
RPM Air-Gap Dual-Quad 351W manifold #75854 with EnduraShine finish



Dual-Quad Progressive Linkage Kit #7094

MATCHING EDELBROCK PARTS FOR #7585

Description	Page No.
Performer-Plus Camshaft.....	176-177
Performer Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Fuel Pump.....	43-46



Performer RPM E-Boss 351 #7183

TORKER II 351W (2500-6500 rpm)

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

Torker II 351W (non-EGR)#5081*

Carburetor Recommendations:

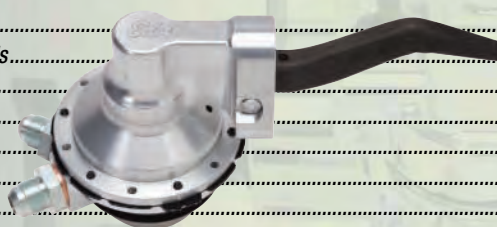
Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), for auto. trans. use our #1483 & #1491 or #1844 & #1846.

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. For van installations use OEM Ford "van" intake gasket set; will fit early 16-bolt head with Ford 16-bolt intake gasket set. 1" open carburetor spacer, our #8710, is recommended when hood clearance permits. Manifold height: A-3.55", B-4.75", same as stock; Carb pad height: 4.15" (see page 56). Port exit dimensions: 1.02" x 1.82".



MATCHING EDELBROCK PARTS FOR #5081

Description	Page No.
Torker-Plus Camshaft.....	176-177
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Performer RPM Fuel Pump.....	43-46
Valve Covers.....	190



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

Designed for 351W small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more hp. Also available as a complete manifold and carb kit, see page 15.

RPM Air-Gap Dual-Quad (non-EGR)#7585*
RPM Air-Gap Dual-Quad with EnduraShine finish (non-EGR)#75854*

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Use 12-bolt intake gasket set **Edelbrock #7220 recommended**. For van installations use OEM Ford "van" intake gasket set. Manifold height: A-4.93", B-5.56"; Carb pad height: 4.32" (see page 56). Port exit dimensions: 1.05" x 1.89".



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

Build a mock Boss 351 engine with a standard 351W block and Edelbrock Performer RPM Cleveland heads #61699 using the new Performer RPM E-Boss 351 manifold #7183. For both high-performance street and competition, the dual-plane design makes outstanding power from 1500 to 6500 rpm and the Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. It features 9.5" deck height, Windsor end rails, water neck and distributor hole clearance, front and rear water bosses with a standard square bore carburetor pad. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000, for more info call (865) 966-2269 or go to www.lokar.com.

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

Carburetor Recommendations: Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7265**. Manifold height: A-4.42", B-5.70"; Carb pad height: 5.06" (see page 56). Port exit dimensions: 1.42" x 2.07".





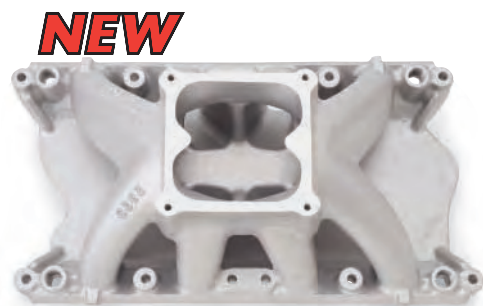
2005 PSCA True Street Champion racer Manny Figueroa uses Edelbrock manifold, heads, QwikData, progressive nitrous controller and Russell plumbing



Victor Jr. 351W #2980



Super Victor 351W #2924



Glidden Victor 351W #2828



Super Victor 9.2 #2929

VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition Engines

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior horsepower and torque potential. Victor Series manifolds have extra material for port matching and customizing to maximize engine performance. For more information, see pages 115-116 for our "Reference Dimension" chart. All Victor Series aluminum competition manifolds provide race-winning performance!

VICTOR JR. 351W (3500-7500 rpm)

Designed for competition 351 Windsor Ford V8s from 1969 and later with the following heads: Edelbrock Performer RPM heads #60259, Victor Jr. heads #77169, Victor heads #77219 or similar heads. Two versions available: #2980 fits SVO blocks with a 9.20" deck height and #2981 fits standard 351W blocks with a 9.50" deck height. Ideal for both oval track and drag racing engines operating between 3500 and 7500 rpm. Runners have a 2.70 square-inch cross sectional area.

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

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

Installation Notes: Recommended intake gasket: **Edelbrock #7220 or Fel-Pro #1262**. Manifold height: #2980 A-5.59", B-5.59"; #2981 A-5.75", B-5.75"; see page 56. See page 115-116 for manifold reference dimensions.

SUPER VICTOR 351W (4500-8500 rpm)

Designed for high rpm or large displacement competition 351 Windsor Ford V8s with a deck height of 9.5" which are used in drag racing or oval track engines operating between 4500 and 8500 rpm. Super Victor #2924 can be used with ported factory cast iron heads, however aftermarket aluminum heads are recommended, such as Edelbrock Victor Jr. #77169 or Victor heads #77219 for ultra high-horsepower. Runners have a 3.20 square-inch cross sectional area. Also available with fuel injector bosses, see pages 117-139.

Super Victor 351W (9.5" deck)#2924*
Super Victor EFI for 351W (9.5" deck)#29245*

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

Installation Notes: Recommended intake gasket: **Fel-Pro #1262 or #1262R**. MSD distributor #8578 must be used to clear the front water crossover. Manifold height: A-6.25", B-6.25"; see page 56. See pages 115-116 for manifold reference dimensions.

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 new manifold is only 0.250" taller than the 2924, making it ideal for single-carb all-out drag racing vehicles.

Glidden Victor 351W for 4500 series carb (9.5" deck)NEW...#2828*

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

Installation Notes: Recommended intake gasket: **Fel-Pro #1262 or #1262R**. Manifold height: A-6.97", B-6.97"; see page 56. See pages 115-116 for manifold reference dimensions.

SUPER VICTOR 9.2 (4500-8500 rpm)

Designed for high-rpm, large displacement and competition 351-Windsor Fords, the Super Victor 9.2 is for engines with an 9.2" deck height. Ideal for drag racing or oval track engines operating from 4500 to 8500 rpm, this single-plane intake is engineered for square-bore carbs and includes rear cooling and nitrous bosses. Runners have a 3.10 square-inch cross sectional area. Carb pad is .34" taller than Edelbrock Victor Jr. #2980. Match this race-winning manifold with Edelbrock heads #77219 or Victor Jr. heads #77169.

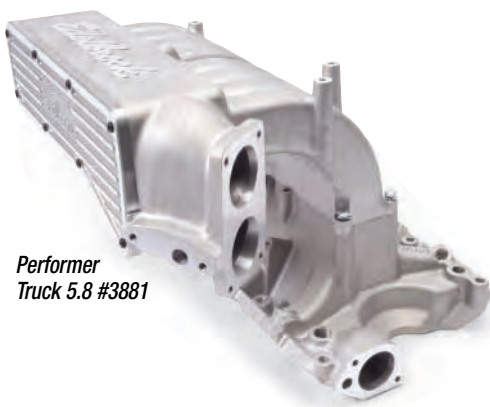
Super Victor 9.2 (9.2" deck)#2929*

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

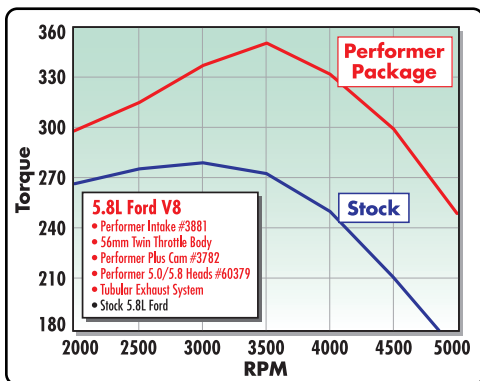
Installation Notes: Recommended intake gasket: **Fel-Pro #1262 or #1262R**.

Manifold height: A-5.95", B-5.95"; see page 56. See page 115-116 for manifold reference dimensions.

MANIFOLDS SMALL-BLOCK FORD



Performer
Truck 5.8L #3881



Victor Ford
5.8L EFI #3887



Performer 400 #2171



Edelbrock
Thunder Series
AVS part #1805

FORD 5.8L EFI V8

PERFORMER TRUCK 5.8 (idle-5500 rpm)

Designed for 1988-96 Ford trucks (under 8600 GVW) with fuel injected 5.8L V8 engines, the modular design of this manifold incorporates the latest air flow technology for **maximum torque gains in the mid-range**. This manifold made **34 ft/lbs. more torque than stock** on our test engine. Other features include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners; base manifold is CNC port matched to upper manifold for maximum power; and accepts all stock hardware. The upper is powder-coated light titanium gray, base is as-cast. Use with stock or stock replacement twin throttle body. Street legal for 1988-96 5.8L engines. Will not fit vans.

Performer 5.8 (EGR).....#3881

Performer 5.8 Base only with rear PCV

(for 1986-93 Mustang 351W engine swaps with #3822 or #7125 upper).....**#3884**

Replacement Gasket Set (includes base-to-upper and plenum cover gaskets)**#3833**

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

MATCHING EDELBROCK PARTS FOR #3881

Description	Page No.
Performer-Plus Camshaft	176-177
Performer Cylinder Heads	140-171
Tubular Exhaust System Headers	200
Shorty Headers.....	199

VICTOR FORD 5.8L EFI (4000-7500 rpm)

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

Victor Ford 5.8L (complete, non EGR).....#3887*

Victor Ford 5.8L (base only).....#3886*

Victor EFI Upper Plenum Only (includes plenum cover)**#2946***

Victor EFI Plenum Cover Only (includes gasket).....**#2947***

Victor EFI Gasket Set (includes base-to-upper and plenum cover gaskets).....**#7232***

Installation Notes: Recommended intake gasket: **Fel-Pro #1262 or #1262R**.

Port exit dimensions: 1.20" x 2.00". Overall height: 11.58".

FORD 351M/400 V8

PERFORMER 400 NON-EGR (idle-5500 rpm)

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

Performer 400 (non-EGR).....#2171*

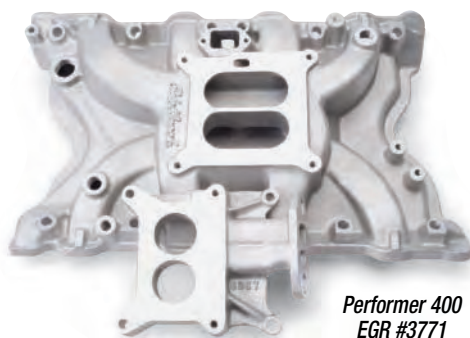
Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 31-36), for automatic transmission use our #1483 & #1493 or #1844 & #1847.

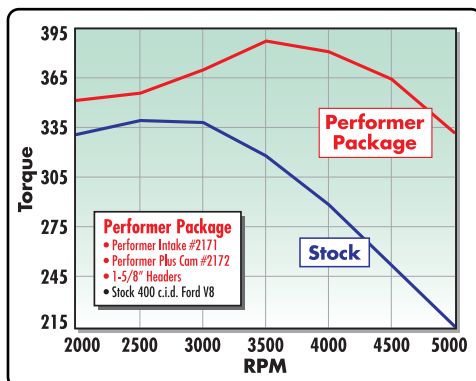
Installation Notes: Carburetor flange plate #2732 is included. Recommended intake gasket:

Fel-Pro #MS96020. Manifold height: A-3.60", B-4.75"; Carb pad height: 4.17" (see page 56).

Port exit dimensions: 1.24" x 1.70".



Performer 400
EGR #3771



PERFORMER 400 EGR (idle-5500 rpm)

50state
legal

Designed for 351M/400 Fords in one of the three following configurations: **1)** OEM 2V carb and EGR system with supplied 2V EGR spacer; **2)** 4V EGR system with either an Edelbrock #8053 4V EGR spacer, or an Edelbrock #8017 and Ford #E4ZZ9A-589E 4V EGR spacer; **3)** For off-highway use, non-EGR 4V system with an Edelbrock #8714 adapter. Performer 400 EGR manifold #3771 is a stock replacement/street legal part for 351M/400 2V V8s; 1974-80.

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

Carburetor Recommendations: OEM 2-bbl.

Off-highway, non-EGR 4V: Edelbrock Thunder Series AVS or Performer Series carb, 600-650 cfm (see pages 31-36); for automatic transmission use our #1483 & #1493 or #1844 & #1847.

Installation Notes: For non-EGR, off-road applications, use #8714 4V spacer. Intake gasket:

Fel-Pro #MS96020. Replacement EGR plate gaskets: #3896 & #3897. Manifold ht: A-3.60", B-4.75" (without EGR plates installed); Carb pad height: 4.17" (see page 56). Port exit dimensions: 1.16" x 1.66".

MATCHING EDELBROCK PARTS FOR #2171 & #3771

Description	Page No.
Performer-Plus Camshaft.....	176-177
Pushrods.....	181
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Water Pump.....	185-189
Manifold Bolts.....	55
Valve Covers.....	190



Performer 351-4V #2665



RPM Air-Gap 351-C #7564

FORD 351 CLEVELAND V8

PERFORMER 351-4V & 351-2V (idle-5500 rpm)

Performer 351-4V is designed for street 351C and Boss 351 Fords that came stock with 4V carb and heads. Performer 351-2V is designed for street 351C and accepts 4V carb, however it's designed to improve the performance of engines that came stock with 2V carb and heads. Neither manifold will fit Boss 302 or accept stock Motorcraft spread-bore carb. End-seal flange width measures 6-31/32".

Performer 351-4V (non-EGR)#2665*

Performer 351-2V (non-EGR)#2750*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36); for automatic transmission use our #1483 & #1493 or #1844 & #1847.

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). Manifold height: A-3.50", B-4.30"; Carb pad height: 3.90" (see page 56). Port exit dimensions: #2665 - 1.37" x 2.15"; #2750 - 1.30" x 1.86".

RPM AIR-GAP 351C (1500-6500 rpm)

Designed to improve performance on the street or racetrack, the RPM Air-Gap 351 Cleveland manifold features an open space that separates the runners from the hot engine oil resulting in a cooler, denser charge. The Edelbrock air-gap design utilizes the same race-winning technology that's been used on Edelbrock's Victor Series competition intakes for many years. The RPM Air-Gap manifold for 351 Cleveland engines is designed to complement Edelbrock's 351C Performer RPM cylinder heads, and also works well with 4V and 2V cast iron Cleveland heads.

RPM Air-Gap 351C (non-EGR)#7564*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36); for automatic transmission use our #1483 & #1493 or #1844 & #1847.

Installation Notes: Requires #8565 bolt kit (see page 55). Recommended intake gasket: #7265.

Manifold height: A-4.48", B-5.56"; Carb pad height: 5.02" (see page 56). Port exit dimensions: 1.42" x 2.04".

MATCHING EDELBROCK PARTS FOR #7564

Description	Page No.
Performer RPM 351C cylinder heads.....	160
Roller Timing Set.....	180
Water Pump.....	185
Manifold Bolts.....	55
Valve Covers.....	190

MANIFOLDS S/B AND FORD RACE



Torker 351 #2760

TORKER 351 (3000-7000 rpm)

Designed for street 351 c.i.d. Ford V8s with 4V Cleveland or Boss 351 heads. Will not fit under hood of Ford Pantera with stock air cleaner. Will not fit 351 with 2V heads.

Torker 351 (non-EGR)#2760*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), for automatic transmission use our #1483 & #1493 or #1844 & #1847.

Installation Notes: Recommended intake gasket: **Fel-Pro #1228**. Manifold ht.: A-4.90", B-5.90"; Carb pad height: 5.40" (see page 56).



Victor SC-1 #2932

VICTOR SERIES MANIFOLDS

Race-Winning Power for Competition Engines

Designed for all forms of racing, the Victor Series line of manifolds incorporate Edelbrock's extensive knowledge in induction technology for maximum horsepower and torque. Our engineers have worked closely with engine builders from all forms of racing to provide the absolute finest manifolds for competition. All Victor Series manifolds have extra material for port matching to maximize performance. Use the "Reference Dimension" chart on pages 115-116 to assist you in choosing the correct manifold.

VICTOR SC-1 (6000-9000 rpm)

This manifold is designed to work with a wide variety of engine combinations using the Ford SC-1 cylinder heads on SVO blocks with 9.2" deck height. They provide outstanding torque throughout the rpm range for everything from dirt track applications to ARCA non-restricted engines. Will not fit cast iron Cleveland heads.

Victor SC-1 (non-EGR)#2932*

Carburetor Recommendations:

Use any size or type carburetor class allows.
Installations Notes: Recommended intake gasket: **Fel-Pro #1253-3**. Manifold ht: #2932, A-8.38", B-8.38"; #2933, A-8.27", B-8.27" (see page 56). See page 115-116 for manifold reference dimensions.



Victor Manifold #2939

VICTOR D-3 (6000-9500 rpm)

Designed for Ford engines used in the NASCAR Sprint Cup, Nationwide, and Craftsman Truck Series, this manifold is designed to work with Ford D-3 cylinder heads on SVO blocks with 9.2" deck height.

Victor D-3 (non-EGR)#2939

Carburetor Recommendations:

Use any size or type carburetor class allows.

Installations Notes: See pages 115-116 for manifold reference dimensions.



Victor 351Y-2 #2938

VICTOR D-3 (6000-9500 rpm)

Designed for Ford engines used in the NASCAR Sprint Cup, Nationwide and Craftsman Truck Series, this manifold is designed to work with Ford D-3 cylinder heads on SVO blocks with 9.0" deck height. #2827 and #2829 is **NASCAR approved for the 2008 race season**.

Victor D-3 (non-EGR) Nationwide and Craftsman Truck Series**NEW**...#2827

Victor D-3 (non-EGR) Sprint Cup#2829

Carburetor Recommendations:

Use any size or type carburetor class allows.

Installations Notes: See pages 115-116 for manifold reference dimensions.



Victor 351Y Spider #2961

VICTOR 351Y (5500-9000 rpm)

Designed for raised port aluminum C3 SVO (Yates) cylinder heads used on SVO Ford engines with 9.200" deck height. Lighter than previous manifolds for these applications, it produces more high rpm horsepower in non-restricted applications. Intake flange machining is required for higher compression engines and slotted bolt holes are provided for ease of installation. #2938 and #2961 are spider-only type manifolds which require a separate lifter valley cover made by R.D.I., phone number (704) 892-8688. No waterneck provisions in the manifold.

Victor 351Y-2 (non-EGR)#2938

Victor 351Y (non-EGR)#2991

Victor 351Y Spider (non-EGR)#2961

Carburetor Recommendations:

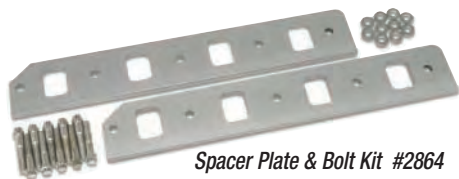
Use any size or type carburetor class allows.

Installations Notes: See pages 115-116 for manifold reference dimensions.





Victor Glidden 351Y #2865



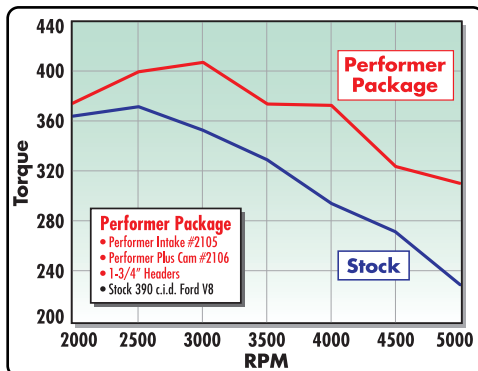
Spacer Plate & Bolt Kit #2864



Glidden Victor SC-1 #2868



Performer 390 #2105



GLIDDEN VICTOR 351Y 4500 SERIES

(5000-8500+ rpm)

Designed in conjunction with noted Ford drag racer Billy Glidden for raised port aluminum C3 SVO (Yates) cylinder heads, #2863 fits 9.2" deck heights. #2865 is for 9.2" S/B Fords with Yates SC-1 heads. Victor Glidden 351Y #2863 has 3.2 square-inch runners. #2865 has 4.0 square-inch runners and is intended for 400 cubic-inch and larger high output drag race engines. Both are perfect for all-out nitrous-assisted drag race applications. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

Victor 351Y for 9.2" with C3 heads and 4500 Series carb (non-EGR).....#2863*

Victor 351Y for 9.2" with SC-1 heads and 4500 Series carb (non-EGR).....#2865*

Spacer Plate & Bolt Kit for #2865 on 9.5" deck.....#2864*

Carburetor Recommendations: Use appropriate 4500 Series racing carb.

Installations Notes: Recommended intake gasket: **Fel-Pro #1253-3**. Manifold ht: #2863 A-7.16", B-7.16"; #2865 A-7.37", B-7.37" (see page 56). See pages 115-116 for manifold reference dimensions.

GLIDDEN VICTOR SC-1 4150 SERIES

(5000-8500+ rpm)

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

Glidden Victor for 9.5" with SC-1 heads and 4150 Series carb (spider only).....NEW.....#2860

Carburetor Recommendations: Use appropriate 4150 Series racing carburetor.

Installations Notes: Recommended intake gasket: **Fel-Pro #1253-3**. Manifold ht: A-7.47", B-7.47" (see page 56). See pages 115-116 for manifold reference dimensions.

GLIDDEN VICTOR SC-1 4500 SERIES

(5000-8500+ rpm)

This manifold is another design from the race program of Billy Glidden for 9.5" deck height Windsor Fords. Designed for Ford SC-1 and Edelbrock Victor Pro-Port cylinder heads, #2868 is intended for 400 c.i. and up high output drag race engines typically using some additional power adder. It is influenced by current trends in Edelbrock's NASCAR manifolds, but the runner dividers are pulled back and the end runners are shortened to increase plenum size for more peak horsepower with a larger carburetor. It is the ideal manifold for drag racing with Edelbrock Glidden Victor SC-1 Pro-Port Raw heads #770769 in classes without restrictions on heads or carb selection.

Glidden Victor for 9.5" with SC-1 heads and 4500 Series carb (spider only).....NEW.....#2868*

Carburetor Recommendations: Use appropriate 4500 Series racing carburetor.

Installations Notes: Recommended intake gasket: **Fel-Pro #1253-3**. Manifold ht: A-7.47", B-7.47" (see page 56). See pages 115-116 for manifold reference dimensions.

FORD 332-428 V8

PERFORMER 390 (idle-5500 rpm)

Designed for street 332-352-360-390-406-410-427-428 c.i.d. Ford V8s with medium- or low-rise cylinder heads. #2105 is stock replacement/street legal part for 332, 352, 360, 390, 406, 410, 427 and 428 V8s with OEM 4V carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Manifold not equipped with EGR; will not accept stock Motorcraft spread-bore carburetor or fit heavy-duty 361 c.i.d. and 391 c.i.d. Ford truck V8s.

Performer 390 (non-EGR).....#2105

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36), for auto. trans. use our #1483 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7224** or **Fel-Pro #1247**. Manifold height: A-4.35", B-5.50" (same as stock); Carb pad height: 4.92" (see page 56). Port exit dimensions: 1.06" x 1.75".

MATCHING PARTS FOR #2105 ON NEXT PAGE

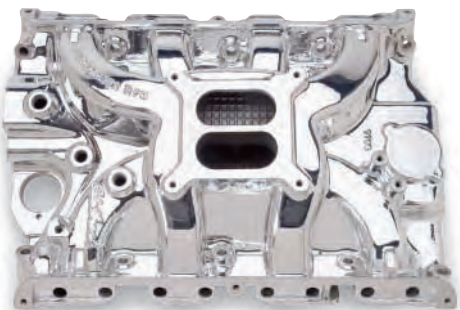
Edelbrock

103

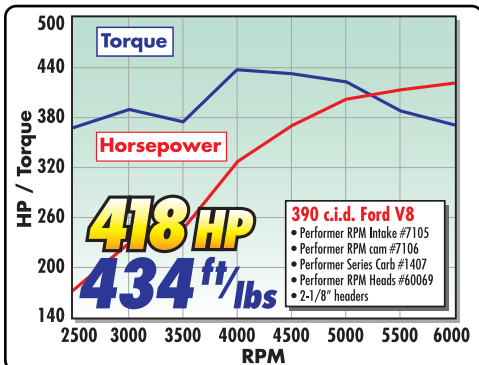
MANIFOLDS *B/B FORD*



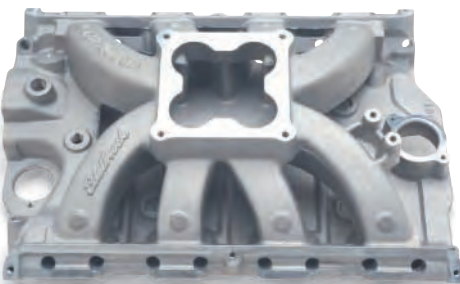
Performer RPM FE #7105



Performer RPM FE #71054 with EnduraShine finish



Victor FE #2936



Victor FE #2937 for 4500 Series carbs

MATCHING EDELBROCK PARTS FOR #2105

Description	Page No.
Performer-Plus Camshaft.....	176-177
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Classic Series Valve Covers.....	195



PERFORMER RPM FE (1500-6500 rpm)

Designed for high-performance street 390-406-410-427-428 c.i.d. Ford FE V8s with standard 390-428 c.i.d., 427 low/medium-rise or Edelbrock Performer RPM FE heads. The dual-plane constant cross-sectional area design builds low and mid-range acceleration while optimized runner paths make exceptional top-end hp. Has provision for adding the PCV or breather flange at rear. No exhaust crossover passage. Also available as a complete manifold and carb kit, see page 15.

Performer RPM FE (non-EGR).....	#7105*
Performer RPM FE with EnduraShine finish (non-EGR)	#71054*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), for automatic transmission use our #1483 or #1844.

Installation Notes: Recommended intake gasket: **Edelbrock #7224**. Manifold height.: A-4.89", B-6.04"; Carb pad height: 5.46" (see page 56). Port exit dimensions: 1.16" x 1.97".



MATCHING EDELBROCK PARTS FOR #7105

Description	Page No.
Performer RPM Camshaft.....	176-177
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Water Pump.....	188



VICTOR FE (4000-8000 rpm)

Designed for high performance 390-406-410-427-428 c.i.d. Ford FE engines. The single-plane design provides race-winning power for many types of competition. Carb flange height is equal to the Ford high-riser manifold #C4AE-9424-G to fit under 427 Cobra hoods. Runners have plenty of material for port matching to low- or medium-riser style heads. Machined rear breather boss is included with an unmachined nitrous bosses and front oil fill tube boss. Will not fit 427 high-riser and tunnel-port heads. Match with our FE heads. Victor FE also available with injector bosses for fuel injection, see pages 117-139.

Victor FE (for square-bore carbs).....	#2936*
Victor FE (for 4500 series carbs).....	#2937*
Victor FE EFI (for standard square-bore throttle bodies).....	#29365*
Victor FE EFI (for 4500 series throttle bodies).....	#29375*

Carburetor Recommendations:

Use any size or type carburetor class allows.
Installation Notes: Recommended intake gasket: **Fel-Pro #1247**. Manifold height: A-6.49", B-6.49" (see page 56). See pages 115-116 for manifold reference dimensions.



NEW



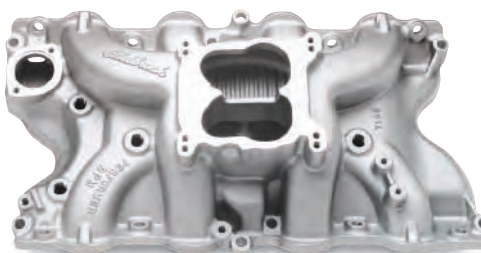
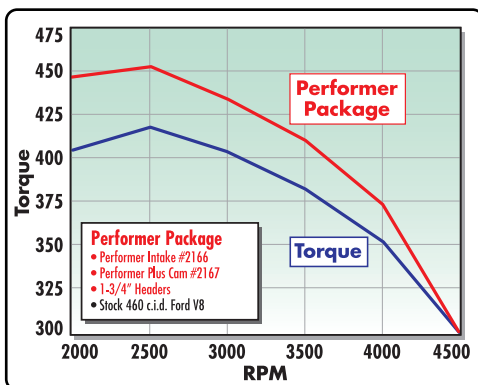
Match your Performer RPM or Victor 427 manifold with the new NHRA approved Performer RPM FE cylinder heads, see page 161.



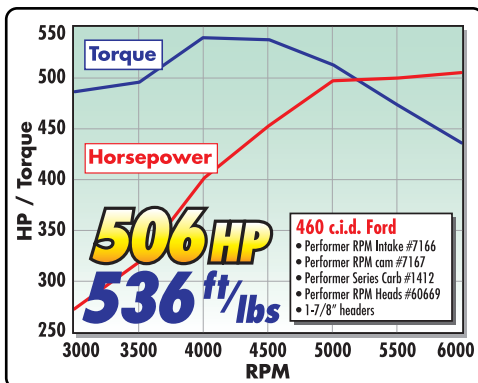
Performer 460 #2166



Performer 460 EGR #3766



Performer RPM 460 #7166



FORD 429/460 V8

PERFORMER 460 (idle-5500 rpm)

50 state legal



Designed for street 429/460 c.i.d. Ford V8s. #2166 is stock replacement/street legal part for 429 & 460 V8s with OEM 4-bbl. carburetor with electric choke; 1968-72 (1973 non-CA); except stock equipped EGR. #3766 is stock replacement/street legal part for 460 V8s with OEM 4V carburetor with electric choke; 1979-87. Will not fit 429 Cobra-Jets or 1966-68 462 Lincolns and will not accept stock spread-bore carb. **Will not fit 1988 and later models.** #3766 cannot use #8714 to block-off EGR. Must use stock EGR plate.

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

Carburetor Recommendations:

#2166: Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), for automatic transmission use our #1483 & #1495 or #1844 & #1848.

#3766: OEM square-bore carb.

Installation Notes: Recommended intake gasket: **Fel-Pro #MS96018**. Replacement EGR plate gaskets: #3898. Manifold height: A-3.75", B-4.49" same as stock; Carb pad height: 4.12" (see page 56). Port exit dimensions: 1.65" x 1.96".

MATCHING EDELBROCK PARTS FOR #2166 & #3766

Description	Page No.
Performer-Plus Camshaft.....	174-175
Roller Timing Set.....	180
Valve Springs.....	178
Retainers.....	178
Manifold Bolts.....	55
Fuel Pump.....	43-46
Valve Covers.....	189
Water Pumps.....	184-188

PERFORMER RPM 460 (1500-6500 rpm)

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

Performer RPM 460 (non-EGR).....#7166*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36), for auto. trans. use our #1483 & #1495 or #1844 & #1848.

Installation Notes: Recommended intake gasket: **Edelbrock #7223** or **Fel-Pro #1230/#1231**.

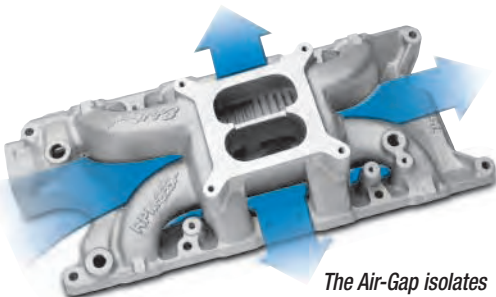
Manifold height: A-4.81", B-6.15"; Carb pad height: 5.48" (see page 56). Port exit dimensions: 1.76" x 2.06".

MATCHING EDELBROCK PARTS FOR #7166

Description	Page No.
Performer RPM Camshaft.....	176-177
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Valve Springs.....	178
Retainers.....	178
Manifold Bolts.....	55
Fuel Pump.....	43-46
Valve Covers.....	189
Water Pumps.....	184-188

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

MANIFOLDS B/B FORD



The Air-Gap isolates the runners from engine heat for a cool, dense mixture and more power



RPM Air-Gap 460 #7566

The Edelbrock Thunder Series AVS 800 cfm carb #1812 with EnduraShine finish makes a great combination for the Air-Gap 460 intake manifold.



Torker II 460 #5066



Performer RPM 460 heads #60669 complete the Performer RPM 460 Power Package, see page 161!

RPM AIR-GAP 460 (1500-6500 rpm)

Designed for street and high performance 429-460+ c.i.d. Ford V8s with standard or Cobra Jet heads, the RPM Air-Gap 460 incorporates the same race-winning design that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. It also features a larger cross sectional area (3.3 square inches) than the Performer RPM 460 manifold #7166 for even more power in high performance and large displacement engines. The carb mount flange accepts both square-bore and spread-bore carbs for Cobra Jet applications. **Will not fit 1988 and later models.** Note: Early Cobra-Jets came with Quadrajets.

RPM Air-Gap 460 (non-EGR).....#7566*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36), for automatic transmission use our #1483 & #1495 or #1844 & #1848.

Installation Notes: Recommended int. gasket: **Edelbrock #7223** or **Fel-Pro #1230/#1231**. Manifold height: A-4.81", B-6.15"; Carb pad height: 5.48" (see page 56). Port exit dimensions: 1.76" x 2.06".



MATCHING EDELBROCK PARTS FOR #7566

Description	Page No.
Performer RPM Camshaft.....	176-177
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Fuel Pump.....	43-46
Valve Covers.....	190
Water Pump.....	185-189



TORKER II 460 (2500-6500 rpm)

Designed for 429/460 c.i.d. Ford V8s used in marine and high performance applications. Manifold not equipped with EGR. Will fit 429 Cobra-Jets. Manifold will not accept stock Motorcraft spread-bore carburetor. **Will not fit 1988 and later models.**

Torker II 460 (non-EGR).....#5066*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36), for automatic transmission use our #1483 & #1495 or #1844 & #1848.

Installation Notes: Intake gasket: **Edelbrock #7223** or **Fel-Pro #1230/#1231**. Manifold ht.: A-3.50", B-4.25"; Carb pad height: 3.87" (see page 56). Port exit dimensions: 1.75" x 2.10".



MATCHING EDELBROCK PARTS FOR #5066

Description	Page No.
Performer RPM Camshaft.....	176-177
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive.....	181
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Fuel Pump.....	43-46
Valve Covers.....	190
Water Pumps.....	185-189





Victor 460 #2966 for 850 cfm carbs



Victor 460 #2965 for 4500 Series carbs

PERFORMER X



Performer X Honda manifold #4774



Polished Performer X manifold #47561

VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior horsepower and torque potential. Victor Series manifolds have extra material for port matching and customizing to maximize engine performance. Please refer to "Reference Dimension" chart on pages 115-116 for more info. All Edelbrock Victor Series aluminum competition manifolds provide race-winning performance!

VICTOR 460 (3500-8000 rpm)

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

Victor 460 (for square-bore carburetors)	#2966*
Victor 460 (for 4500 series carburetors)	#2965*
Cloverleaf 1" Spacer (for maximum performance with #2965)	#8718*

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: Recommended intake gasket: **Fel-Pro #1231**. Manifold height: A-6.30", B-6.30" (see page 56). See page 115-116 for manifold reference dimensions.



HONDA/ACURA

PERFORMER X (4500-8200 rpm)

The Performer X intake manifolds are engineered for street/strip applications where peak torque and horsepower gains are realized between 4500-8200 rpm. The larger-than-stock plenum volume and 9" runner length are tuned for producing peak power at high rpm. The Performer X Series manifold is ideal for all-motor and turbo applications. May be upgraded to an eight injector system by purchasing a #4779 secondary fuel rail kit and drilling through the partially machined secondary injector bosses. (injectors sold separately)

50 state legal



HONDA/ACURA B SERIES MANIFOLDS

Performer X for 1994-01 Integra GSR B18C with natural finish	#4771
Performer X for 1994-00 Honda/Acura B16A and Type R B18C5 with natural finish	#4774
Performer X for 1991-00 Honda/Acura B18A/B with natural finish	#4778**

HONDA/ACURA D SERIES MANIFOLDS

Performer X for 1996-00 Civic EX, D16Y8 SOHC (match with AEM Cold Air Intake #21-512)	
Natural finish	#4756
Polished finish	#47561

Performer X for 1992-95 Civic EX, D16Z6 SOHC	
Natural finish	#4754
Polished finish	#47541

Injector Recommendations: Stock OEM injectors.

Installation Notes: Recommended Edelbrock intake gasket:

- #15043 1994-2000 B18B motors
- #15042 1994-2000 B18C1 motors
- #15041 1994-2000 B16 / B18C5 motors
- #15005 1992-2000 D16 motors (The D16y7 will require some trimming of the gasket)

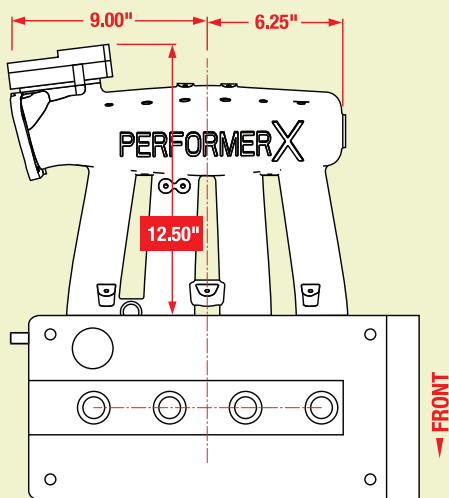
MATCHING EDELBROCK PARTS

Description	Page No.
Pro-Flo Fuel Injectors	129
Fuel Pressure Regulator	46
EFI Fuel Pump	45
Russell Stainless Steel Fuel Line Kit (go to www.russellperformance.com)	

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
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INDEX

MANIFOLDS HONDA/ACURA

IMPORTANT MEASUREMENTS



CHECKING FOR FIREWALL CLEARANCE

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

PRO-FLO FUEL RAILS

- Fuel Rail for 1994-01 Acura Integra - Machined for Honda-style injector#4796
- Fuel Rail for 1994-01 Acura Integra - Machined for Bosch-style injector#4797
- Fuel Rail for 1996-00 Honda Civics (except Si) - Machined for Honda-style injector#4798
- Fuel Rail for 1996-00 Honda Civics (except Si) - Machined for Bosch-style injector#4799

SECONDARY FUEL RAIL KIT FOR HONDA

These Fuel Rails are fully CNC machined from aluminum extrusions, polished then hard anodized for use with racing fuels (including methanol). All hardware is included for a bolt-on installation.

- Fuel rail kit for Honda B Series Performer X manifolds#4779
- Fuel rail kit for D-Series Performer X manifolds#4752



Secondary injector bosses are semi-machined, only a simple drilling operation required for secondary injectors (sold separately)



#4756 with Fuel Rail Upgrade Kit #4752 installed

VICTOR SERIES MANIFOLDS

VICTOR X (7000-10000 rpm)

Optimized for maximum power from 7,000 to 10,000 RPM, the Victor X manifold is designed for turbo and all-motor applications. Engineered for high performance, this manifold has four additional bosses for nitrous or added fuel injectors. Match with the Edelbrock 65mm throttle body for maximum power. Also available with four extra machined injector bosses and aluminum fuel rail. Injectors sold separately. See top of this page for primary side Pro-Flo aluminum fuel rails.



ACURA/HONDA B SERIES MANIFOLDS

Victor X for Integra GSR with B18C engine

- Natural finish#4760
- Polished finish#47601

Victor X for B16A & Type R (B18C5) engines

- Natural finish#4764
- Polished finish#47641

Victor X for 1990-93 Integra LS with B18A engine & 1994-01 Integra LS with B18B engine

- Natural finish#4767
- Polished finish#47671

VICTOR X MANIFOLDS WITH SECONDARY FUEL RAIL

Victor X for Integra GSR with B18C engine

- Natural finish#4761*
- Polished finish#47611*

Victor X for B16A & Type R (B18C5) engines

- Natural finish#4765*
- Polished finish#47651*

Victor X for 1990-93 Acura LS with B18A engine & 1994-01 Acura LS with B18B engine

- Natural finish#4768*
- Polished finish#47681*

Throttle Body Recommendations: Use Edelbrock Throttle Body or stock (see page 136).

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



Victor X manifold #4760



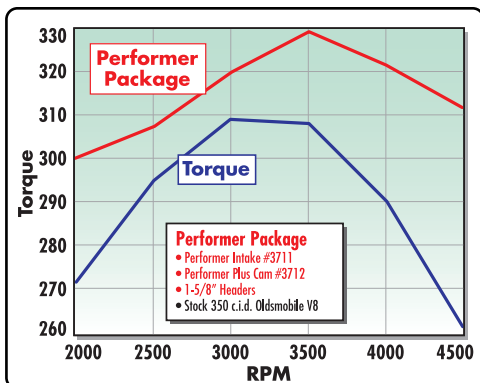
Polished Victor X manifold #47601



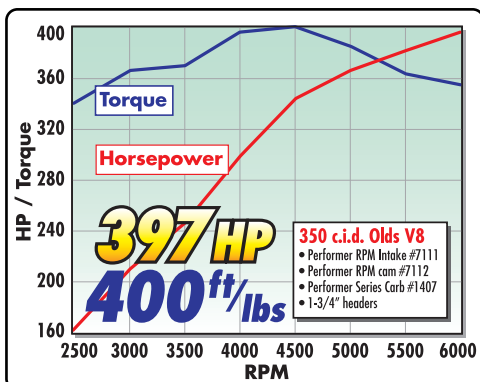
Performer Olds 350 #2711



Performer Olds 350 EGR #3711



Performer RPM Olds 350 #7111



OLDSMOBILE 307-403 V8 50^{state legal} PERFORMER OLDS 350 (idle-5500 rpm)

Designed for street 307-330-350-403 c.i.d. Oldsmobile V8s, 1966-85. For non-EGR, the new #2711 manifold comes with a universal pad to fit most carburetors with electric chokes. For EGR, #3711 is stock replacement/street legal part for 307, 350 and 403 V8s with OEM 4-bbl. carb.; 1972-85; except 1976 with back pressure EGRs. 350 GM Corporate engines, 1981-86, use Performer #3701 for stock replacement. Will fit 1980-1/2 to 1985 307 c.i.d. V8s with 5A heads (casting #3317).

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

Carburetor Recommendations:

#2711: Edelbrock Thunder Series AVS or Performer Series carb, 500-650 cfm (see pages 31-36). #3711: OEM 4-bbl.

Installation Notes: Edelbrock Performer Series, Thunder Series AVS and Carter AFB carburetors will not fit #3711. Recommended intake gasket: Fel-Pro #MS96027. For 403 Pontiac Trans Am, use OEM 4-bbl. only (for shaker hood clearance). EGR block-off plate included. Use choke block-off plate #8951 (included). Factory cruise control will not clear EGR valve without linkage alteration. For EGR applications, use stock carb only. HEI will clear this manifold. Manifold height: A-2.50", B-3.90"; Carb pad height: 3.20" (see page 56). Port exit dimensions: 1.18" x 1.86".

MATCHING EDELBROCK PARTS FOR #2711 & 3711

Description	Page No.
Performer-Plus Camshaft.....	176-177
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Valve Covers.....	190



PERFORMER RPM OLDS 350 (1500-6500 rpm)

Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra material above the runner for use with cast iron 455 heads and Edelbrock Performer RPM heads #60519. Has clearance for HEI distributor. Carb pad accepts square-bore carbs without adapters.

Performer RPM Olds 350 (non-EGR)#7111*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: Fel-Pro #MS96027. No provision for OEM choke. Will not clear hood on 403 Olds, Firebird/TA. OEM carb requires conversion to electric/manual choke. Manifold height: 2" taller than stock A-4.80", B-5.80"; Carb pad height: 5.30" (see page 56). Port exit dimensions: 1.22" x 1.86".

MATCHING EDELBROCK PARTS FOR #7111

Description	Page No.
Performer-Plus Camshaft.....	176-177
Roller Timing Set.....	180
Valve Springs.....	179
Retainers.....	179
Manifold Bolts.....	55
Valve Covers.....	190



POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
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MANIFOLDS OLDSMOBILE



Victor Olds 350-403 #2812

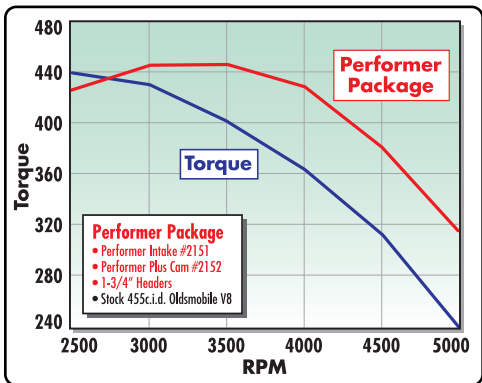
Customer's Report

"The Edelbrock engineers certainly did their homework on this manifold! It was the combination of the BTR Performance ported Performer RPM Olds head and the new 2812 Victor intake that allowed our 410ci Engine Masters Challenge entry to finish in the top 10. With 456 ft/lbs of torque at 2500 rpm, I would use this head/intake combination on mild street performance to race applications."

— Bill Trovato, Owner, BTR Performance



Performer Olds 455 #2151



Torker 455 #2730

VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior horsepower and torque potential. Victor Series manifolds have extra material for port matching and customizing to maximize engine performance. Please refer to "Reference Dimension" chart on pages 115-116 for more info. All Edelbrock Victor Series aluminum competition manifolds provide race-winning performance!

VICTOR OLDS 350-403 (4500-7500 rpm)

The Edelbrock Victor Olds 350-403 manifold provides power levels never before available for competition single-carb 350-403 Olds engines. Featuring a single-plane "air-gap" design, it accepts square-bore carb and offers significant horsepower increases over existing intakes in the 4500 to 7500 rpm range. It features a carb mount pad height of 7" and high-flow constant area 3.2-square-inch runners. The runners have been optimized to match the flow characteristics of Edelbrock Performer RPM aluminum cylinder heads and the exit size, as-cast, is 1.94" by 1.28" with plenty of metal thickness for gasket matching and porting.

Victor Olds 350-403 (non-EGR)#2812*

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: Recommended intake gasket: **Fel-Pro #MS96027**. No provision for OEM choke. Will not clear hood on 403 Olds, Firebird/TA. Manifold ht: See page 115-116 for manifold reference dimensions.



OLDSMOBILE 400-455 V8

PERFORMER OLDS 455 (idle-5500 rpm)

Designed for street 400-425-455 c.i.d. Oldsmobiles. Ideal for cars, 4x4s, tow vehicles, RVs and boats. Includes exhaust crossover plugs #2733 which must be used for marine and off-road use.

Performer Olds 455 (non-EGR)#2151*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7284**. For correct gasket kit when using #2151 in a marine/competition application, contact Mondello Performance at (805) 237-8808. Manifold has no provision for OEM choke operation. Will not fit Toronado or 4-4-2 Ram-Air scoop without hood modification. HEI will clear. Manifold ht: A-4.40", B-5.50"; Carb pad height: 4.95" (see page 56). Port exit dimensions: 1.22" x 2.22".



MATCHING EDELBROCK PARTS FOR #2151

Description	Page No.
Performer-Plus Camshaft	176-177
Performer RPM Cylinder Heads	140-171
Roller Timing Set	180
Valve Springs	179
Retainers	179
Valve Covers	190



TORKER 455 (2500-6500 rpm)

Designed for street 400-425-455 c.i.d. Oldsmobile V8s. Will not fit Toronado or 4-4-2 Ram-Air scoop option without hood modification. Manifold not equipped with EGR.

Torker 455 (non-EGR)#2730*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7284**. For marine/competition use, contact Mondello Performance at (805) 237-8808 for correct gasket kit. HEI will clear. Manifold height: A-4.50", B-5.60"; Carb pad height: 5.05" (see page 56). Port exit dimensions: 1.25" x 2.34".



MATCHING PARTS FOR #2730 ON NEXT PAGE

MATCHING EDELBROCK PARTS FOR #2730

Description	Page No.
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Valve Covers.....	190



Victor 455 Olds #2810



Victor 455 Olds #2811

VICTOR 455 OLDS (4500-7500 rpm)

Edelbrock Victor drag racing manifolds provide power levels never before available for competition single-carb 455 Olds engines. In independent flow testing, our port-matched design out-flowed the best fully ported manifolds on the market. Featuring a single-plane "air-gap" design, they are available for square-bore or 4500 Series carbs to accommodate many competition applications, and offer significant horsepower increases over existing intakes in the 4500 to 7500 rpm range. With a carb mount pad height of 8.2", these manifolds stand more than three inches taller than the Edelbrock Torquer manifold and incorporate a high-flow 3.4-square-inch runner. **We've removed the intake bolts between the runners, thus creating a smoother airflow path for higher airflow and more power!** Both manifolds feature a port size and shape that has been optimized to match the flow characteristics of Edelbrock Performer RPM #60519 aluminum cylinder heads.

Victor 455 Oldsmobile Manifold for Standard Flange Square-Bore Carb.....**#2810***
Victor 455 Oldsmobile Manifold for 4500 Series Carb.....**#2811***

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: For marine/competition use, contact Mondello Performance at (805) 237-8808 for correct gasket kit. HEI will clear. Manifold height: A-8.20", B-8.20" (see page 56). See pages 115-116 for manifold reference dimensions.



Customer's Report

"When building my street rod, one of the smarter decisions made was to use the Performer RPM intake manifold with a Performer Series carb. This combo really woke up my mildly built Olds 350, right out of the box. It starts right up, idles nicely, and pulls strong all the way to my self imposed 6000 rpm redline. Thanks for a great product!"

— Robert Nathanson, 1935 Olds F-35 Touring Coupe



Racer's Report: Rocket Science Racing

"We installed the Victor #2810 intake manifold on our Olds 455 motor two seasons ago, replacing an Offenhauser "Port-O-Sonic" intake. After some tuning changes (carburetor jetting, timing adjustment, and shift point adjustment) that this new intake required, we gained two tenths and one and one half miles per hour in our quarter mile performance. This new intake helped us be competitive enough to qualify and compete in the Summit Series Division 7 finals two years in a row. We can see this manifolds potential to support much more horsepower than we are currently producing. (Best performance to date with this intake—11.42 @ 116mph with a 3332lb car.) Other Edelbrock products that help us get down the track are, Quiet-Flo electric fuel pump model #1792, upper adjustable trailing arms model #5248, and anti-hop bars model #5213. Thank you Edelbrock for producing quality, race winning components!"

— Grant Warner & Scott Graham, Rocket Science Racing



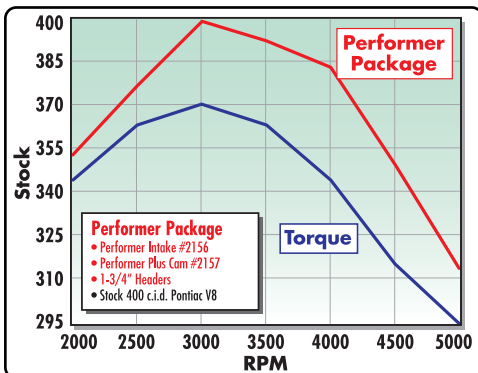
photo by R. Nathanson

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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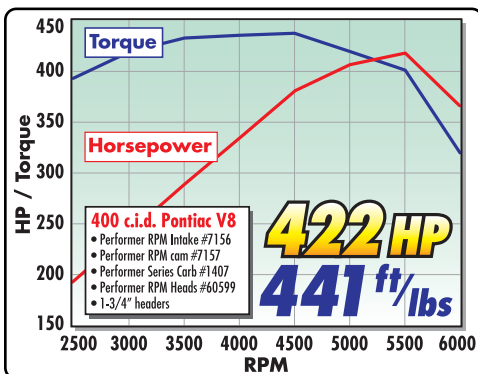
MANIFOLDS PONTIAC



Performer Pontiac #2156



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.d. V8s (except Ram Air V and 265/301 V8s). Provides great throttle response for performance you can feel. #2156 is stock replacement/street legal part for 326, 350, 389, 400 and 455 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. #3756 is stock replacement/street legal part for 326, 350, 389, 400 and 455 V8s with OEM 4-bbl. carb.; 1973-79 with EGR.

Performer Pontiac (non-EGR).....#2156
Performer Pontiac (EGR).....#3756

Carburetor Recommendations:

#2156: OEM 4-bbl. Edelbrock Thunder Series AVS or Performer Series carb, 600-800 cfm (see pages 31-36) #3756: OEM 4-bbl.

Installation Notes: For 1968-71 use our #8015 throttle bracket. For Trans Am use OEM 4-bbl. carb for Shaker Hood clearance. Choke plate included. Recommended intake gasket: **Edelbrock #7280**. HEI will clear. Manifold height: A-5.50", B-6.60" measured to engine block same as stock 4-bbl. intake; Carb pad height: 6.05" (see page 56). Port exit dimensions: 1.06" x 1.92".

MATCHING EDELBROCK PARTS FOR #2156 & #3756

Description	Page No.
Performer-Plus Camshaft	176-177
Performer Cylinder Heads	140-171
Roller Timing Set	180
Cam Gear Drive	181
Valve Springs.....	179
Retainers	179
Manifold Bolts	55
Valve Covers	190

PERFORMER RPM PONTIAC (1500-6500 rpm)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V and 265/301 V8s). Provides maximum high-rpm power while maintaining good throttle response for street. Recommended for high-performance street, strip and marine. Has clearance for HEI distributor. Will not fit under Trans Am Shaker hood without modifications.

Performer RPM Pontiac (non-EGR).....#7156*
Performer RPM Pontiac with EnduraShine finish (non-EGR).....#71564*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 650-800 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Edelbrock #7280**. No provisions for OEM choke. OEM carb requires conversion to electric/manual choke. For 1968-71 use #8015 throttle bracket. Manifold height: 1-1/4" taller than stock, A-6.88", B-8.00" measured to engine block; Carb pad height: 7.45" (see page 56). Port exit dimensions: 1.10" x 2.06".

TORKER II PONTIAC (2500-6500 rpm)

Designed for 1965-79 street 389-455 c.i.d. Pontiac V8s. Can be used with Ram Air IV heads. Will not fit Ram Air V and 265/301 V8s or under Trans Am Shaker hood. Victor EFI available with electronic fuel injector bosses, see pages 117-139.

Torker II Pontiac (non-EGR).....#5056*
Victor EFI Pontiac (non-EGR)#50565*
Victor EFI Pontiac polished (non-EGR).....**NEW**.....#505651*

Carburetor Recommendations:

Edelbrock Thunder Series AVS or Performer Series carb, 750-800 cfm (see pages 31-36).

Installation Notes: For 1968-71 use our #8015 throttle bracket. Intake gasket: **Edelbrock #7280**. HEI will clear. Manifold height: A-6.03", B-7.15", measured to engine block, .400" higher than stock; Carb pad height: 6.59" (see page 56). Port exit dimensions: 1.03" x 2.03".

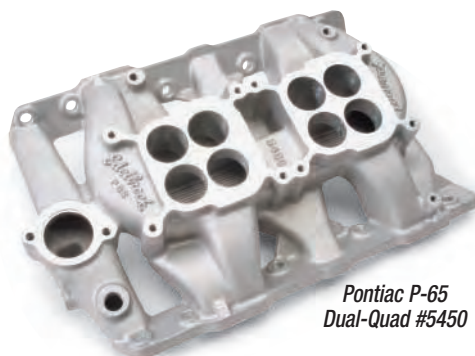
MATCHING PARTS FOR #7156 & #5056 ON NEXT PAGE

The Edelbrock Thunder Series AVS 800 cfm carb #18124 with EnduraShine finish makes a great combination for the Performer RPM #71564.



MATCHING EDELBROCK PARTS FOR #7156 & #5056

Description	Page No.
Torker-Plus Camshaft	176-177
Performer RPM Cylinder Heads.....	140-171
Roller Timing Set.....	180
Cam Gear Drive	181
Valve Springs.....	179
Retainers	179
Manifold Bolts	55
Valve Covers.....	190



Pontiac P-65
Dual-Quad #5450



Match Pontiac P-65
Dual-Quad #5450 with our
new Classic Series cast aluminum
finned valve covers #41303, see page 195.



Dual-Quad Fuel Line Kit #8088



Dual-Quad Progressive Linkage Kit #7094

PONTIAC P-65 DUAL-QUAD (idle-5500 rpm)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V), this manifold is a direct reproduction of the original Edelbrock Pontiac P-65 manifold delivering classic Edelbrock performance from off-idle to 5500 rpm. Bosses at the rear of the manifold accommodate brake booster, accessory bracket and throttle linkage. The flanges match the ports on the Edelbrock Performer RPM Pontiac heads for proven performance. Use with Performer-Plus cam #2157 for low-end torque or Torker-Plus cam #5057 for top-end power. Not for HEI distributors. Carb center to carb center: 6-7/16".

Pontiac P-65 (non-EGR)	#5450*
Pontiac P-65 Polished (non-EGR).....	#54501*
Dual-Quad Braided Fuel Line Kit (see page 41)	#8088
Dual-Quad Braided Fuel Line Kit with Endura finish (see page 41).....	#8091
Dual-Quad Progressive Throttle Linkage Kit (see page 38).....	#7094

Carburetor Recommendations:

Performer Series #1404 (500 cfm), #1405 (600 cfm), Thunder Series AVS #1803/1804 (500 cfm), #1805 (650 cfm).

Installation Notes: Recommended intake gasket: **Edelbrock #7280**. Manifold height: A-5.9", B-6.34", measured to engine block; Carb pad height: 6.12" (see page 56). Port exit dimensions: 1.07" x 2.02".

MATCHING PARTS FOR THE PONTIAC P-65 DUAL-QUAD MANIFOLD

Description	Page No.
Performer-Plus Camshaft/lifters/Lube Kit	176-177
Torker-Plus Camshaft/lifters/Lube Kit	176-177
Elite Series Oval Air Cleaner.....	194
Signature Series Chrome Oval Air Cleaner	192
Classic Series Valve Covers	195

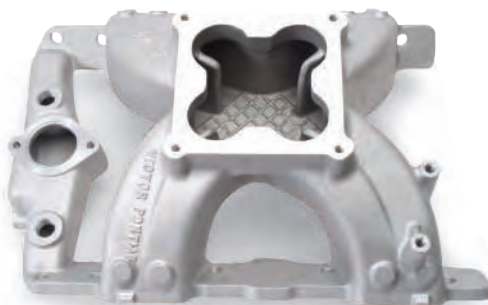
NEW



New NHRA-approved for Stock and Super Stock classes, #60587 is not port matched or bowl blended, see page 162 for more information!

MANIFOLDS

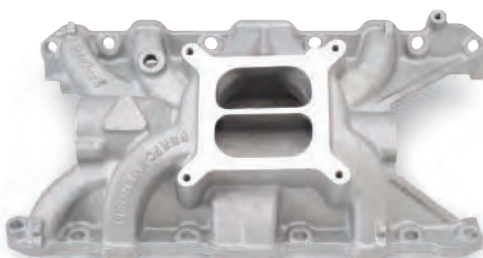
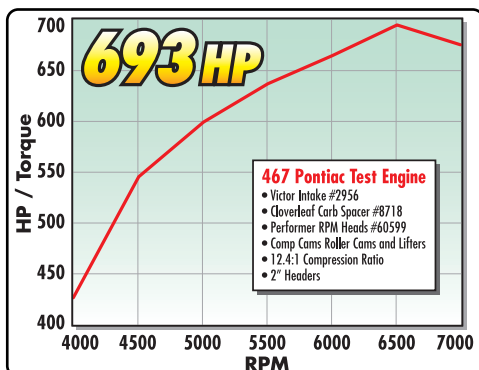
PONTIAC/ROVER/TOYOTA



Victor Pontiac #2956



Super Victor EFI Pontiac #2956S



Performer Rover #2198



Victor Toyota #2873

VICTOR SERIES MANIFOLDS

Race-Winning Performance for Competition

Edelbrock's engineers work closely with engine builders from all forms of racing to produce manifolds with superior horsepower and torque potential. Victor Series manifolds have extra material for port matching and customizing to maximize engine performance. The following descriptions of the Victor Series intakes, along with the "Reference Dimension" chart on pages 115-116 will assist you in choosing the correct manifold for your race engine. All Edelbrock Victor Series aluminum competition manifolds provide race-winning performance!

VICTOR PONTIAC (3500-7500 rpm)

Two versions of the Victor Pontiac are available for 389-455 competition engines. #2957 accepts standard flange carburetors and #2956 is for 4500 Series carbs. Both manifolds are ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 7500 rpm. Compatible with standard Pontiac cast iron heads, or use with Edelbrock Performer RPM Pontiac aluminum heads for maximum power. For best performance, use 1" Cloverleaf spacer #8718 with #2956. Port exit size at head is 2.10" x 1.08" with enough material to open it up to larger port openings. Victor EFI also available with electronic fuel injector bosses, see pages 117-139.



Victor Pontiac (for 4500 Series carburetors)	#2956
Victor Pontiac (for standard flange carburetors)	#2957
Cloverleaf 1" Spacer (for maximum performance with #2956)	#8718

Super Victor EFI Pontiac (based on #2956)	#2956S
Super Victor EFI Pontiac (based on #2957)	#2957S

Carburetor Recommendations: Any carburetor class allows.

Installation Notes: Recommended intake gasket: **Edelbrock #7280**. Manifold height: A-7.70", B-7.70" (measured to engine block), see page 56. See page 115-116 for manifold reference dimensions.

MATCHING EDELBROCK PARTS FOR #2956 & #2957

Description	Page No.
Performer RPM Cylinder Heads.....	140-171
1" Cloverleaf Carb Spacer (for #2956).....	51
Roller Timing Set.....	180
Cam Gear Drive	181
Manifold Bolts	55
Water Pump.....	188

ROVER 3500CC V8

PERFORMER ROVER (idle-5500 rpm)

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

Performer Rover (non-EGR).....	#2198
---------------------------------------	--------------

Carburetor Recommendations:

Edelbrock Performer Series carb, 500 cfm (see pages 31-36).

Installation Notes: Recommended intake gasket: **Fel-Pro #MS96002**. Manifold height: A-5.00", B-5.92" measured to engine block; Carb pad height: 5.46" (see page 56). Port exit dimensions: .88" x 1.54". Throttle Bracket #8036 will fit and accepts GM style throttle, kickdown and cruise control cables.



VICTOR SERIES MANIFOLDS

VICTOR TOYOTA (6000-9500 rpm)

These new intakes are for Toyota's 2008 entry into NASCAR's Sprint Cup Series. The new intake will reflect valve train geometry, intake port entry location, and bank to bank O-line spread changes that Toyota has incorporated into a new cylinder head submitted to NASCAR for 2008 approval.

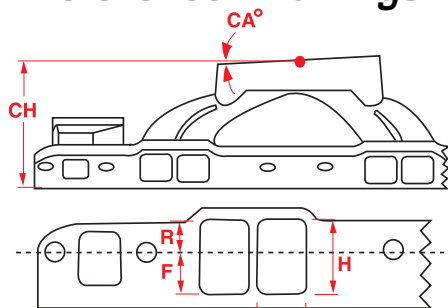
Victor Toyota (non-EGR) Sprint Cup	#2873
Victor Toyota (non-EGR) Nationwide and Craftsman Truck Series.....	NEW...#2874



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

Installations Notes: See pages 115-116 for manifold reference dimensions.

Reference Drawings



Manifold Flange View

R = Bolt hole centerline to port roof

F = Bolt hole centerline to port floor

CH = Carb Height

W = Width

CA = Carb Angle

H = Height

These racers rely on Edelbrock for winning performance



2007 PSCA Limited Street Champion, Gary Brandt uses Edelbrock nitrous and intake manifold for a winning combination



John Urist, 2007 NMRA Super Street Outlaw Champion uses an Edelbrock intake manifold and Russell hose & fittings

MODEL

RPM RANGE

R*

F*

W*

H*

CH*

CA

S/B CHEVY

#2814 Super Victor Vortec Bowtie	4000-8000	1.13	1.07	1.14	2.20	6.77	0°
#2825 Super Victor CNC	3500-8000	0.96	1.25	1.31	2.21	5.50	0°
#2858 Victor Glidden Spider for 18° heads	5000-8500	0.83	1.21	1.21	2.04	7.03	0°
#2859 Victor Glidden for 18° heads	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2875 Victor RO-7	6000-9500	0.995	0.555	1.30	1.55	7.02	0°
#2900 Victor Jr. CNC	3500-8000	0.84	1.23	1.26	2.07	4.58	3°
#2901 Victor Jr. Sportsman 2V for Bowtie hds	3500-7000	0.89	1.15	1.18	2.04	5.98	0°
#2903 Victor Jr. CNC Tall	3500-8000	0.84	1.23	1.26	2.07	5.58	0°
#2908 Victor Jr. LS1	3500-8000	1.39	1.35	0.98	2.74	4.95	0°
#2912 Victor Jr. Sportsman 2V for Vortec	3500-7000	0.18	1.91	N/A	2.09	5.98	0°
#2913 Super Victor for Vortec heads	3500-8000	0.18	1.91	N/A	2.09	5.63	0°
#2925 Super Victor	3500-8000	0.85	1.15	1.20	2.00	5.50	0°
#2926 Super Victor for raised-port heads	3500-8000	1.06	0.96	1.17	2.02	5.91	0°
#2950 Victor 18° 2.9 for 18° high-port hds	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2955 Victor 18° 2.9 Spider for 18° heads	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2958 & #2959 Victor 18° for 18° heads	5000-8500	1.76	0.26	1.20	2.02	7.03	0°
#2962 Victor SB2 for SB2 heads	5000-8500	0.78	1.46	1.55	2.13	7.60	0°
#2967 Victor Jr. High-Port for raised-port hds	4000-8000	1.10	0.75	1.18	1.85	5.35	0°
#2968 Victor High-Port for raised-port hds	4500-8500	1.10	0.75	1.18	1.85	5.35	0°
#2970 Super Victor 4500	4500-9000	0.87	1.15	1.21	2.02	6.36	0°
#2971 Super Victor 4500 for raised-port hds	4500-9000	1.06	0.96	1.21	2.02	6.77	0°
#2972 Bowtie II Victor Jr. for Bowtie heads	3500-8000	0.89	1.15	1.18	2.04	4.58	3°
#2975 Victor E	3500-8000	0.80	1.10	1.10	1.90	4.58	3°
#2978 Victor E	4500-8500	0.80	1.10	1.10	1.90	4.58	3°
#2993 Victor 18° High-Port for 18° heads	4500-8500	1.82	0.28	1.24	2.10	6.40	0°
#2995 Victor 18° High-Port for 18° heads	4500-8500	1.76	0.23	1.14	1.99	6.54	0°
#2999 Victor Jr. Tall	3500-8000	0.80	1.10	1.10	1.90	5.58	0°
#7070 Victor Ram	6500-10,000	0.96	1.24	1.20	2.20	7.13	0°
#28097 Super Victor LS1	4000-8200	1.35	1.39	1.08	2.74	6.07	0°

B/B CHEVY

#2801 Victor Spread Port	3500-8500	1.06	1.38	1.74	2.44	8.08	0°
#2802 Victor Spread Port Tall Deck	3500-8500	1.06	1.38	1.74	2.44	8.37	0°
#2803 Victor HV Spread Port	3500-8500	0.99	1.45	1.74	2.44	8.03	0°
#2804 Victor HV Spread Port Tall Deck	3500-8500	0.99	1.45	1.74	2.44	8.32	0°
#2805 Victor Spread Port for Big Duke	3500-8500	0.94	1.50	1.74	2.44	7.99	0°
#2806 Victor Spread Port for Brodix	3500-8500	0.94	1.50	1.74	2.44	8.25	0°
#2807 Victor CNC 454-R	3500-8000	1.45	1.15	1.80	2.60	5.90	0°
#2902 Victor Jr. 454-R	3500-7500	1.30	1.05	1.55	2.35	5.96	0°
#2904 Victor Jr. 454-O	3500-7500	0.84	1.07	1.55	1.91	5.96	0°
#2907 Victor 454-R	3500-8000	1.30	1.05	1.55	2.35	5.90	0°
#2909 Victor 454-O	3000-7500	0.84	1.07	1.55	1.91	5.90	0°
#2911 Victor 454-TD	3500-8500	1.30	1.05	1.55	2.35	6.23	0°
#2916 Super Victor Tall-Deck BBC	3500-8500	1.30	1.00	1.55	2.30	6.95	0°
#2917 Super Victor BBC CNC	3500-8500	1.45	1.15	1.80	2.60	6.20	0°
#2918 Super Victor Tall-Deck BBC CNC	3500-8500	1.30	1.00	1.55	2.30	6.95	0°
#2927 Super Victor BBC	3500-8500	1.30	1.00	1.55	2.30	6.20	0°

S/B CHRYSLER

#2815 Super Victor	3500-8000	1.21	0.94	0.98	2.15	6.30	0°
#2816 Victor P7	4500-9000	0.86	0.84	1.37	1.70	7.86(A)	0°
#2817 Victor R6P8	6000-9500	0.80	0.850	1.30	1.65	7.40	0°
#2819 Victor P7	4500-9000	0.86	0.84	1.37	1.70	7.86(A)	0°

Reference dimension chart continued on next page...

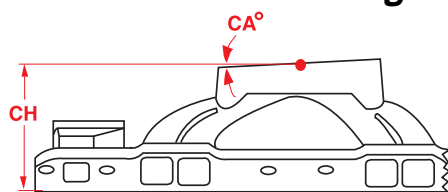
*Dimensions are in inches. Refer to "Reference Drawings".
(A) Measured from lifter valley end seal surface.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

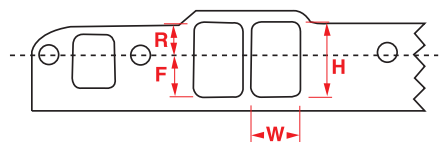
MANIFOLDS

RACE MANIFOLD REF. DIMENSIONS

Reference Drawings



Manifold Side View



Manifold Flange View

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

CH = Carb Height W = Width
CA = Carb Angle H = Height

More Edelbrock-equipped race-winning competitors



2007 NHRA Super Stock Champion Darren Smith
uses Edelbrock manifold #2954



John Kolivas, 2007 NMRA BF Goodrich Drag Radial
Champ relies on an Edelbrock intake manifold

Reference dimension chart continued

MODEL	RPM RANGE	R*	F*	W*	H*	CH*	CA
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S/B CHRYSLER (CONTINUED)

#2915 Victor 340	3500-8000	1.12	0.92	1.02	2.04	4.92	4°
#2920 Victor W-2	3500-8000	1.10	0.90	1.32	2.00	4.92	4°

B/B CHRYSLER

#2886 Victor 383	3500-7500	1.16	1.01	1.15	2.17	6.13	0°
#2954 Victor 440	3500-7500	1.16	1.01	1.15	2.17	6.25	0°

S/B FORD

#2828 Glidden Victor 351W	5000-9000	1.00	1.00	1.18	2.00	7.08	0°
#2829 Victor Yates D-3	6000-9000	0.85	1.00	1.43	7.85	6.10	0°
#2860 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2863 Glidden Victor 351Y	5000-8500+	1.52	0.38	1.38	1.90	7.16(A)	0°
#2865 Glidden Victor 351Y	5000-8500+	1.52	0.38	1.38	1.90	N/A	0°
#2868 Glidden Victor SC-1	5000-8500+	1.11	0.98	1.38	2.09	N/A	0°
#2921 Victor Jr. 302	3500-8000	0.90	1.00	1.08	1.90	5.50	0°
#2924 Super Victor 351W	4500-8500	1.00	1.00	1.18	2.00	6.25	0°
#2928 Super Victor 8.2	3500-8000	1.00	1.00	1.18	2.00	6.35	0°
#2929 Super Victor 9.2	4500-8500	1.00	1.00	1.18	2.00	5.95	0°
#2933 Victor Yates	4500-8500	1.00	0.70	1.15	1.70	8.27(A)	0°
#2934 Super Victor 8.7	5000-9000	1.00	1.00	1.28	2.10	6.35	0°
#2938 Victor 351Y-2	4500-9500	1.58	0.33	1.36	1.90	6.90	0°
#2939 Victor D-3	4500-9500	1.58	0.33	1.36	1.90	N/A	0°
#2940 Victor Ford 2V Sportsman	3500-7000	0.93	1.02	1.18	1.95	6.00	0°
#2945 Victor 5.0	4000-7500	0.96	1.00	1.16	1.96	8.25	N/A
#2961 Victor 351Y	5500-8500	1.52	0.38	1.38	1.90	7.16(A)	0°
#2980 Victor 351W	3500-7500	0.90	1.00	1.10	1.90	5.59	0°
#2981 Victor 351W	3500-7500	0.90	1.00	1.10	1.90	5.75	0°
#2990 Victor 351AH II	4500-8500	1.62	0.46	1.29	2.08	6.81	0°
#2991 Victor 351Y	4500-8500	1.58	0.26	1.39	1.84	6.81	0°

FE FORD

#2936 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°
#2937 Victor FE	4500-8500	0.88	1.10	1.20	1.98	6.49	0°

429/460 FORD

#2965 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°
#2966 Victor 460	3500-8000	1.84	0.32	1.88	2.16	6.30	0°

350-403 OLDS

#2812 Victor 350-403 Olds	4500-7500	0.97	0.97	1.28	1.94	7.0	0°
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400-455 OLDS

#2810 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°
#2811 Victor 455 Olds	3500-7500	1.22	1.02	1.25	2.24	8.20	0°

389-455 PONTIAC

#2957 Victor Pontiac	3500-7500	0.61	1.49	1.08	2.10	7.70	0°
#2956 Victor Pontiac	4500-7500	0.61	1.49	1.08	2.10	7.70	0°

TOYOTA

#2873 Victor Toyota	6000-9500	0.710	0.980	1.375	1.69	7.40	0°
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*Dimensions are in inches. Refer to "Reference Drawings".
(A) Measured from lifter valley end seal surface.

All parts on this page not legal for sale or use
on pollution controlled motor vehicles.

EDELBROCK EFI SYSTEMS DELIVER...

- **Excellent throttle response throughout the RPM range**
- **Improved fuel economy with incredible horsepower**
- **Smooth engine operation and improved cold starting**
- **The most complete systems available for adding powerful and efficient fuel injection**
- **Dyno-tested and performance proven**

THREE LEVELS OF PERFORMANCE FOR STREET, STREET/STRIP OR FULL COMPETITION

Performer & Performer RPM Pro-Flo EFI Kits

- **Total control of engine parameters without a laptop computer**

Pro-Flo XT EFI Kits

- **Includes calibration module for tuning fuel and spark curves from the driver's seat**
- **Total customization of engine parameters using a laptop computer**
- **Advanced features include fully sequential injection and downloadable calibrations for different engine parameters**
- **Manifold features 8 equal-length runners and a large plenum for maximum power and drivability in the 1500 to 6500 rpm range**

Pro-Tuner EFI Systems

- **Choose the electronics kit, induction package and fuel delivery system that is best for your application**
- **Total customization of engine parameters using a laptop computer**

PRO-FLO XT, PERFORMER/PERFORMER RPM PRO-FLO AND PRO-TUNER MULTI-POINT EFI SYSTEMS

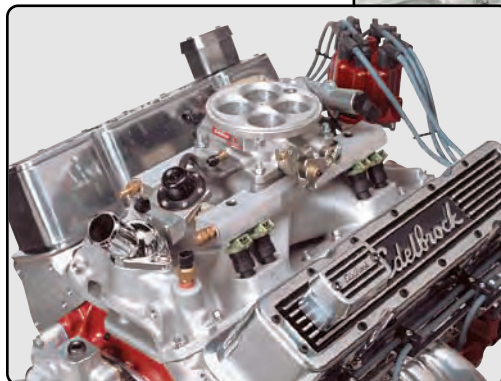
Choose the System With the Features You Want for Your AMC/Jeep, Chevrolet, Chrysler, Ford or Pontiac V8

In 1979, Edelbrock introduced the first aftermarket electronic fuel injection system. This ground breaking new technology started an important trend that added another dimension to the automotive aftermarket industry. Since then, Edelbrock's fuel injection systems have provided reliable performance results for daily drivers to high-horsepower race applications. Partnered with innovative companies like Magneti-Marelli Powertrain USA, MotoTron, and now EFI Technology, Edelbrock engineers have combined our knowledge of induction science with proven performers in the field of electronic engine management to provide you with the best systems available, regardless of the performance level you want.

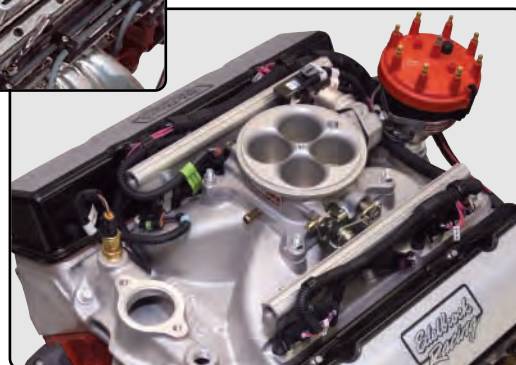
Both **Performer Pro-Flo** and **Performer RPM Pro-Flo** (pages 120-124) offer out-of-the-box performance with tunability from the driver's seat with our **exclusive Calibration Module**. New **Pro-Flo XT** (page 119) offers even more tunability with the option of using your laptop computer and has advanced features like fully sequential injection. For competition and ultra high performance street, **Pro-Tuner** (pages 126-128) lets you assemble a custom system from our selection of competition EFI manifolds, throttle bodies, and fuel pumps combined with the appropriate Electronics Kit. **Performer Multi-Point EFI Systems** (page 125) are designed for 1987-95 Chevy/GMC trucks with 5.7L & 7.4L engines originally equipped with Throttle Body Injection.



Designed specifically for this EFI system, the new Edelbrock Pro-Flo XT EFI manifold features eight equal-length runners and a large plenum for maximum power and drivability in the 1500 to 6500 rpm range



Performer RPM Pro-Flo EFI Systems include everything you need to convert a carbureted AMC/Jeep, Chevrolet, Chrysler or Ford engine to multi-point fuel injection



Pro-Tuner EFI Systems for high performance street, strip or marine offer everything you need to build a custom fuel injection system whether you are a novice with computer-controlled engines or an experienced tuner



POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
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PRO-FLO & PRO-FLO XT EFI

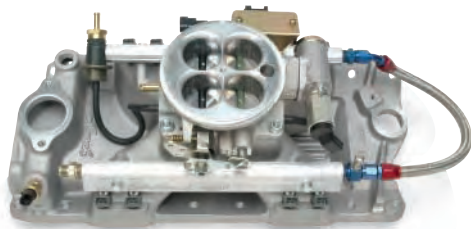
PART NUMBERS
IN RED ARE
NEW FOR 2008

PRO-FLO AND PRO-FLO XT EFI SYSTEMS HAVE THESE EXCLUSIVE FEATURES:



CALIBRATION MODULE

- Exclusive to Edelbrock Pro-Flo & Pro-Flo XT EFI
- Instant "Adjustability" from the driver's seat
- No laptop computer required



MANIFOLD AND FUEL RAIL ASSEMBLY

- Ready to bolt on out of the box
- Every assembly is pressure tested



THROTTLE BODY

- Performer RPM Pro-Flo kits include 1000 cfm throttle body
- Pro-Flo XT includes LS series 90mm throttle body

PRO-FLO XT, PERFORMER PRO-FLO AND PERFORMER RPM PRO-FLO MULTI-POINT EFI SYSTEMS

For Engines Originally Equipped with a Carburetor

Designed for non-emission engines, these high-performance multi-point electronic fuel injection systems include everything you need to convert a carbureted engine to powerful multi-point fuel injection. Using a speed/density system for control over fuel and spark, Edelbrock electronic fuel injection systems give you total engine control... without a laptop computer. **The result is excellent throttle response throughout the rpm range, great fuel economy with incredible horsepower, smooth engine operation and improved cold starting.** Manifold assemblies, air valves and electronics are built by Magneti Marelli Powertrain USA Powertrain USA, a major QS9000-certified OEM supplier. Components are matched and tested as a set, then serial numbers are added for quality control. Small- and big-block Chevy systems come in two configurations; there are two small-block Ford systems and three Chrysler systems as well as two systems now available for AMC/Jeep. Check out pages 119-124 for complete listings and read about the quality features of the components shown on the next page that are included with Edelbrock Pro-Flo Electronic Fuel Injection Systems...



Designed specifically for this EFI system, the new Edelbrock Pro-Flo XT EFI manifold features eight equal-length runners and a large plenum for maximum power and drivability in the 1500 to 6500 rpm range

PRO-FLO XT, PERFORMER PRO-FLO AND PERFORMER RPM PRO-FLO EFI SYSTEMS

(CARBURETOR EQUIPPED TO MULTI POINT EFI)

Application	Part No.	Page No.	Horsepower Range	Throttle Body	Injector Size
AMC/JEEP					
343, 390 Performer RPM	#3530	120	Up to 450 hp	4V	29 lb/hr
304, 360, 390, 401 Performer RPM	#3531	120	Up to 450 hp	4V	29 lb/hr
CHEVROLET					
S/B Pro-Flo XT	#3527	119	Up to 450 hp	90mm	29 lb/hr
S/B Pro-Flo XT with Vortec heads	#3528	119	Up to 450 hp	90mm	29 lb/hr
S/B Performer	#3503	121	Up to 350 hp	2V	29 lb/hr
S/B Performer RPM	#3500	121	Up to 435 hp	4V	29 lb/hr
S/B Performer RPM with Vortec heads	#3507	121	Up to 450 hp	4V	29 lb/hr
B/B Performer	#3551	122	Up to 450 hp	4V	29 lb/hr
B/B Performer RPM	#3550	122	Up to 625 hp	4V	44 lb/hr
CHRYSLER					
S/B Performer RPM	#3526	123	Up to 450 hp	4V	29 lb/hr
B/B Performer RPM	#3509	123	Up to 450 hp	4V	29 lb/hr
B/B Performer RPM	#3508	123	Up to 550 hp	4V	35 lb/hr
FORD					
289-302 S/B Performer RPM	#3521	124	Up to 450 hp	4V	29 lb/hr
351W S/B Performer RPM	#3541	124	Up to 450 hp	4V	29 lb/hr

PRO-FLO XT EFI SYSTEMS

EDELBROCK IS PROUD TO ANNOUNCE...

AN EXCITING NEW ELECTRONIC FUEL INJECTION SYSTEM

PRO-FLO XT ELECTRONIC FUEL INJECTION

In 2007, Edelbrock joined forces with EFI Technology Inc. to design an all-new EFI system that combines user-friendly design with high-technology components for the ideal street high-performance EFI system. The exciting new Edelbrock Pro-Flo XT EFI Systems will once again set the standard for the next generation of EFI design.

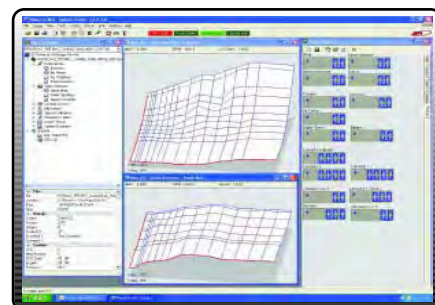
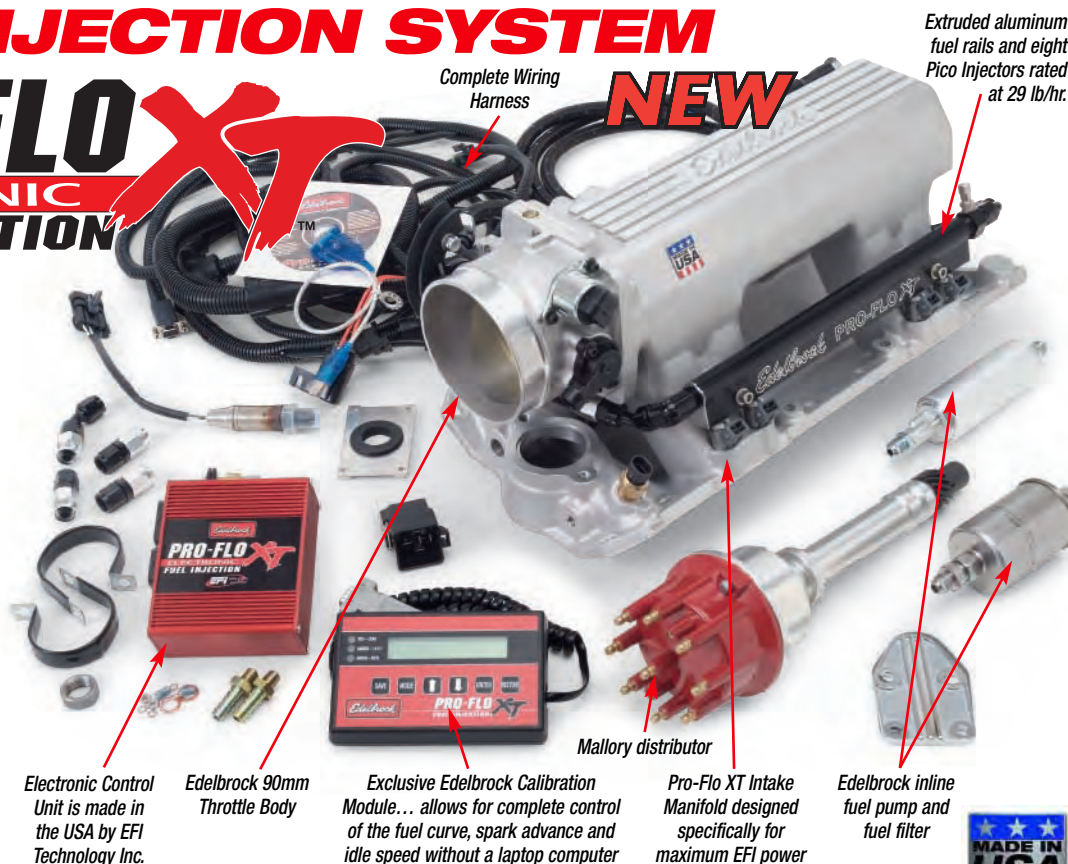
With a ready-to-run base calibration and the exclusive XT Calibration Module, the Pro-Flo XT Systems deliver proven performance and maximum tunability right out of the box. Edelbrock Pro-Flo XT EFI Systems are complete with everything required to install EFI on a small-block Chevy with conventional or Vortec-style heads such as the Edelbrock E-Tec design.

The electronic control unit (ECU) is the heart of the Pro-Flo XT System. It's advanced features include fully sequential injection, downloadable calibrations for different engine parameters and a host of options to customize the system exactly to your specifications. This system also supports laptop tuning and closed loop fuel targets with narrowband sensor (included) or optional wideband controller.

Modern electronics complement the new Edelbrock Pro-Flo XT EFI manifold designed specifically for this EFI system. The eight equal-length runners and large plenum make this intake ideal for maximum power and drivability in the 1500 to 6500 rpm range.

Pro-Flo XT EFI Systems are complete with an Edelbrock Pro-Flo XT EFI manifold, Edelbrock 90mm throttle body, extruded aluminum fuel rails and Pico fuel injectors that are assembled at the factory. Kits also include a programmable ECU, wiring harness, exclusive Calibration Module and more. Check out the next page for details.

For 1986 & earlier SBC heads **NEW**...#3527
For 1986 & earlier SBC heads with black powder coated finish..... **NEW**...#35273
For Edelbrock E-Tec or GM Vortec SBC heads..... **NEW**...#3528
For Edelbrock E-Tec or GM Vortec SBC heads w/black powder coated finish **NEW**...#35283



Pro-Flo XT software has high resolution fuel and spark tables for nearly unlimited combinations



EFI TECHNOLOGY, INC.

A WORLD LEADER IN ADVANCED ELECTRONIC ENGINE MANAGEMENT

EFI Technology, Inc. was founded in 1988 and has grown rapidly to become a world leader in the development, manufacture and production of advanced electronic engine management and monitoring systems. EFI Technology has many years of experience with Formula 1 and Indy car engine management

systems. They produce products for all forms of racing including Indy cars, sports cars, GT, dragsters, motorcycles, offshore powerboats, desert trucks, rally and touring cars. Their technology has been developed to meet the demands of the top level racer and now it is available to the high-performance street market in the new Edelbrock Pro-Flo XT System.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

PRO-FLO EFI SYSTEMS AMC/JEEP



Pro-Flo EFI is great for rock crawling, sand stomping off-landers!

PERFORMER RPM PRO-FLO® EFI SYSTEMS

UP TO 450 HP FOR AMX, JAVELIN, JEEP & MORE

Now AMC and Jeep V8 owners can benefit from powerful Edelbrock multi-point electronic fuel injection system. This system is **ideal for high performance street machines as well as Jeep owners who will love the all-weather, all-altitude performance of multi-point fuel injection.** Our EFI is not affected by extreme inclines or angles. You get excellent throttle response throughout the rpm range and great fuel economy with incredible power. Systems include an assembled induction module (aluminum manifold, 4V throttle body, fuel rails and injectors), ECM with interchangeable chips (chip shipped separately), wiring harness, all required sensors, Calibration Module, billet distributor and fuel pump. Using a speed/density system for control over fuel and spark, all Edelbrock EFI Systems provide total engine control... without a laptop computer.

For 1967-69 AMC for 343, 390 c.i.d. engines#3530
For 1970-91 AMC/Jeep V8 for 304, 360, 390, 401 c.i.d. engines#3531

Pro-Flo EFI #3530 shown here...
both AMC systems include these components

Wiring Harness comes fully assembled with stock-style connectors

4V air valve that flows 1000 cfm

Manifold Assembly comes complete with fuel rails, injectors, air valve, fuel pressure regulator and more...

Pico injectors are rated at 29 lbs/hr for operation up to 450 hp

Mallory Distributor

Electronic Control Module

Exclusive to Edelbrock EFI: Calibration Module provides total adjustability with **no laptop computer required**

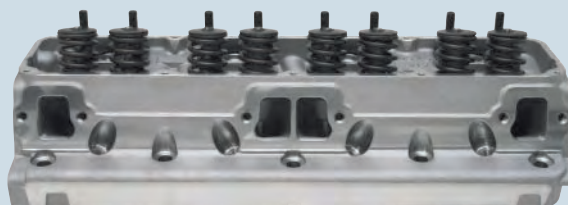
Ignition Amplifier

Oxygen Sensor

Fuel Filter & Fuel Pump

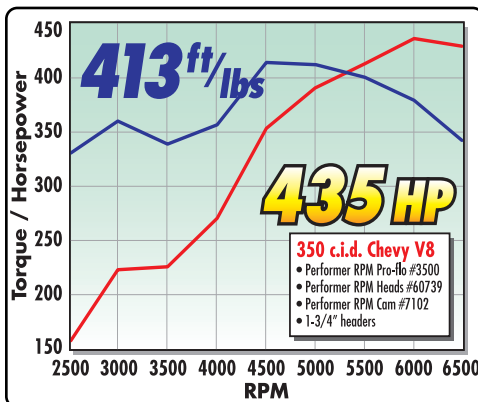
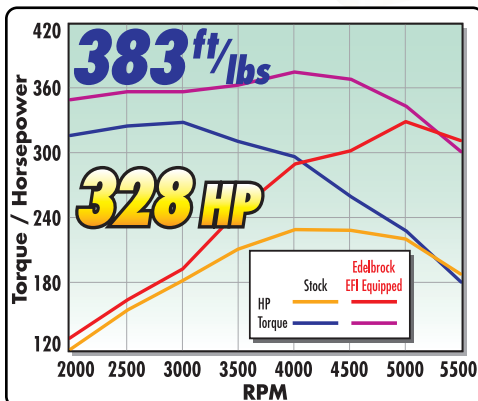
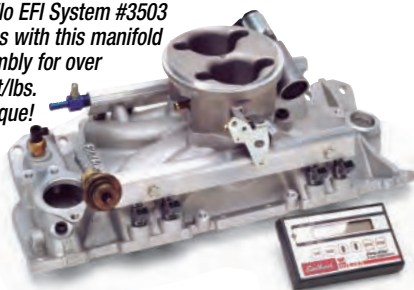
Get More Bolt-on Performance for AMX, Javelin, Jeep with Performer and Performer RPM AMC Cylinder Heads

These street high-performance heads provide out-of-the-box, bolt-on power for AMC muscle cars and Jeep V8s. They offer improved power throughout the rpm range for great throttle response and top-end horsepower. A direct bolt-on for 1970-91 engines with 1/2" head bolts, these heads include step-dowel pins for pre-1970 engines. An Edelbrock Step Washer Kit is available for use with 1967-69 engines with 7/16" head bolts. **For more information and specifications on AMC Cylinder Heads turn to page 142.**

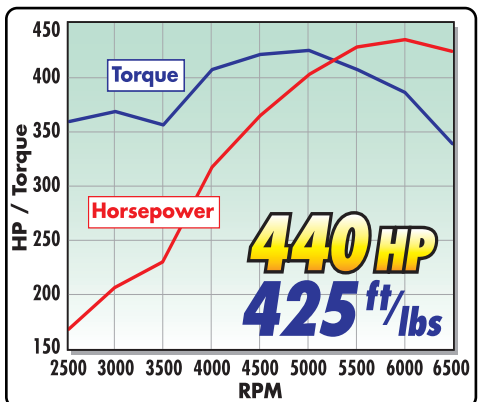


Performer RPM AMC cylinder head #60119

Pro-Flo EFI System #3503 comes with this manifold assembly for over 360 ft/lbs. of torque!



Dyno Test on 9.5:1 350 Chevy with Pro-Flo EFI #3500, Performer RPM heads #60739 and cam #7102



Dyno test on small-block Chevy with Edelbrock Pro-Flo EFI #3507, E-Tec aluminum heads #60979 and RPM cam #2204

PERFORMER PRO-FLO® EFI SYSTEM

Up to 350 HP Potential from Idle to 5500 rpm

The Performer Pro-Flo EFI System is for carbureted non-emission engines for more power and driveability in Performer-level engines. This system is ideal for small-block Chevys with up to 9.5:1 compression with mild cams such as the Edelbrock Performer #2102. With an operating range of off-idle to 5500 rpm, this system can be used in any type of vehicle from a 4x4 to a street rod. Edelbrock designed a **unique 2V air valve that flows 750 cfm** and allows for a more efficient runner layout. The included injectors are rated at 29 lbs/hr to easily handle up to 350 hp. Includes all necessary hardware, our unique Calibration Module and everything you need to make the conversion.

Performer Pro-Flo EFI for non-emission small-block Chevys.....#3503

Installation Notes: Recommended intake gasket: Edelbrock #7201. Manifold height: A-4.10", B-5.50" (see page 56), air valve height-2.66". Will accept stock cruise control.

PERFORMER RPM PRO-FLO® EFI SYSTEMS

Up to 450+ HP Potential from 1500 to 7000 rpm

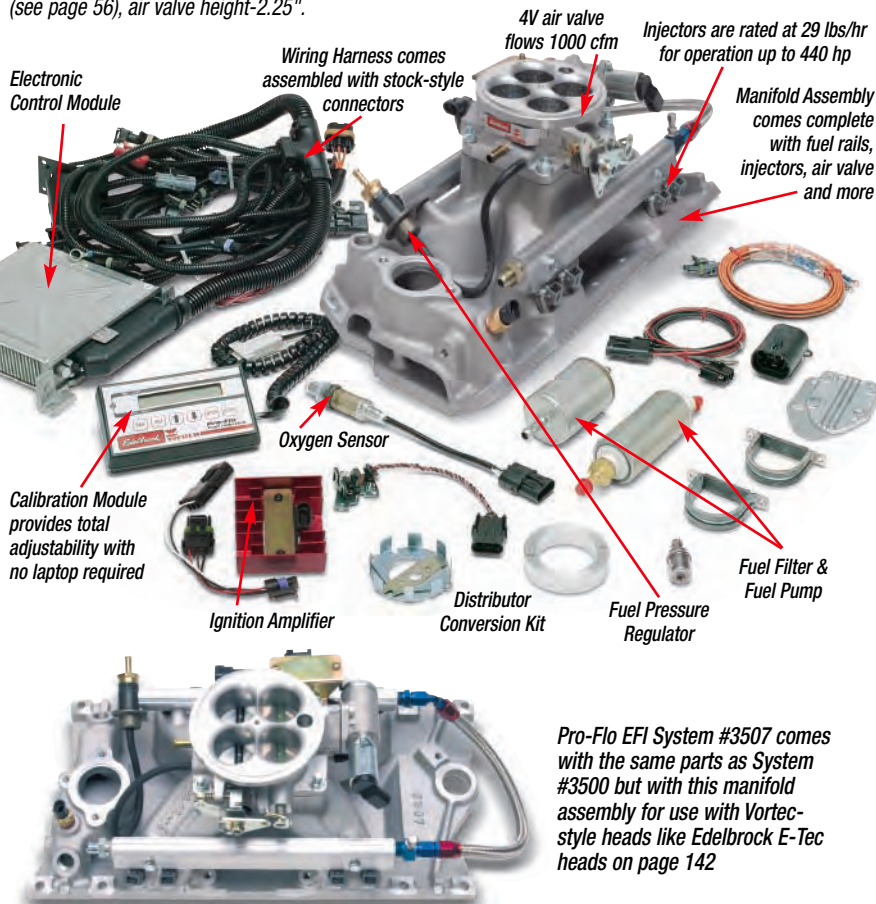
These high-performance multi-point electronic fuel injection systems include **everything you need** to convert a carbureted 1986 and earlier small-block Chevy engine to multi-point fuel injection. **Performer RPM Pro-Flo for Vortec-style heads** is designed for use with Vortec-style heads like the Edelbrock E-Tec aluminum heads, for even greater performance potential. This is the same system we use to generate **440 horsepower** from our Performer RPM E-Tec EFI Crate Engine, see page 26.

Performer RPM Pro-Flo for 1986 and earlier small-block Chevrolet#3500

Installation Notes: Recommended intake gasket: Edelbrock #7201. Manifold height: A-5.30", B-5.30" (see page 56), air valve height-2.25".

Performer RPM Pro-Flo for Edelbrock E-Tec or Vortec-Style Heads #3507

Installation Notes: Recommended intake gasket: Edelbrock #7235. Manifold height: A-5.20", B-6.25" (see page 56), air valve height-2.25".

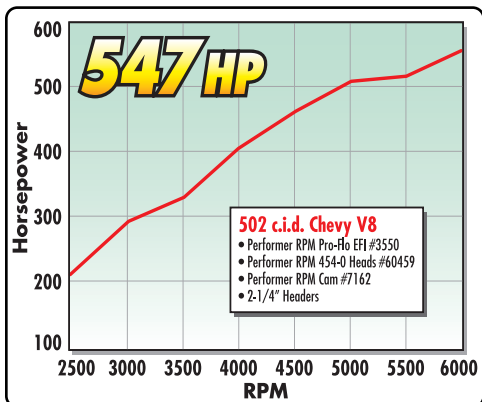


Pro-Flo EFI System #3507 comes with the same parts as System #3500 but with this manifold assembly for use with Vortec-style heads like Edelbrock E-Tec heads on page 142

PRO-FLO EFI SYSTEMS B/B CHEVY



Pro-Flo EFI System #3551 comes with the same components as System #3550 but with this manifold assembly that has smaller injectors for up to 450 hp



Dyno test on 502 Chevy with Pro-Flo EFI #3550, Performer RPM heads #60459 and cam #7162

PERFORMER PRO-FLO® EFI SYSTEM UP TO 450 HP IN A B/B CHEVY

Incorporating the same powerful features as the Performer RPM Pro-Flo EFI #3550, this Performer EFI System is designed specifically for big-block Chevys producing up to 450 hp. Matched with either the stock or Edelbrock Performer cam, this package delivers torque across a broad power band. Like all Edelbrock EFI Systems, Performer EFI #3551 uses a speed/density system for control over fuel and spark. It includes the exclusive, user-friendly Calibration Module for making adjustments without a laptop computer. The included injectors are rated at 29 lbs/hr for operation up to 450 hp. Edelbrock's fuel-efficient multi-point electronic fuel injection systems deliver superior performance and the potential for improved mileage.

Performer Pro-Flo EFI for 396-502 c.i.d. Chevrolet up to 450 HP#3551

Installation Notes: Recommended intake gasket: Edelbrock #7203.

Manifold height: A-5.50", B-6.75" (see page 56), air valve height-2.25".

PERFORMER RPM PRO-FLO® EFI SYSTEM

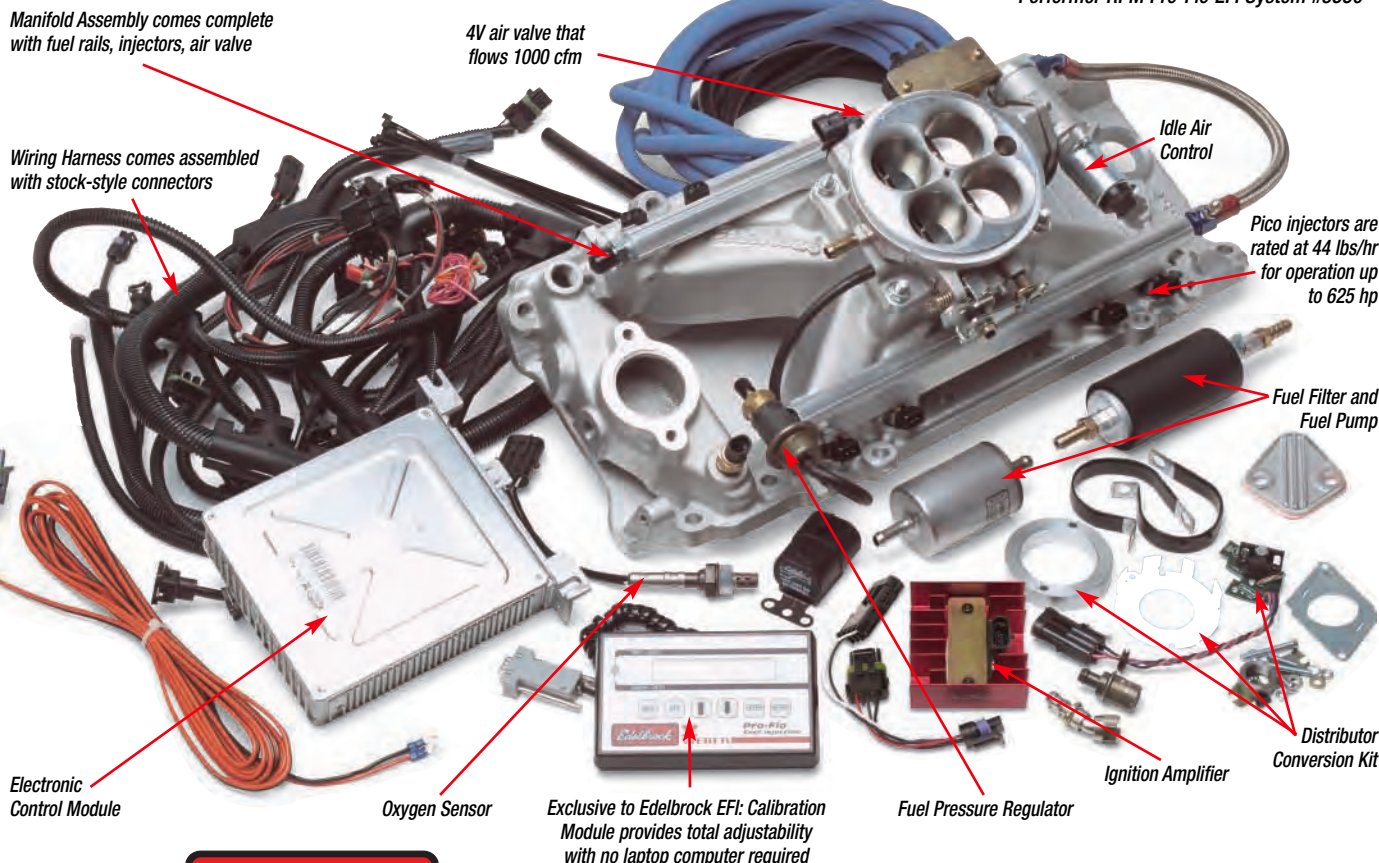
UP TO 625 HP POTENTIAL FROM 1500 TO 7000 RPM IN BIG-BLOCK CHEVYS

A complete kit to convert your 1965-86 oval-port big-block Chevy from carburetion to multi-point fuel injection, this system supports up to 625 hp from 1500 to 7000 rpm. Ideal for street high-performance 454-inch or 502 GM crate engines, it includes our unique Calibration Module for **total adjustability without a laptop computer**. Like all our electronic fuel injections systems, the #3550 comes with an assembled induction module (manifold, air valve, fuel rails, injectors), ECM, wiring harness, sensors, fuel pump and fuel lines. Compatible with Edelbrock or factory large oval-port heads. For non-emission engines.

Performer RPM Pro-Flo EFI for big-block Chevrolet#3550

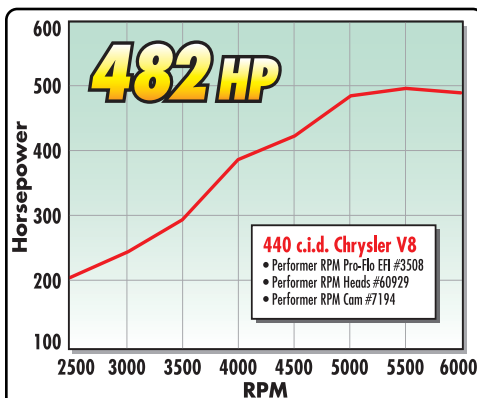
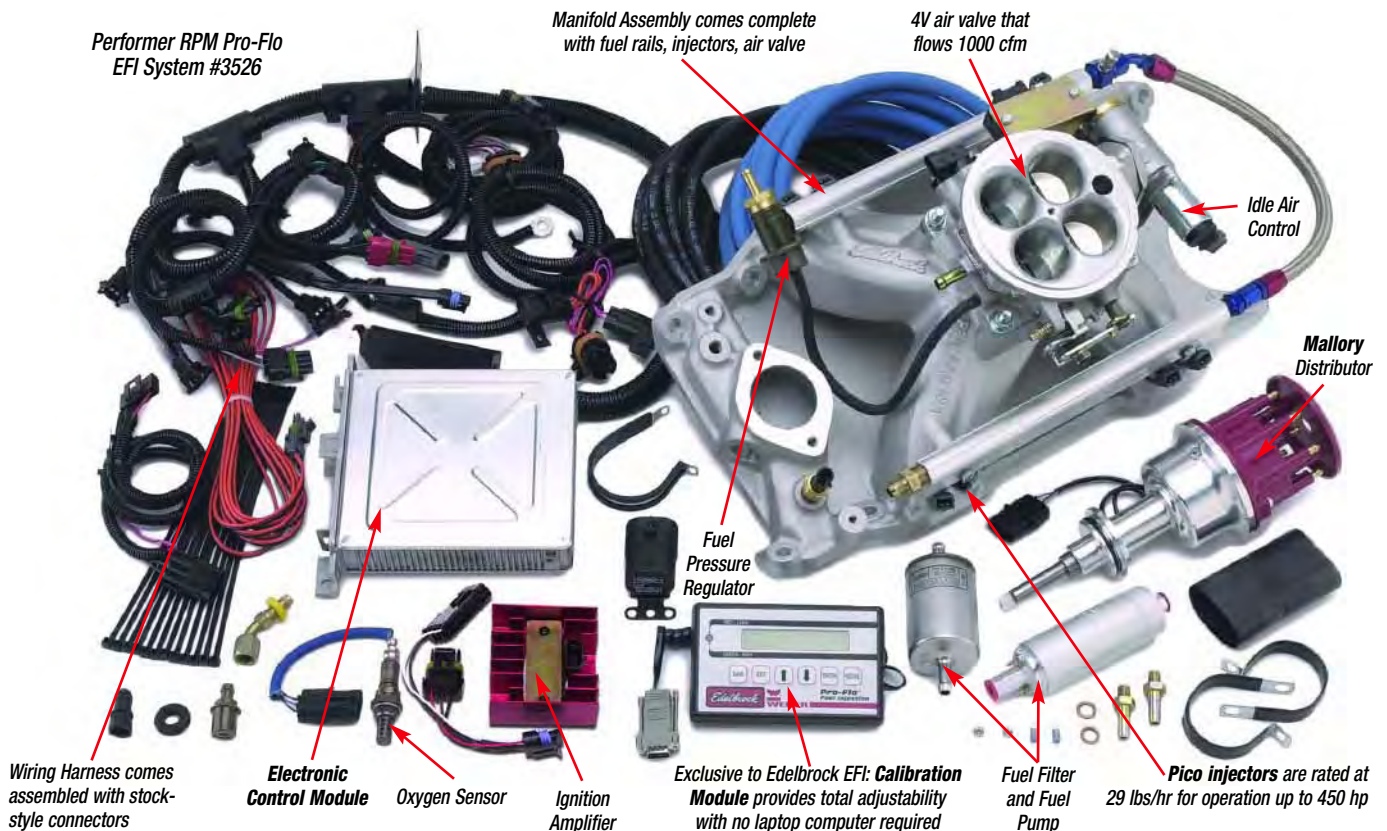
Installation Notes: Recommended gasket: Edelbrock #7203. Manifold height: A-5.50", B-6.75" (see page 56), air valve height-2.25".

Performer RPM Pro-Flo EFI System #3550

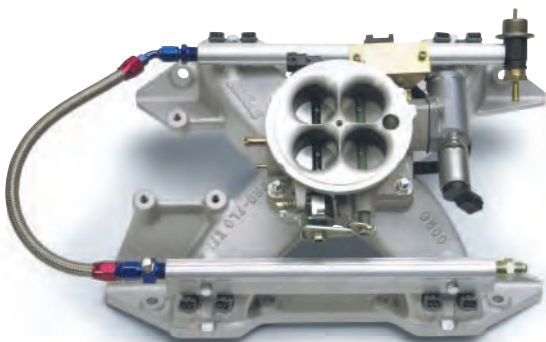


CHRYSLER PRO-FLO EFI SYSTEMS

Performer RPM Pro-Flo
EFI System #3526



Dyno test on big-block Chrysler with Edelbrock Pro-Flo EFI #3508, aluminum heads #60929 and RPM cam #7194



Performer RPM Pro-Flo EFI manifold assembly for #3508/#3509

PERFORMER RPM PRO-FLO® EFI SYSTEM FOR S/B CHRYSLERS UP TO 450 HORSEPOWER

This multi-point electronic fuel injection system includes **everything you need** to convert a carbureted 1991 and earlier small-block Chrysler engine to multi-point fuel injection. This system is designed to work on all 1964-91 Chrysler 340/360 small-blocks and 318 Chryslers with 340/360 heads. These Chrysler EFI kits include a Mallory distributor. Like all Edelbrock EFI Systems, Performer RPM EFI #3526 uses a speed/density system for control over fuel and spark. With this system you get total engine control. The result is excellent throttle response throughout the rpm range, great fuel economy with incredible horsepower, smooth engine operation and improved cold starting.

For 1964-91 Chrysler 340/360 (and 318 with 340/360 heads)#3526

Installation Notes: Recommended intake gasket: Edelbrock #7276. Manifold height: A-5.78", B-6.78" (see page 56), air valve height-2.25".

PERFORMER RPM PRO-FLO® EFI SYSTEM FOR BIG-BLOCK CHRYSLER UP TO 550 HORSEPOWER

Incorporating the same powerful features as the Performer RPM Pro-Flo EFI #3526, this Performer EFI System is designed specifically for 413-426 Wedge-440 big-block Chryslers. Like all Edelbrock EFI Systems, Performer RPM EFI for Big-Block Chryslers use a speed/density system for control over fuel and spark. It includes the exclusive, user-friendly Calibration Module for **making adjustments without a laptop computer**, and a Mallory distributor. Available with two injector sizes to handle different power requirements. Edelbrock's fuel-efficient multi-point electronic fuel injection systems deliver superior performance and the potential for improved mileage.

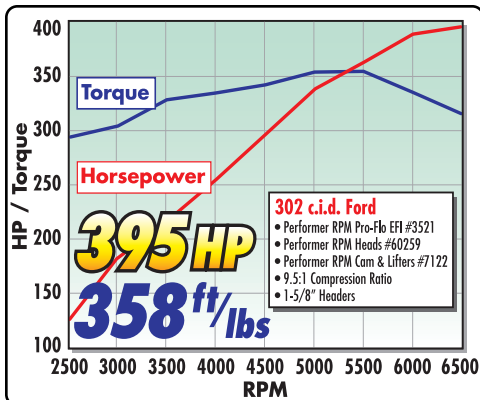
For 1961-79 Chrysler 413/426 Wedge/440 (29 lbs/hr injectors, up to 450 hp)#3509

For 1961-79 Chrysler 413/426 Wedge/440 (35 lbs/hr injectors, up to 550 hp)#3508

Installation Notes: Recommended intake gasket: Edelbrock #7225 (use with OE valley pan). Manifold height: A-4.80", B-5.80" (see page 56), air valve height-2.25".

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

PRO-FLO EFI SYSTEMS S/B FORD



Dyno Test of the Pro-Flo EFI #3521 on a 302 c.i.d. Ford

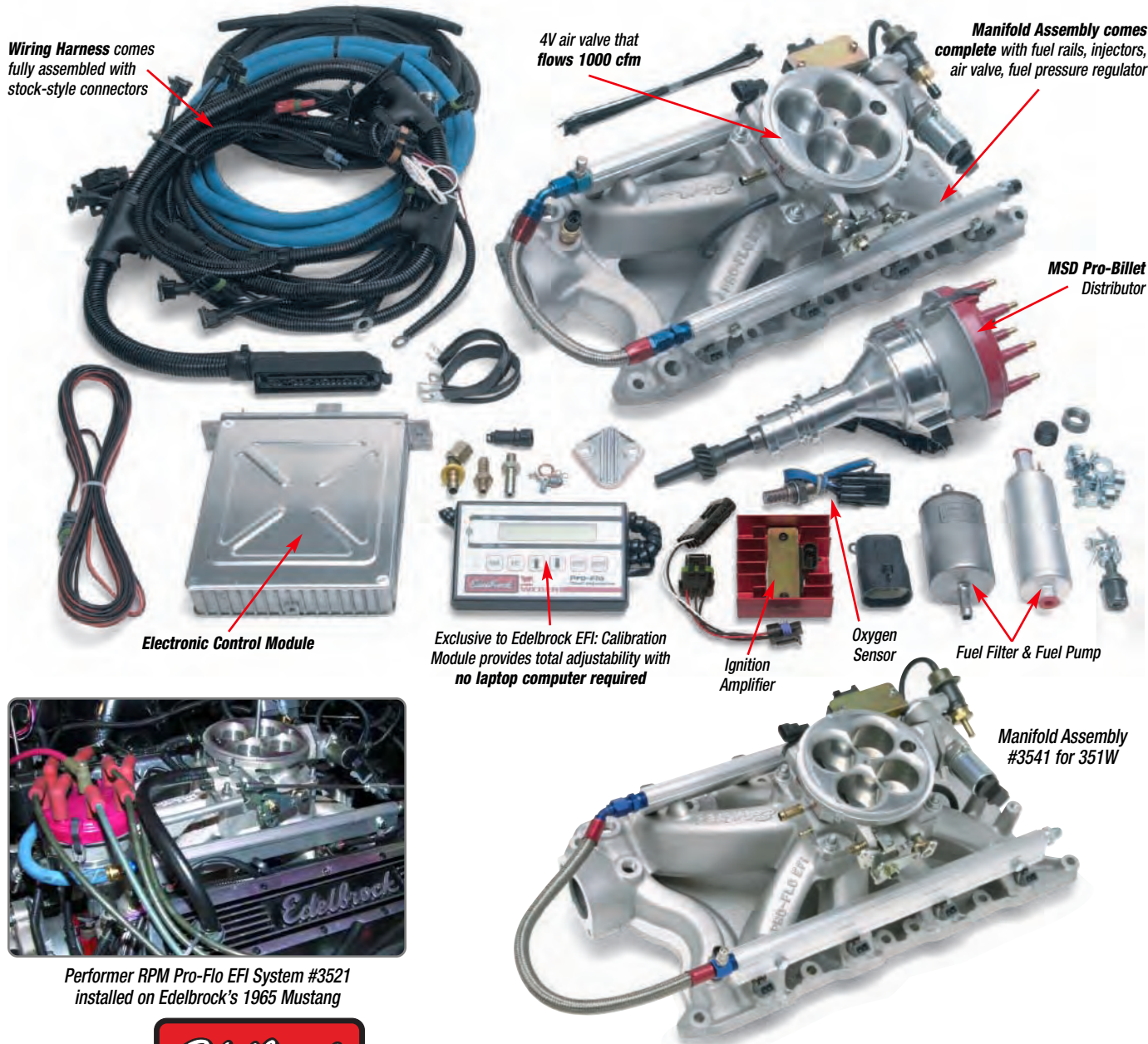
Pro-Flo EFI #3521 shown here...
both Ford systems include these components

PERFORMER RPM PRO-FLO® EFI SYSTEM FOR SMALL-BLOCK FORDS UP TO 450 HP FROM 1500 TO 7000 RPM

These Edelbrock Pro-Flo EFI Systems will allow you to convert your carbureted 289-302 or 351W Ford to powerful multi-point fuel injection. These **complete** multi-point electronic fuel injection systems for 1964-95 small-block Fords include our **exclusive Calibration Module** for **total adjustability without a laptop computer**. Like all our electronic fuel injection systems, they come with an assembled induction module (manifold, air valve, fuel rails, injectors), ECM, wiring harness, sensors, fuel pump, fuel lines and MSD Pro-Billet distributor. With this speed/density system you get total engine control for excellent throttle response throughout the rpm range, great fuel economy with incredible horsepower, smooth engine operation and improved cold starting. The included injectors are rated at 29 lbs/hr for operation up to 450 hp. Compatible with Edelbrock or factory heads. For non-emission engines.

Performer RPM Pro-Flo EFI for 289-302 small-block Fords#3521
Performer RPM Pro-Flo EFI for 351W small-block Fords.....#3541

Installation Notes: Recommended intake gasket: Edelbrock #7220. Manifold height:
#3521—A-5.76", B-5.76"; #3541—A-5.75", B-5.75" (see page 56), air valve height-2.25".



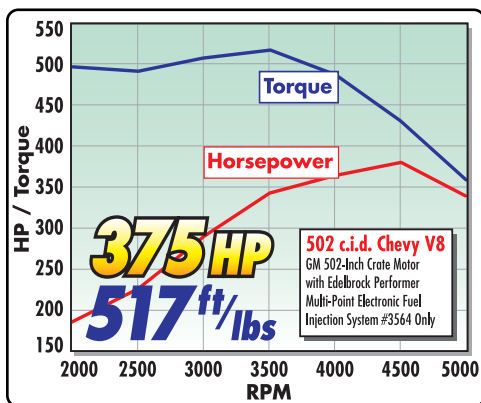
PERFORMER MULTI-POINT EFI SYSTEMS

Attention 1987-95 GM Truck and SUV Owners

FOR CHEVROLET/GMC VEHICLES ORIGINALLY EQUIPPED WITH THROTTLE BODY INJECTION

Performer Multi-Point EFI Systems are designed for 1987-95 Chevy/GMC trucks with 5.7L & 7.4L engines originally equipped with Throttle Body Injection. These complete systems utilize the stock computer, stock sensors and throttle body unit (without the stock injectors) for a simple and effective conversion to multi-point fuel injection. Fuel is injected directly towards the valve for ideal fuel distribution and efficiency. 50-state street legal* on most 1987-95 Chevy/GMC trucks and Sport Utility Vehicles. **These systems are not compatible with passenger car engine management systems.** These kits include everything shown on the right. **Fuel pump kits are sold separately to complete your installation** (except 1995 Tahoe/Yukon).

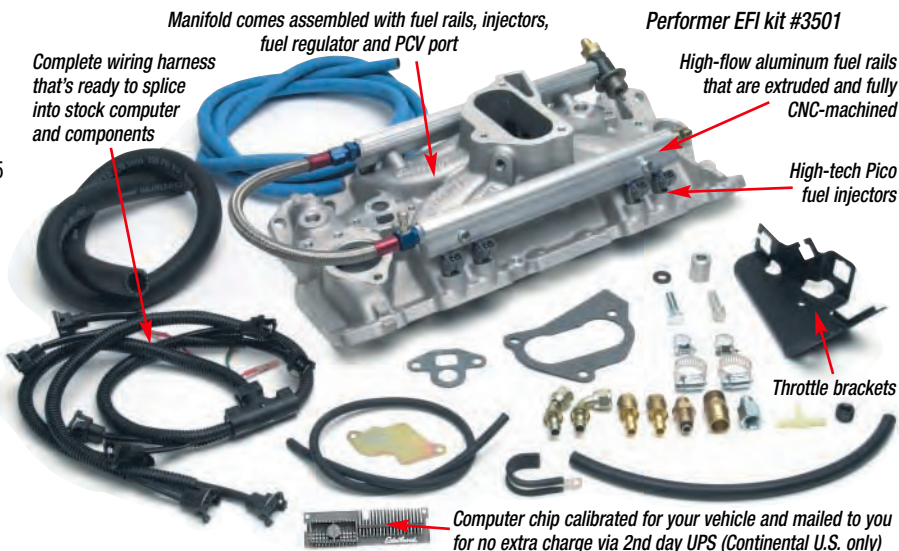
- **Converts throttle body equipped engines to powerful multi-point electronic fuel injection**
- **Outstanding performance and increased mileage at an affordable price**
- **Uses the stock throttle body unit (less injectors) & stock computer with our chip**
- **Instructions are included**



Dyno Test of the Multi-Point EFI System on a 502 c.i.d. Chevy with Stock Catalytic Converter and Muffler

* E.O. #D-215-43 covers Multi-Point EFI Systems on vehicles with 1987-95 vehicles with 5.7L and 7.4L TBI-equipped Chevy/GMC engines, 8.2L (502) Chevy/GMC engines and small-block Vortec replacement engines.

** Price for these units will be slightly higher due to the added piggyback adapter.



Performer Multi-Point 5.7L EFI Systems

For 1987-95 TBI Trucks

For 1987-92 5.7L Chevy/GMC.....#3502

For 1993-95 5.7L Chevy/GMC (includes computer piggyback adapter**).....#3501

Important Note: Calibrated only for use with stock compression, stock cam and heads or Edelbrock cam #3702 and heads #60859. **Installation Notes:** Recommended intake gasket GM #10159409. Overall height (manifold & air valve): 1-5/16" taller than stock, same angle as stock. 1995 Tahoe/Yukon uses stock fuel pump.

Performer Multi-Point 5.7L EFI Vortec Systems

For 1987-95 TBI Trucks with Vortec Engine Conversion

For 1987-92 5.7L Chevy/GMC Vortec

with factory replacement Vortec engine (GM #12530282 long block).....#3505

For 1993-95 5.7L Chevy/GMC Vortec with factory

replacement Vortec engine GM #12530282 long block (incl. piggyback computer adapter**).....#3506

Vortec EGR Adapter Kit (required for 1987-95).....#2899

Installation Notes: Recommended intake gasket Edelbrock #7235. Overall height (manifold & air valve): 1-5/16" taller than stock, same angle as stock. External EGR is required for this installation. **You must purchase External EGR Adapter kit #2899 for use with Tubular Exhaust Headers, or use the left side exhaust manifold from a Vortec truck. GM #10220275 (EGR supply tube) and fitting GM #12552329 also required. #3505 will not fit 1988 trucks with one-piece accessory bracket. Calibrated for stock L31 Vortec cam only.**

Performer Multi-Point 7.4L EFI Systems

For 1987-95 TBI Trucks

For 1987-90 7.4L Chevy/GMC.....#3562

For 1991-95 7.4L Chevy/GMC (includes computer piggyback adapter**).....#3563

Installation Notes: Recommended intake gasket: GM #10181398. Overall height & angle: same as stock.

Important Note: Calibrated for stock camshaft and stock cylinder heads only.

Performer Multi-Point 8.2L (502 C.I.D.) EFI Systems

For 1987-95 TBI Trucks with GMPP HT502 Engine Conversion

For 1987-90 7.4L Chevy/GMC vehicles

with factory replacement 8.2L engine (GM #88890534 long block).....#3564

For 1991-95 7.4L Chevy/GMC vehicles with factory

replacement 8.2L engine (GM #12530282 long block, incl. piggyback computer adapter**).....#3565

Installation Notes: Recommended intake gasket: GM #10181398. Overall height & angle: same as stock.

Note: Calibrated for stock GM #88890534 engine only. Not for GM passenger car engine applications.

Fuel Pump Kits for Performer Multi-Point EFI Systems

Single Tank Fuel Pump (required for single tank vehicles except '95 Tahoe/Yukon).....#3581

Dual Tank Fuel Pump Kit (required for dual tank vehicles).....#3580

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
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STREET & COMPETITION EFI PRO-TUNER

Follow These Three Steps to Build Your Edelbrock Pro-Tuner EFI System:

- 1) Choose the Pro-Tuner Electronics Kit for your engine family (Chevy, Ford or Pontiac) and application on page 127
- 2) Choose the Induction Kit for your engine family (S/B or B/B Chevy) and application on page 128
- 3) Choose the Fuel Pump and Regulator kit based on horsepower level on page 128



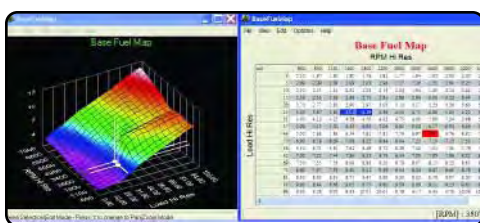
Dashboard Screen

Shows easy-to-read gauges and graphics of engine parameters



Details Screen

Shows detailed information of important engine functions



3-D Fuel and Spark Tables

Fuel and Spark tables can be viewed in 3D Graph or Numeric Table. Editing can be done on the Table or Graph

PRO-TUNER EFI SYSTEMS

FOR HIGH PERFORMANCE STREET, STRIP OR MARINE

Edelbrock and MotoTron are working together to bring you an advanced Electronic Fuel Injection system for your street or competition vehicle. The Edelbrock Pro-Tuner EFI system offers everything you need to build your custom fuel injection system. Whether you are a novice with computer-controlled engines or an experienced tuner familiar with other EFI systems, Edelbrock Pro-Tuner Systems are your best choice for maximum power and performance, superb throttle response, and optimum mileage potential for street rods, muscle cars, off-road vehicles, marine, or competition applications. The Edelbrock ECU is extremely durable and can be mounted directly to the engine. It is completely sealed making it waterproof and ideal for not only street driven vehicles, but also for competition and marine applications.

THREE TUNING STRATEGIES

With 3 tuning strategies to choose from, Alpha-N, MAP-N and Modeled Airflow, there is an option to fit most any application. Alpha-N (RPM vs. Throttle Position) is ideal for engines with big cams and competition applications. MAP-N (RPM vs. Manifold Pressure) is ideal for boosted (turbo or supercharged) engines and also for normally aspirated engines making more than 10 in/Hg vacuum at idle. Modeled Airflow with MAF or MAP (Speed Density) is for use with MAF (Mass Air Flow) sensors. It is ideal for engines requiring good drivability and economy and this system can support up to 2 Digital MAF sensors. Once tuned with the MAF sensor, the sensor can be removed if desired and run with MAP only.

PRO-TUNER EFI SYSTEMS HAVE THESE FEATURES:

- **Advanced Microsoft Windows™ based software**
- **Rugged waterproof control unit**
- **3 tuning options to choose from**
 - Alpha-N; engine speed vs. throttle position
 - MAP-N; engine speed vs. MAP
 - Modeled Airflow; (Speed Density) engine speed vs. airflow
- **Supports single or dual digital mass air flow sensors**
- **Virtual engine simulator**
- **User configurable RPM and load scaling**
- **Malfunction indicator lamp**
- **Fan control**
- **Real time tuning**
- **Tachometer output**
- **Setup Wizard**
- **OEM quality engine harness**
- **Wideband or narrow band O2 inputs**
- **Closed loop fuel control**
- **Idle control (PWM type)**
- **Data recording (Internal and PC)**
- **Upgradeable for future options**
- **Adjustable rev limiters**
- **High quality sensors**
- **MSD Pro Billet distributor w/cam sync**
- **Fuel pressure correction function**
- **Volumetric efficiency estimator (Modeled Airflow)**

PRO-TUNER SOFTWARE

Edelbrock's Pro-Tuner EFI software offers easy-to-use, yet sophisticated tuning control with user-friendly pull down menus and screens. The Pro-Tuner "Pro" USB key allows access to even more advanced features for the professional tuner. Here are just some of Pro-Tuner's advanced software features:

- **Advanced Microsoft Windows™ based software is easy-to-use with your laptop**
- **Sophisticated tuning control with the ease of pull down menus and screens for enhanced tuning parameters**
- **3D fuel and spark maps**
- **User configurable RPM and load scaling**
- **Virtual engine simulator**
 - Useful for troubleshooting problems
- **Easy to use Setup Wizard**
- **On Board and PC data logging**
- **Adjustable soft, medium and hard rev limiters**
- **Fuel pressure correction function**
- **VE estimator (Modeled airflow strategy only)**
 - Creates a base VE map based on engine specifications
- **Self diagnostics**
 - Gives diagnostics messages on-screen
 - External warning lamp
- **Closed loop fuel control**
 - Uses up to 2 narrow or wideband (0-5volt) oxygen sensors (single narrow band sensor included in kit)
 - Fuel control from leanest sensor when using dual sensors
 - Predefined sensor calibration for popular wideband sensors
 - Custom O2 sensor calibration input capabilities
 - Allows you to input your own calibration values



The rugged environmentally sealed Motorola Engine Control Unit can be mounted directly to the engine (Marine applications) or anywhere inside the engine bay without concern about heat or moisture



Super Victor kits include a 80-pin ECU for fully-sequential injection... shown here with optional face plate



Pro-Tuner Victor Electronics Kit #3670 contains the ECU, sensors, distributor, injectors, wiring harness, software and installation hardware

ELECTRONICS KIT INCLUDES:

- Rugged waterproof engine control unit
- ECU mounting bracket
- Eight 60 lb/hr fuel injectors
- Injector o-ring lubricant
- MSD Pro-Billet distributor with Hall Effect cam sync
- Software CD
- USB software key
- PC communications cable
- USB to serial adapter cable
- Complete engine wire harness
- Firewall grommet and plate kit
- Fuel pump harness
- Distributor harness
- Inlet air temp sensor with grommet
- Coolant temp sensor
- 1-bar MAP sensor with mounting bracket
- Narrow band oxygen sensor
- Oxygen sensor exhaust weld in bung
- Malfunction indicator lamp
- Installation and user guides

OPTIONAL COMPONENTS:

- USB software key (Pro version)
- Second narrow band oxygen sensor (Edelbrock #36013)
- 0-100 PSI fuel/oil pressure sensor (Edelbrock #36011)
- 2-Bar MAP sensor (Edelbrock #36020)
- Cast aluminum ECU covers; Victor Series kits (Edelbrock #3612) Super Victor Series kits (Edelbrock #3613)
- Mass air flow sensor (GM #25318411)

PRO-TUNER EFI ELECTRONICS KITS

These comprehensive kits are the heart of the Pro-Tuner EFI system. They include the MotoTron ECU, software, eight 60-lb/hr. high impedance fuel injectors, distributor, ignition amplifier, plus all necessary sensors, wiring harnesses and hardware. Combine this kit with our EFI manifold and fuel rails, throttle body, and fuel delivery system for a complete system that is versatile enough for a boulevard cruiser or a 1,000 horsepower 7-second strip-pounder. There are two versions of the Pro-Tuner EFI system: Victor Series and Super Victor Series.

Pro-Tuner Victor EFI Electronics Kits come with a 48-pin ECU and Base USB Key, that is capable of **semi-sequential injection** with a single fuel map, and is upgradeable to many custom functions using the Pro-Tuner Pro USB Key, sold separately. In addition, the MotoTron ECU gives you the choice of Speed Density, Mass Air Flow or Alpha N operation.

Pro-Tuner Super Victor EFI Electronics Kits come with an 80-pin ECU with expanded capabilities. In addition to all the features of the 48-pin ECU, the 80-pin unit offers **fully sequential injection** of up to 8 high or 8 low impedance injectors. Pro-Tuner USB Base Key included with all Super Victor kits.

The versatility of the MotoTron ECU combined with the unique 60-lb/hr high impedance injectors provides for a tuneable and powerful EFI system for your Chevy, Ford or Pontiac V8.

Application	Victor Kit	Super Victor Kit
Chevrolet, Small-Block and Big-Block V8.....	#3670	#3690
Ford, 289-302 V8	#3671	#3691
Ford, 351W V8	#3672	#3692
Pontiac, 326-455 V8	#3673	#3693
Finned Aluminum ECU Face Plate	#3612	#3613
Pro-Tuner Pro USB Key.....	#3611	Included

FEATURES WITH BASE USB KEY: (VICTOR SERIES)

- Semi-sequential injection
- Dual O₂ sensor inputs (switching or wideband)
- PC data logging
- PWM idle control output
- A/C load compensation
- Dual mass air flow inputs (sensor sold separately)
- Upgradeable for future system options
- Closed loop fuel control

ADVANCED FEATURES WITH OPTIONAL PRO-TUNER USB KEY:

- Paired cylinder fuel trims
- Individual cylinder spark trims
- Fuel pressure correction
- Flight recorder data logging
- Cooling fan control
- Additional tuning controls

STREET & COMPETITION EFI PRO-TUNER

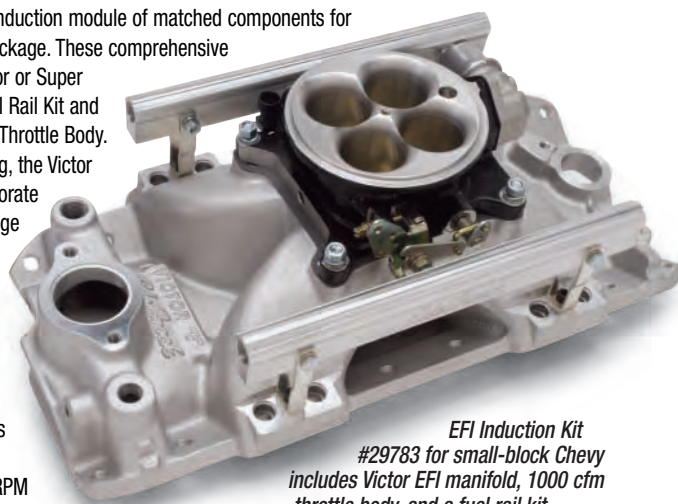
Customer's Report

"I thought I would just drop you a note on some testing we have been doing with your EFI #29275 intake. We first installed our 565 EFI conventional head engine on the dyno with the Holley intake and our Accel Gen 7 EFI computer system. After tuning the engine to its best with this combo we were making 968 hp and 786 ft. lbs. torque, we exchanged intakes while the engine was still warm to the #29275, installed the same EFI unit back on the engine. We started the engine up and proceeded to run the same EFI file, we first noticed that it wanted less fuel which is normally a sign of intake efficiency on EFI units. After pulling fuel out of the maps and after 2 dyno pulls we were rewarded with 989 hp and 802 ft. lbs. torque. So to make a long story short, Edelbrock has done it again, your intake was worth 21 hp and 16 ft. lbs. of torque over the best we have found until now. Not to mention the fact that it cost less than the Holley."

- Thanks, Tracy Dennis, Suncoast Race Engines

EFI INDUCTION KITS

Now you can get a complete induction module of matched components for your competition EFI in one package. These comprehensive kits include a high quality Victor or Super Victor Series EFI manifold, Fuel Rail Kit and our new black powder coated Throttle Body. Designed for all forms of racing, the Victor Series line of manifolds incorporate Edelbrock's extensive knowledge in induction technology for maximum horsepower and torque. All Victor Series manifolds have extra material for port matching to maximize performance. See individual manifold descriptions on pages 124-126 and throttle body descriptions on page 139 for RPM range, specs and more.



EFI Induction Kit
#29783 for small-block Chevy
includes Victor EFI manifold, 1000 cfm
throttle body, and a fuel rail kit

Small-block Chevy 262-400 V8#29783
Includes Victor EFI Manifold #29785, Fuel Rail Kit #3630, and 1000 cfm Throttle Body #39783.

Small-block Chevy E-Tec (For Edelbrock E-Tec or GM Vortec Heads)#29133
Includes Super Victor Vortec EFI Manifold #29135, Fuel Rail Kit #3631 & 1000 cfm Throttle Body #39783.

Big-block Chevy 396-502 V8 (Rectangular Port Standard Deck)#29023
Includes Victor Jr. 454-R EFI Manifold #29025, Fuel Rail Kit #3633 and 1000 cfm Throttle Body #39783.

Big-block Chevy 396-502 V8 (Oval Port Standard Deck)#29043
Includes Victor Jr. 454-O EFI Manifold #29045, Fuel Rail Kit #3633 and 1000 cfm Throttle Body #39783.

Big-block Chevy 396-502 V8 (Rectangular Port Standard Deck)#29273
Includes Super Victor BBC EFI Manifold #29275, Fuel Rail Kit #3633, and 1600 cfm Throttle Body #39793.

Big-block Chevy 396-502 V8 (Rectangular Port Tall Deck)#29163
Includes Super Victor BBC EFI Tall Deck Manifold #29165, Fuel Rail Kit #3633 and 1600 cfm Throttle Body #39793.

FUEL PUMP & REGULATOR KITS

Edelbrock Fuel Pump and Regulator Kits are matched for use with our EFI Induction Kits. These high-quality fuel pumps and matching regulators provide a smooth, consistent fuel delivery that is key to proper EFI performance. They are compatible with all grades of gasoline or methanol and the regulators feature 1/8" NPT gauge ports. See pages 44 & 45 for complete descriptions.

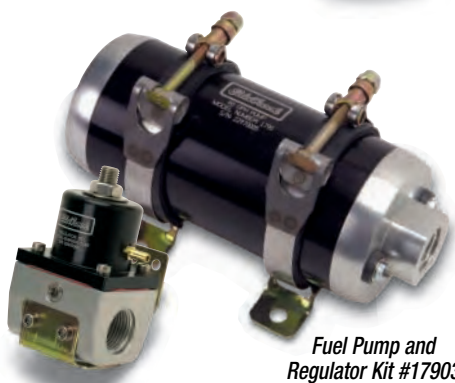
Up to 600 HP (Kit Includes Fuel Pump #3594 and Regulator #1728)#35943
In-line Street/Strip electric fuel pump #3594 can be used as an in-line booster pump or as a stand-alone unit. It has a flow rate of 57 GPH at 45 psi for continuous duty and is ideal for EFI applications that require additional pumping capabilities. EFI regulator #1728 is adjustable from 35 to 90 psi. Includes mounting brackets.

Up to 800 HP (Kit Includes Fuel Pump #1790 and Regulator #1729)#17903
Victor EFI electric fuel pump #1790 features a -10 AN inlet/outlet and a flow rate of 80 GPH at 45 psi for use with high-horsepower fuel injected applications. The in-line design keeps the pump motor and components cool even under harsh conditions. Matching regulator #1729 is adjustable from 35 to 90 psi and has two -10 AN inlet ports plus a single -6 AN outlet. Includes mounting brackets.

Up to 1500 HP (Kit Includes Fuel Pump #1794 and Regulator #1729)#17943
Victor EFI fuel pump #1794 is rated at 120 GPH at 45 psi and has -12 AN inlet/outlets for the ultimate competition EFI fuel delivery system. Matching regulator #1729 is adjustable from 35 to 90 psi and has two -10 AN inlet ports plus a single -6 AN outlet. Includes mounting brackets.



Fuel Pump and
Regulator Kit #35943



Fuel Pump and
Regulator Kit #17903



Fuel Pump and
Regulator Kit #17943



Edelbrock Russell Performance Products
is an Edelbrock Company

For top-of-the-line fittings, hose ends, stainless steel or rubber hose and brake lines choose Russell Performance Products. Make sure you have their latest catalog or go to the web site at www.russellperformance.com



The calibration chip (included, shipped separately) is installed by the customer in ECM #3570 to customize the Pro-Flo EFI System to his or her application

REPLACEMENT PARTS FOR PRO-FLO AND PRO-FLO XT® EFI SYSTEMS FUEL INJECTORS

Pico Fuel Injector 19 lb/hr @ 45 psi (1 only) for #3501, #3502, #3505, #3506, #3562 & #3563	#3574
Fuel Injector 27 lb/hr @ 50 psi (set of 8) Bosch-style for #3500 produced before November '05	#3598
Fuel Injector 27 lb/hr @ 50 psi (1 only) Bosch-style for #3500 produced after November '05	#3585
Pico Fuel Injector 29 lb/hr @ 45 psi (set of 8) for #3500 produced after 11/2005, #3503, #3507, #3509, #3521, #3526, #3527, #3528, #3530, #3531, #3541, #3551, #3564 & #3565	#3853
Pico Fuel Injector 29 lb/hr @ 45 psi (1 only) for #3500 produced after November 2005, #3503, #3507, #3509, #3521, #3526, #3530, #3531, #3541, #3551, #3564 & #3565	#3583
Pico Fuel Injector 35 lb/hr @ 45 psi (set of 8) for #3508	#3636
Pico Fuel Injector 35 lb/hr @ 45 psi (1 only) for #3508	#3635
Pico Fuel Injector 44 lb/hr @ 45 psi (set of 8) for #3550	#3684
Pico Fuel Injector 44 lb/hr @ 45 psi (1 only) for #3550	#3685

SENSORS, IDLE MOTOR & ELECTRONICS

ECM Computer	#3570
Calibration Module	#3519
Calibration Module Cord & Adapter	#3571
Distributor Conversion Kit for the Pro-Flo #3500, #3503, #3507, #3550, and #3551	#3576
Ignition Amplifier	#3518
Pump Relay	#3586
MAP Sensor	#3587
Air Temp Sensor 3/8"-18 NPT thread	#3588
Air Temp Sensor for push-in connections	#3579
Coolant Temp Sensor	#3589
Throttle Position Sensor	#3590
Oxygen Sensor & Bung	#3591
Hall Effects Sensor for the Pro-Flo #3500, #3503, #3507, #3550, and #3551	#3517
Idle Air Solenoid	#3599

FUEL DELIVERY

Fuel Pump	#3594
Fuel Filter	#3596
Fuel Pressure Regulator for all #3500 series Pro-Flo systems	#3584
Fuel Pressure Regulator for #3500 Pro-Flo system	#3597
Fuel Pressure Regulator for Pro-Flo MPFI & TBI conversions #3501, #3502, #3505, #3506, #3562, #3563, #3564, and #3565	#3595

SERVICE PARTS

Gasket for 2V Air Valve on #3503	#3894
Gasket for 4V Valve on all other Pro-Flo systems	#3895



Ignition Amplifier #3518

The Calibration Module #3519 is exclusive to Edelbrock Performer RPM Pro-Flo EFI Systems (shown with Cord and Adapter #3571)



EFI COMPONENTS



All Victor and Super Victor Electronics Kits include special high impedance injectors that deliver 60 lb/hr @ 43.5 psi, and 85 lb/hr @ 87 psi

30° spray pattern insures proper fuel atomization

SENSORS AND COMPONENTS FOR PRO-TUNER EFI SYSTEMS

FUEL INJECTORS

Fuel Injector 60 lb/hr @ 43 psi; 85 lb/hr @ 87 psi, high impedance (set of 8).....	#3686
Fuel Injector 60 lb/hr @ 43 psi; 85 lb/hr @ 87 psi, high impedance (1 only).....	#3687
Pico Fuel Injector 19 lb/hr @ 45 psi (1 only) for #3501, #3502, #3505, #3506, #3562 & #3563.....	#3574
Pico Fuel Injector 29 lb/hr @ 45 psi (set of 8) for #3503, #3507, #3509, #3521, #3526, #3530, #3531, #3541, #3551, #3564 & #3565.....	#3853
Pico Fuel Injector 29 lb/hr @ 45 psi (1 only) for #3503, #3507, #3509, #3521, #3526, #3530, #3531, #3541, #3551, #3564 & #3565.....	#3583
Pico Fuel Injector 35 lb/hr @ 45 psi (set of 8) for #3508.....	#3636
Pico Fuel Injector 35 lb/hr @ 45 psi (1 only) for #3508.....	#3635
Pico Fuel Injector 44 lb/hr @ 45 psi (set of 8) for #3550.....	#3684
Pico Fuel Injector 44 lb/hr @ 45 psi (1 only) for #3550.....	#3685

SENSORS, IDLE MOTOR & ELECTRONICS

Throttle Position Sensor clockwise rotation.....	#36018
Coolant Temp Sensor (Delphi) also oil temp, 3/8"-18 NPT thread.....	#36012
Air Temp Sensor mounts in air cleaner baseplate.....	#3578
Air Temp Sensor 3/8"-18 NPT thread.....	#3588
MAP Sensor 1 Bar	#36019
MAP Sensor 2 Bar	#36020
Fuel & Oil Pressure Sensor (0-100 psi).....	#36011
Oxygen Sensor	#36013
30 AMP Harness Power Relay 12 volt.....	#36014
GM Stepper IAC Motor	#36015
PWM Idle Air Motor and Gasket (Hitachi).....	#36017
EFI RS 485 Communication Cable (Pro-Tuner).....	#36016
USB to Serial Converter	#91147

DISTRIBUTOR

326-455 Pontiac with Cam Sync. for Pro-Tuner EFI**NEW**..#3616
Includes Magnetic Crank Pickup and a Hall-Effect Pickup with LED indicator for the Camshaft Sensor.

FUEL DELIVERY

Fuel Pump 57 gph @ 45 psi, 3/8" hose barb inlet/outlet.....	#3594
Fuel Pump 80 gph @ 45 psi, -10 AN inlet/outlet.....	#1790
Fuel Pump 120 gph @ 45 psi, -12 AN inlet/outlet.....	#1794
Fuel Pressure Regulator -6 AN inlet/outlet/bypass.....	#1728
Fuel Pressure Regulator -10 AN inlet/outlet -6 AN bypass.....	#1729

ECU PROTECTIVE COVERS

Cast Aluminum Cover for 48-pin ECU.....	#3612
Cast Aluminum Cover for 80-pin ECU.....	#3613



Cast Aluminum Cover #3612 for 48-pin ECU



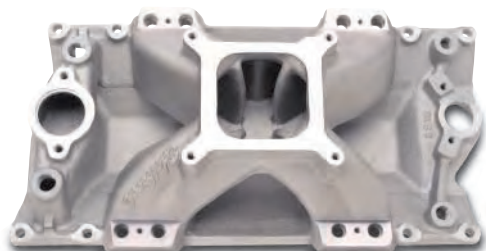
Victor EFI Fuel Pump #1794

Regulator #1729

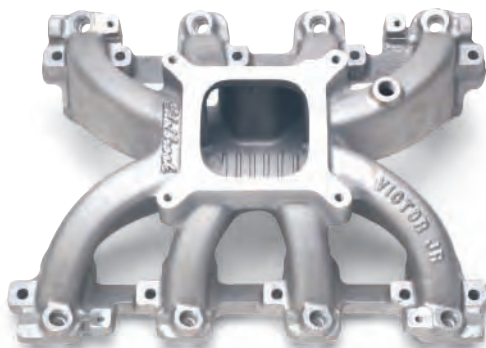
This "Made in USA" badge illustrates our pride in our American-made, high-quality products... it's now included on our most popular manifolds!



Victor EFI manifold #29785



Super Victor Vortec EFI manifold #29135



Victor Jr. LS1 EFI manifold #29085



Fuel Rail Kit #3638 for Victor Jr. LS1 EFI manifold

VICTOR & SUPER VICTOR EFI MANIFOLDS

Based on our popular Victor series single-carb racing manifolds, these EFI manifolds make it a simple process to convert to electronic fuel injection for high performance and competition engines. Injector bosses have been precisely positioned and machined for excellent fuel spray patterns and maximum power. Universal 4-Barrel Throttle Bodies, fuel rails, fuel injectors, fuel pumps and regulators are available separately to complete your EFI system.

VICTOR & SUPER VICTOR SERIES MANIFOLDS

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

ALUMINUM FUEL RAILS & STANDS

Fuel rail kits are available for most of our popular EFI intake manifolds. CNC machined from aluminum extrusions, these fuel rails have a 9/16" i.d. fuel passage, a flow-through design and 3/8" NPT pipe threads on both ends. All hardware is included. Bracket stands (included) match with standard injectors (2.650" O-ring spacing) or pico injectors (1.50" O-ring spacing) as indicated. See individual listings for matching fuel rail kits.

CHEVROLET 262-400 V8

VICTOR EFI (Up to 8500 rpm)

Victor EFI is based on the Victor E manifold #2978. **Ideal for high performance applications**, the Victor E has a larger and deeper plenum than the Victor Jr. #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit allows port matching to many different heads.

Victor EFI#29785*

Victor EFI Fuel Rail Kit (standard injectors with stands)#3630

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Installation Notes: Recommended gasket: Edelbrock #7201 or Fel-Pro #1206.

Manifold Dimensions: R-0.80", F-1.10", W-1.10", H-1.90", CH-4.58", CA-3°. See page 134 for ref. dimensions.

SUPER VICTOR E-TEC/VORTEC EFI (Up to 8000 rpm)

Super Victor Vortec EFI is based on the Super Victor Vortec manifold #2913. Designed specifically to enhance the performance of Edelbrock E-Tec or Vortec cylinder heads (also known as L31), the #2913 is the most powerful intake available for these Chevy production heads. Runners have a 2.60 square-inch cross-section.

Super Victor Vortec EFI.....#29135*

Super Victor Vortec EFI Fuel Rail Kit (standard injectors with stands).....#3631

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Installation Notes: Recommended gasket: Edelbrock #7235 or GM #89017465.

Manifold Dimensions: R-0.18", F-1.91", W-N/A, H-2.09", CH-5.63", CA-0°. See page 134 for ref. dimensions.

CHEVROLET LS1 V8

VICTOR JR. LS1 EFI (Up to 7500 rpm)

This high-rise single plane intake is capable of supporting up to 600 hp. Like our Performer RPM LS1 intake, the Victor Jr. LS1 EFI accepts a standard flange throttle body. Includes a throttle bracket designed to work with 700R-4, 200R-4 and Turbo 350 transmissions. Most applications will require hood modification.

Victor Jr. LS1 EFI#29085*

Victor Jr. LS1 EFI Fuel Rail Kit (standard injectors with stands)#3638

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Installation Notes: Uses LS1/LS6 style individual port O-ring seals. Use Edelbrock Thermostat and Housing Assembly #4807 (160°) or #4808 (180°). Crankshaft sleeve #HP3795 and Flexplate #HP4004 is recommended when using a TH350, TH400 or 700R4 on a LS1; these items are available through Hughes Performance retailers or you can call Hughes at 800-274-RACE. Use Fuel Rail Kit #3638 with standard height injectors only such as our 60 lb/hr. injectors #3686 (2.650" O-ring spacing). The stands can be spaced up for taller injectors. There are no accommodations for Pico Injectors.

Manifold Dimensions: R-1.39", F-1.35", W-0.98", H-2.74", CH-4.95", CA-0°. See pg. 134 for ref. dimensions.

Edelbrock

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POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
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GASKETS
INSTALL ITEMS
MANIFOLDS
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HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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EFI MANIFOLDS STREET & COMPETITION



Super Victor BBC EFI manifold #29275

CHEVROLET 396-502 V8

SUPER VICTOR BBC EFI (Up to 8500 rpm)

Super Victor BBC EFI is based on the Super Victor BBC manifold #2927 for Chevy big-blocks with rectangular port cylinder heads. It is ideal for 500+ cubic-inches or any big-block engine with high air flow requirements. Super Victor Tall-Deck #29165 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard length distributors.

- Super Victor BBC EFI.....#29275*
- Super Victor BBC EFI Tall Deck.....#29165*
- Super Victor BBC EFI Fuel Rail Kit (standard injectors with stands).....#3633
- Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38793 or #38883.

Installation Notes: Recommended intake gasket: Edelbrock #7202.

Manifold Dimensions: R-1.30", F-1.00", W-1.55", H-2.30", CH-6.20", CA-0°. See page 134 for ref. dimensions.

VICTOR JR. 454-R EFI (Up to 7500 rpm)

VICTOR JR. 454-O EFI (Up to 7500 rpm)

The Victor Jr. 454 EFI Series (R and O) for big-blocks are optimized for high performance engines. Victor Jr. 454-R is based on our Victor Jr. 454-R #2902 for rectangular-port heads. Victor Jr. 454-O is based on our Victor Jr. 454-O #2904 for large oval-port heads (1975 & earlier). They are designed for optimized flow and feature extended runner dividers, smaller plenum chambers and unique runner design for better 60-foot times and max power from 3000 to 7500 rpm. These manifolds are especially suited to 502 c.i.d. and smaller competition engines.

- Victor Jr. 454-R EFI.....#29025*
- Victor Jr. 454-O EFI.....#29045*
- Victor Jr. 454-R & 454-O EFI Fuel Rail Kit (standard injectors with stands).....#3633
- Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Recommended Gasket: Edelbrock #7202 for #29025 and Edelbrock #7203 for #29045.

Manifold Reference Dimensions: R-1.30", F-1.05", W-1.55", H-2.35", CH-5.96", CA-0° for #29025; R-0.84", F-1.07", W-1.55", H-1.91", CH-5.96", CA-0° for #29045. See page 134 for reference dimensions.

Customer's Report

"Thank You for all the help in acquiring one of your new EFI Super Victor BBC intake manifold #29275. I have been running an EFI port injected set up for 5 years now on my 540 BBC in my '32 Bantam Altered, utilizing one of your competitors intake manifolds with a 1000 cfm throttle body. No matter what changes I have made over the past couple of years, I haven't been able to make any significant gains in horse power.

I finally had time to finish my engine and get it on the dyno. My first pull on the engine showed a 72 hp gain with a 38 ft. lb. gain in torque over my previous set up. I was elated! After an afternoon fuel mapping and numerous dyno pulls, I had increased peak horsepower from my prior years best number of 754 to 855, an unbelievable 101 horsepower jump! Torque the prior years had peaked at 638 ft. lbs. @5200 rpm's to 692 ft. lbs. @ 5800 rpm's... an additional 54 ft. lbs. torque! I can't thank you enough for your help."

- Jeff Hickernell, Hickernell Engine Service, Inc.



Fuel Rail Kit #3633 for Big-Block Chevy EFI manifolds



Victor Jr. 454-O EFI manifold #29045



Fuel Rail Kit #3641 for Super Victor EFI 340/360 manifold

CHRYSLER 340-360 V8

SUPER VICTOR EFI (3500-8000 rpm)

Super Victor Chrysler EFI is based on the Super Victor Chrysler manifold #2815. For high-rpm 340-360 c.i.d. Chrysler V8s with standard port location heads, it delivers maximum power from 5000 to 8000 rpm with peak torque at 5500-6000 rpm and peak power at 7000 rpm. Precisely positioned and machined injector bosses deliver excellent fuel spray patterns and maximum power. Universal 4-Barrel Throttle Bodies, fuel injectors, fuel pumps and regulators are also available to complete your EFI system.

- Super Victor EFI 340/360.....#28155*
- Super Victor EFI 340/360 Fuel Rail Kit (Standard injectors with stands).....#3641
- Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Installation Notes: Recommended intake gasket: Edelbrock #7276.

Manifold Reference Dimensions: R-1.21", F-0.94", W-0.98", H-2.15", CH-6.30", CA-0°. See page 134 for reference dimensions. Port exit dimensions: .98" x 2.15".

*Not legal for sale or use on pollution controlled motor vehicles.



Victor 440 EFI manifold #29545



Super Victor 8.2 EFI manifold #29285



Edelbrock has a complete line of competition Throttle Bodies on page 139.



Super Victor 351W EFI manifold #29245



Victor FE EFI manifold #29375

CHRYSLER 413-440 V8**VICTOR 440 EFI** (Up to 7500 rpm)

Victor 440 EFI is based on the Victor 440 manifold #2954. For high performance street and competition or high-rpm 413-426-440 c.i.d. Chrysler V8s, it 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 standard flange throttle bodies. Match with Edelbrock Performer RPM or new Victor Chrysler 440 aluminum cylinder heads for maximum performance. Will not fit 1962-64 Max Wedge heads.

Victor 440 EFI#29545*

Victor 440 EFI Fuel Rail Kit (standard injectors with stands)#3640

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Installation Notes: Recommended intake gasket: Edelbrock #7225.

Manifold Reference Dimensions: R-1.16", F-1.01", W-1.15", H-2.17", CH-6.25", CA-0°.

See page 134 for reference dimensions. Port exit dimensions: 1.15" x 2.17".

FORD 289-302 V8**SUPER VICTOR 8.2 EFI** (Up to 9000 rpm)

Super Victor 8.2 EFI is based on the Super Victor 8.2 manifold #2928. Designed for high-rpm street performance or competition 289/302 based engines with Windsor-style racing cylinder heads such as our Victor heads #77219 or Victor Jr. heads #77169. Excellent for large displacement high performance engines, this single-plane race manifold delivers big power gains from 4500 to 8500 rpm and includes rear cooling water bosses. The throttle body pad stands .750" taller than the Edelbrock Victor Jr. #2921.

Super Victor 8.2 EFI#29285*

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

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783.

Installation Notes: Recommended intake gasket: Fel-Pro #1262 or #1262R.

Manifold Reference Dimensions: R-1.00", F-1.00", W-1.18", H-2.00", CH-6.35", CA-0°.

See page 134 for reference dimensions.

FORD 351W V8**SUPER VICTOR 351W EFI** (Up to 8500 rpm)

Super Victor 351W EFI is based on the Super Victor 351W manifold #2924. Designed for high rpm or large displacement high performance 351 Windsor Ford V8s with a deck height of 9.5" which operate between 4500 and 8500 rpm. Can be used with ported cast iron or aftermarket aluminum heads, such as Edelbrock Victor Jr. #77169 or Victor heads #77219 for ultra high-horsepower. Runners have a 3.20 square-inch cross sectional area.

Super Victor 351W EFI (9.5" deck)#29245*

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

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783. **Installation Notes:** Recommended intake gasket:

Fel-Pro #1262 or #1262R. MSD distributor #8578 must be used to clear the front water crossover.

Manifold Reference Dimensions: R-1.00", F-1.00", W-1.18", H-2.00", CH-6.25", CA-0°.

See page 134 for reference dimensions. Port exit dimensions: 1.42" x 1.72".

FORD 390-428 V8**VICTOR FE EFI** (Up to 8000 rpm)

Designed for high performance 390-406-410-427-428 c.i.d. Ford FE engines, Victor FE EFI is based on Victor FE manifolds #2936 and #2937. Carb flange height is equal to the Ford high-riser manifold #C4AE-9424-G to fit under 427 Cobra hoods. Runners have plenty of material for port matching to low- or medium-riser style heads. Machined rear breather boss is included with an unmachined front oil fill tube boss. Will not fit 427 high-riser and tunnel-port heads. Match with our FE heads.

Victor FE (for Standard Flange Throttle Bodies).....#29365*

Victor FE (for 4500 Series Throttle Bodies)#29375*

Ford FE Fuel Rail Kit (standard injectors with stands)#3632

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 (for #29365) or #38793 (for #29375)

Installation Notes: Recommended intake gasket: Fel-Pro #1247.

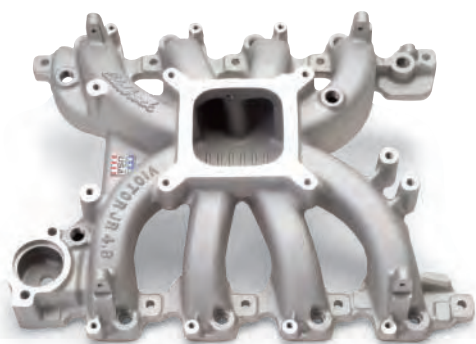
Manifold Reference Dimensions: R-0.88", F-1.10", W-1.20", H-1.98", CH-6.49", CA-0° for #29365;

R-0.88", F-1.10", W-1.20", H-1.98", CH-6.49" for #29375, CA-0°. See pg. 134 for ref. dimensions.

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POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
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HEADS
CAMS & ACCESS.
NITROUS
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EFI MANIFOLDS STREET & COMPETITION



Victor Jr. 4.6L SOHC EFI manifold #28385



Fuel Rail Kit #3639 for Victor Jr. 4.6L SOHC EFI manifold



Victor Pontiac EFI manifold #50565



Super Victor Pontiac EFI manifold #29575

FORD 4.6L V8

VICTOR JR. 4.6L SOHC EFI (Up to 7500 rpm)

Victor Jr. 4.6L SOHC EFI is based on the Victor Jr. 4.6L SOHC manifold #2838. This EFI manifold allows you to convert a 1999-2004 SOHC Modular 4.6L Ford engine for use with a standard flange competition style throttle body or elbow. Features stock injector locations.

Victor Jr. 4.6L SOHC EFI#28385*

Victor Jr. 4.6L SOHC EFI Fuel Rail Kit (standard injectors with stands)#3639

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

Throttle Body Recommendations: Edelbrock #38783 or #39783. **Installation Notes:** Recommended intake gasket: OEM factory O-rings. **Manifold Reference Dimensions:** R-1.58", F-0.33", W-1.36", H-1.90", CH-N/A", CA-0°. See below for reference dimensions. Port exit dimensions: 1.42" x 1.72".

PONTIAC 326-455 V8

VICTOR PONTIAC EFI (Up to 6500 rpm)

Victor Pontiac EFI is based on the Torker II Pontiac manifold #5056 designed for 1965-79 street 389-455 c.i.d. Pontiac V8s. Can be used with Ram Air IV heads; will not fit Ram Air V heads. Will not fit 265/301 c.i.d. V8s or under Trans Am Shaker hood. Must use Pico style injectors (page 129).

Victor Pontiac EFI (non-EGR)#50565*

Victor Pontiac EFI Fuel Rail Kit (Pico injectors with stands)#3637

Throttle Body Recommendations: Edelbrock #38783 or #39783. **Installation Notes:** Intake gasket: Edelbrock #7280. HEI will clear. **Manifold Height:** A-6.03", B-7.15", measured to engine block, .400" higher than stock. See below for reference dimensions. Port exit dimensions: 1.03" x 2.03".

SUPER VICTOR PONTIAC EFI (Up to 7500 rpm)

Super Victor Pontiac EFI manifolds are based on the Victor Pontiac manifolds #2956 and #2957 for Pontiac 389-455 high performance engines. #29575 uses standard flange, square-bore throttle bodies and #29565 is for 4500 Series throttle bodies. Compatible with standard Pontiac cast iron heads, or use with Edelbrock Performer RPM Pontiac aluminum heads for maximum power.

Super Victor Pontiac EFI (for 4500 Series)#29565*

Super Victor Pontiac EFI (for standard flange square-bore)#29575*

Super Victor Pontiac EFI Fuel Rail Kit (standard or Pico injectors)#3634

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

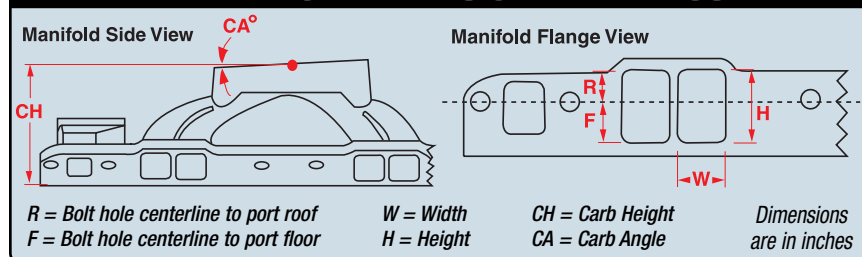
Throttle Body Recommendations: Edelbrock #38783 or #39783 for #29575; Edelbrock #38793/39793 or #38883/39883 for #29565. **Installation Notes:** Recommended intake gasket: Edelbrock #7280. **Manifold Reference Dimensions:** R-0.61", F-1.49", W-1.08", H-2.10", CH-7.70", CA-0° for #29565; R-0.61", F-1.49", W-1.08", H-2.10", CH-7.70", CA-0° for #29575. See below for reference dimensions. Port exit dimensions: 2.10" x 1.08".

FUEL RAIL STANDS FOR PICO INJECTORS

Bracket stands for use with Pico injectors (1.50" O-ring spacing).

Fuel Rail Stands for use with Pico injectors (qty. 4).....#3619

REFERENCE DIMENSION DRAWINGS



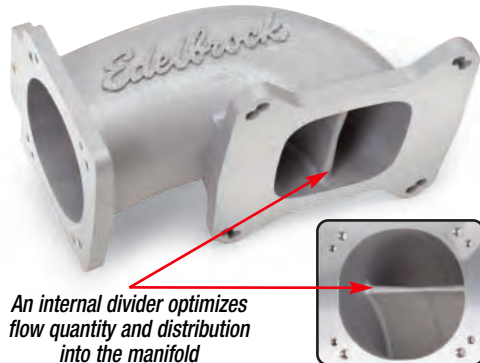
This "Made in USA" badge illustrates our pride in our American-made, high-quality products... it's now included on our most popular manifolds!



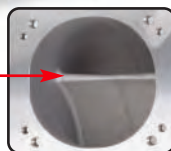
Edelbrock has a complete line of competition Throttle Bodies on page 139.



*Not legal for sale or use on pollution controlled motor vehicles.

Ultra Low Profile
Intake Elbow #3847Low Profile Intake
Elbow #3848High Flow Intake
Elbow #38493

An internal divider optimizes
flow quantity and distribution
into the manifold



Sideways Mount Box Style Intake Elbow #38513

NEW THROTTLE BODY INTAKE ELBOWS DESIGNED FOR LS SERIES AND 5.0L THROTTLE BODIES

These elbows were developed by the Edelbrock engineering team using the latest in Computational Fluid Dynamic software. Edelbrock Throttle Body Elbows are the best way to adapt LS1, LS2 and Ford 5.0L-based throttle bodies to EFI manifolds with traditional square-bore mounting pads. An internal divider optimizes flow quantity and distribution into the manifold and they can be mounted forward, backward, or sideways on Victor EFI square-bore manifolds. Three versions allow EFI tuners to position the throttle body low for hood clearance or higher for maximum airflow.

Ultra Low Profile Elbow #3847 is designed to fit our Victor Jr. LS1 EFI manifold #29085 and is ideal tight engine compartments. The throttle bore center sits 9.00" forward and only 0.56" up from the manifold mounting flange. Includes throttle body adapter plate #2737 for use with LS1 throttle bodies. We recommend Edelbrock 90mm throttle body #3869 for optimum performance.

Ultra Low Profile Intake Elbow (up to 90mm Throttle Body to Square-Bore Flange).....**NEW**...#3847

Ultra Low Profile Intake Elbow with black powder coated finish
(up to 90mm Throttle Body to Square-Bore Flange).....**NEW**...#38473

Low Profile Elbow #3848 has a throttle body bore center 7.00" forward and 2.00" above the manifold flange.

Low Profile Intake Elbow (up to 90mm Throttle Body to Square-Bore Flange)**NEW**...#3848

Low Profile Intake Elbow with black powder coated finish
with black powder coated finish**NEW**...#38483

Installation Note: Use of an LS1 Throttle Body will require Edelbrock Throttle Body Adapter Plate #2737.

High Flow Elbow #3849 is an ultra high flow Victor version which measures 4.50" from flange to throttle body centerline (7.75" overall height). Does not accept LS1 throttle bodies.

High Flow Intake Elbow (up to 95mm Throttle Body to Square-Bore Flange)**NEW**...#3849

High Flow Intake Elbow with black powder coated finish
(up to 95mm Throttle Body to Square-Bore Flange).....**NEW**...#38493

INTAKE ELBOW DIMENSIONS

Part #	Length	Bore Centerline	Overall Height	Throttle Body Flange Angle
3847	9.0"	.56"	3.62"	102°
38473	9.0"	.56"	3.62"	102°
3848	7.0"	2.0"	5.04"	95°
38483	7.0"	2.0"	5.04"	95°
3849	5.50"	4.5"	7.00"	90°
38493	5.50"	4.5"	7.00"	90°
3850	10.0"	1.75"	4.76"	98°
38503	10.0"	1.75"	4.76"	98°
3851	10.0"	1.75"	4.76"	98°
38513	10.0"	1.75"	4.76"	98°

BOX STYLE ELBOWS

These box style elbows add the great EFI appearance to carburetor-style EFI manifolds in your street rod or muscle car. They are designed for street high-performance applications up to 400 horsepower. Some S/B and B/B Chevy applications for **Forward Mount Box Style Elbow #3850** will require a 1" or 2" throttle body spacer to clear engine components, depending on installation. See website for more details.

Forward Mount Box Style Intake Elbow

(up to 90mm Throttle Body to Square-Bore Flange).....**NEW**...#3850

Forward Mount Box Style Intake Elbow with black powder coated finish

(up to 90mm Throttle Body to Square-Bore Flange)**NEW**...#38503

Installation Note: Use of an LS1 Throttle Body will require Edelbrock Throttle Body Adapter Plate #2737.

Sideways Mount Box Style Elbow #3851 is intended for sideways mounted applications. Both accept LS1, LS2 or Ford 5.0L-based throttle bodies. The low profile design measures 1.25" from flange to throttle body centerline with a 4.76" overall height.

Sideways Mount Box Style Intake Elbow

(up to 90mm Throttle Body to Square-Bore Flange).....**NEW**...#3851

Sideways Mount Box Style with black powder coated finish

(up to 90mm Throttle Body to Square-Bore Flange).....**NEW**...#38513

Installation Note: Use of an LS1 Throttle Body will require Edelbrock Throttle Body Adapter Plate #2737.

THROTTLE BODIES STREET HIGH-PERFORMANCE

EDELBROCK THROTTLE BODIES

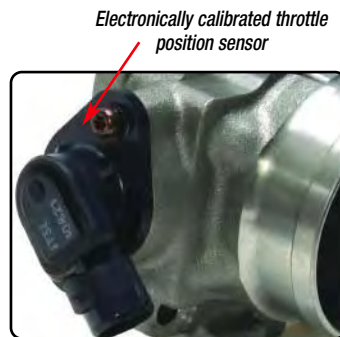
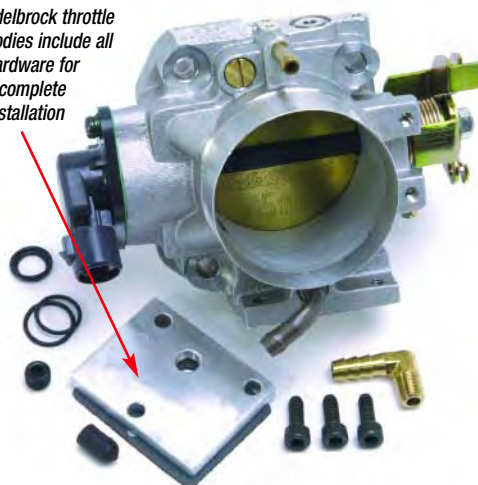
Designed by Edelbrock and built by Magneti Marelli Powertrain USA, a major manufacturer of OEM throttle bodies, these throttle bodies are superior in quality and performance. Magneti Marelli USA uses sophisticated machinery to electronically set the butterflies and throttle position sensors. Edelbrock throttle bodies are available in several sizes to suit your application. The smaller size is the first choice for stock or mildly modified engines, and the larger sizes are for more radical engine combinations and require port matching of the manifold to fit in most cases. All include brand new throttle position sensors that are factory-set and ready to go, right out of the box. These high-quality Edelbrock throttle bodies bolt to the stock manifold with mounts for stock sensors and vacuum lines.

Edelbrock Throttle Body Features:

- **Brand new throttle position sensor is factory installed and pre-calibrated with the same type of high-tech machinery used by OE-manufacturers**
- **Edelbrock is one of the few aftermarket manufacturers that include a new TPS sensor on their throttle bodies**
- **Assembled by Magneti Marelli USA, a major manufacturer of OE throttle bodies**
- **Cast & machined by Edelbrock in our ISO9001 certified factory to ensure maximum quality control**
- **Sealed ball bearings allow the throttle shaft to deliver smooth, dependable operation**



Edelbrock throttle bodies include all hardware for a complete installation



Edelbrock throttle bodies are manufactured on our modern computer-controlled machining centers



Smoother, higher quality bore finish for optimum flow

STREET HIGH-PERFORMANCE THROTTLE BODIES

Throttle Body/EGR Plate
#3825/#3828



FORD 1986-95 5.0L MUSTANGS

50state
legal

Street legal for late-model 5.0L Ford Mustangs. 65mm size is ideal for stock manifolds. 70mm is the optimum choice for the Performer 5.0/Performer RPM 5.0 EFI intake and *The Total Power Package* (70mm gained 10 hp over stock throttle body). 75mm is intended for more radical engine combinations and requires port matching to fit most manifolds. 1986-93 Throttle Bodies must be used with matching EGR Plates. Gaskets are included. See pages 94-95 for 5.0L intakes. **50-state street legal.**

1986-93 5.0L Mustang Throttle Body	65mm	70mm	75mm
and EGR Plates	#3824/#3827	#3825/#3828	#3826/#3829
Replacement Gasket Sets	#3830	#3830	#3831
1994-95 5.0L Mustang**	#3844	#3845	#3846



Throttle
Body #3845

4.6/5.4L MUSTANG, F-150, PASSENGER CARS, TRUCKS AND SUV'S

Designed for 1996-03 Mustang GT, 1991-95 cars, 1997-03 F-150, F250, Navigator, Mountaineer, Blackwood, Expedition and Excursion equipped with modular 4.6/5.4L V-8. Add 6-8 hp with great throttle response. **50-state street legal.**

70mm Throttle Body for 1996-03 4.6L Mustangs	#3871
75mm Throttle Body for 1996-03 4.6L Mustangs	#3872*
70mm Throttle Body for 1991-95 4.6L passenger cars models	#3873
75mm Throttle Body for 1997-03 4.6/5.4L truck and SUV models	#3874



Throttle
Body #3873

GENERAL MOTORS GM LT1/LT4 V8

50state
legal

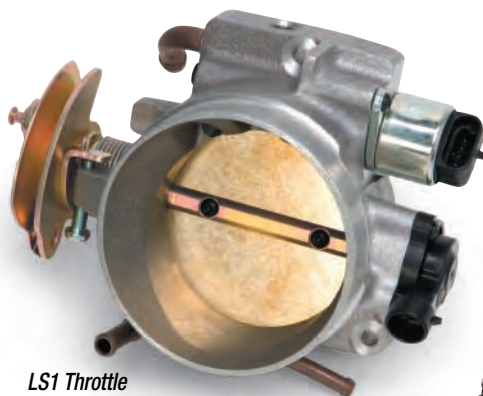
Designed for 1994-97 vehicles with LT1 engines and 1996 LT4 engines. Match with our Performer LT1 head #61909, LT1 manifold #7107 and camshaft #2108 for *The Total Power Package* premium performance. For a LT4 Power Package match with our LT4 head #61939, LT4 manifold #7109 and camshaft #2108. Gaskets included. See page 67 for LT1/LT4 intake manifolds. **50-state street legal.**

52mm Twin Throttle Body 1994-97	#3809
58mm Twin Throttle Body 1994-97 (requires port matching to plenum)	#3810

GM LS1 V8

Designed to fit factory plenum with no modifications. They are cast, fully machined, and assembled by Edelbrock using all new components including a pre-set TPS and an idle air bypass solenoid. Extra idle control is provided with the addition of an idle bleed screw. **50-state street legal.**

80mm Throttle Body for 1997-99 Camaro/Firebird	#3867
80mm Throttle Body for 2000-02 Camaro/Firebird and 2004 Pontiac GTO	#3868



LS1 Throttle
Body #3867



LT1/LT4 Throttle
Body #3809



LT1/LT4 Throttle
Body #3810

**Throttle body only, use adapter #3835 (see page 96).

*Not legal for sale or use on pollution controlled motor vehicles.

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Edelbrock

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POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

THROTTLE BODIES STREET HIGH-PERFORMANCE

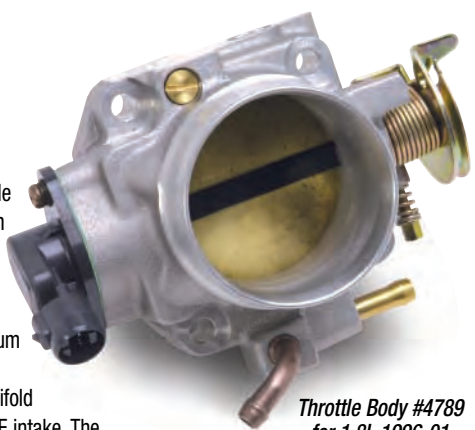


Edelbrock street legal throttle bodies increase performance and bolt to the stock manifold with mounts for stock sensors/vacuum lines

50 state legal

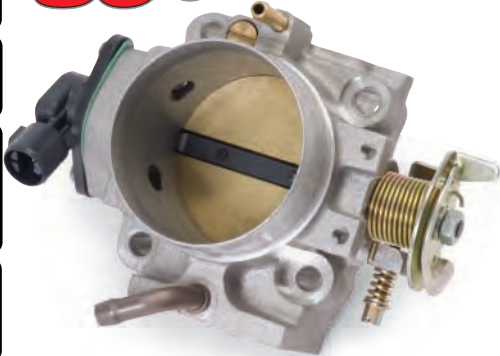
HONDA/ACURA 65MM STREET LEGAL THROTTLE BODIES FOR HONDA & ACURA'S

Designed by Edelbrock, these direct bolt-on throttle bodies come complete with a new throttle position sensor and bore area that's 18% larger than stock for increased performance. Edelbrock street legal throttle bodies bolt directly to the stock manifold with mounts for stock sensors and vacuum lines. They are the racers choice for accurately controlling airflow into the Edelbrock Victor X manifold but are also engineered to work perfectly on an OE intake. The large bore area is capable of enough airflow to supply full tilt alcohol and turbocharged drag engines making upwards of 800 hp. **50-state street legal.**



Throttle Body #4789 for 1.8L 1996-01 Type R Integra

65mm 1.8L 1994-01 Integra GSR (B18C)	#4790
65mm 1.8L 1996-01 Type R Integra (B18C5)	#4789
65mm 1992-00 Honda Civic with a Performer X manifold (D16Z6, D16Y8, D15B7)	#4791^†
65mm 1992-95 Honda Prelude with a stock manifold (H22 or H23)	#4791^†



Throttle Body #4791 for Honda Civic and Prelude

Proven Performance for B-series Engines

Test Results: +15.3 WHP, +5.8 Ft./Lbs. of Torque

The Edelbrock Performer X manifold #4771 and 65mm throttle body #4790 performed an eye-opener for the editors at Modified Magazine recently with a increase of 15+ WHP. "Because the B18C1 installed in this EL wasn't heavily modified, we didn't know what to expect... Not only did this combination prove exceptionally worthy in the upper RPM range, we were shocked to see that it made improvements in the mid to low range as well."

- Modified Magazine, June 2007



LS Series 90mm Throttle Body #3864

COMPETITION THROTTLE BODIES VICTOR LS SERIES 90MM RACING THROTTLE BODY

Designed for modified Gen III-IV engines, the Victor LS Series 90mm throttle body increases flow and horsepower in high-performance street or competition applications. This new throttle body includes a LS1 stock-style TPS, IAC and PCV port. Extra idle control is provided with the addition of an idle bleed screw. It has an LS1/LS2 flange that can be mounted on aftermarket LS1 manifolds with a 90mm opening as well as LS2/LS7 factory manifolds. It does not retain the lower water tube or the stock throttle cable setup and is perfect for enthusiasts who want to use an LS2 or LS7 in an older vehicle with no fly-by-wire throttle.

90mm LS Series Throttle Body	NEW	#3864
90mm LS Series Throttle Body with black powder coated finish	NEW	#38643

VICTOR 5.0L RACING THROTTLE BODIES & ADAPTERS

Based on our 5.0L Mustang throttle bodies, the Victor 70mm and 75mm race throttle bodies can be easily adapted to a wide variety of applications. We eliminated the idle air motor mount and all unnecessary vacuum tubes, making these throttle bodies **especially well suited for boosted applications.** The throttle arm cable wheel has multiple take-off points. They are cast and fully machined by Edelbrock, then assembled by Magneti Marelli USA and come complete and ready to run with a throttle position sensor installed and pre-set. These throttle bodies can be adapted to a number of applications using our 1/2" thick spacer/adapters. Intake port matching will be required.

70mm Throttle Body	#3811*
75mm Throttle Body	#3812*
70mm Spacer/Adapter for Honda and Acura	#38112*
75mm Spacer/Adapter for Honda and Acura	#38122*
70mm Universal Spacer/Adapter (undrilled)	#38113*
75mm Universal Spacer/Adapter (undrilled)	#38123*



70mm Victor Racing Throttle Body #3811

*Will require port matching with stock or Performer X manifold for optimal performance
†Does not support factory cruise control or auto trans cable
*Not legal for sale or use on pollution controlled motor vehicles.

COMPETITION THROTTLE BODIES

UNIVERSAL 4-BARREL THROTTLE BODIES

These progressive 4-barrel throttle bodies bolt directly to standard square-bore or 4500 Series carb mount flanges for competition electronic fuel injection systems based on our Victor Series manifolds (see pages 131-134). Fully machined by Edelbrock, they are assembled/calibrated by Magneti Marelli USA and include a GM style throttle position sensor (TPS). #3878, #3879, and #3888 include a Delphi/GM idle air control (IAC) motor. #38783, #38793 and #38883 include a Hitachi (PWM) IAC motor and is used with our Pro-Tuner Systems on pages 126-127 Standard style air cleaners (5-1/8" or 4500 series) will fit. Available in standard finish or black powder-coated finish for a great look with performance to match.



1000 cfm
Universal
Throttle Body
#3878

Universal 4-Barrel Throttle Bodies with Delphi/GM IAC

	Standard	Black Powder Coated
For Standard Square-Bore Carb Mount Flange (1.75" throttle bores, 1000 cfm)	#3878	#3978
For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm)	#3879	#3979
For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm)	#3888	#3988

4-bbl. Throttle Bodies with Hitachi Linear IAC (must be used with Edelbrock/MotoTron Pro-Tuner ECU)

	Standard	Black Powder Coated
For Standard Square-Bore Carb Mount Flange (1.75" throttle bores, 1000 cfm)	#38783	#39783
For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm)	#38793	#39793
For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm)	#38883	#39883



1600 cfm Universal
Throttle Body #39793

Universal 4-Barrel Throttle Bodies without IAC motor.

	Standard	Black Powder Coated
For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm) Accepts GM/Delphi IAC only	#3862	NEW #3962
For 4500 Series Carb Mount Flange (2" throttle bores, 1600 cfm) Accepts MotoTron IAC motor only	#38623	NEW #39623
For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm) Accepts GM/Delphi IAC only	#3863	NEW #3963
For 4500 Series Carb Mount Flange (2.25" throttle bores, 2000 cfm) Accepts MotoTron IAC motor only	#38633	NEW #39633



Throttle Body #39783 installed on the Edelbrock/Musi 555 EFI Crate Engine during testing. This engines also features Russell Pro-Classic Hose and our new line of Victor series valve covers and air cleaner. See page 30 for more information.

NEW



1600 cfm
Universal Throttle
Body #3862

MATCHING EDELBROCK PARTS FOR #3878 & #3811

Description	Page No.
Competition EFI Manifolds	131-134
Pro-Tuner EFI Systems	126-127
Electric EFI Fuel Pumps	128
Fuel Pressure Regulators	128



CYLINDER HEADS INTRODUCTION

All Edelbrock Heads are Designed, Manufactured and Tested Right Here in the USA for Quality and Performance You Can Count On!



Our engineers use a computerized 3-D modeling program to develop designs that meet our performance standards



Traditional methods of cylinder head testing have been upgraded with computer monitoring for precise evaluation



The Edelbrock Foundry in San Jacinto, California uses computer-controlled pouring stations to ensure that the molten metal is at the correct temperature and that the right amount of aluminum is used to ensure outstanding consistency and quality



The Makino high-speed machining center, shown above, dramatically increases production capacity and quality

EDELBROCK CYLINDER HEADS MADE IN USA QUALITY & PERFORMANCE!

Using highly efficient ports and state-of-the-art combustion chamber shapes, Edelbrock cylinder heads offer improved performance throughout the rpm range for great throttle response and top-end horsepower. Top-quality features include threaded inserts in rocker studs and exhaust bolt holes for superior strength and durability, and manganese-bronze valve guides. Cast at the Edelbrock Foundry and machined at Edelbrock's manufacturing facility in the USA, Edelbrock heads are consistently the best in quality and performance.

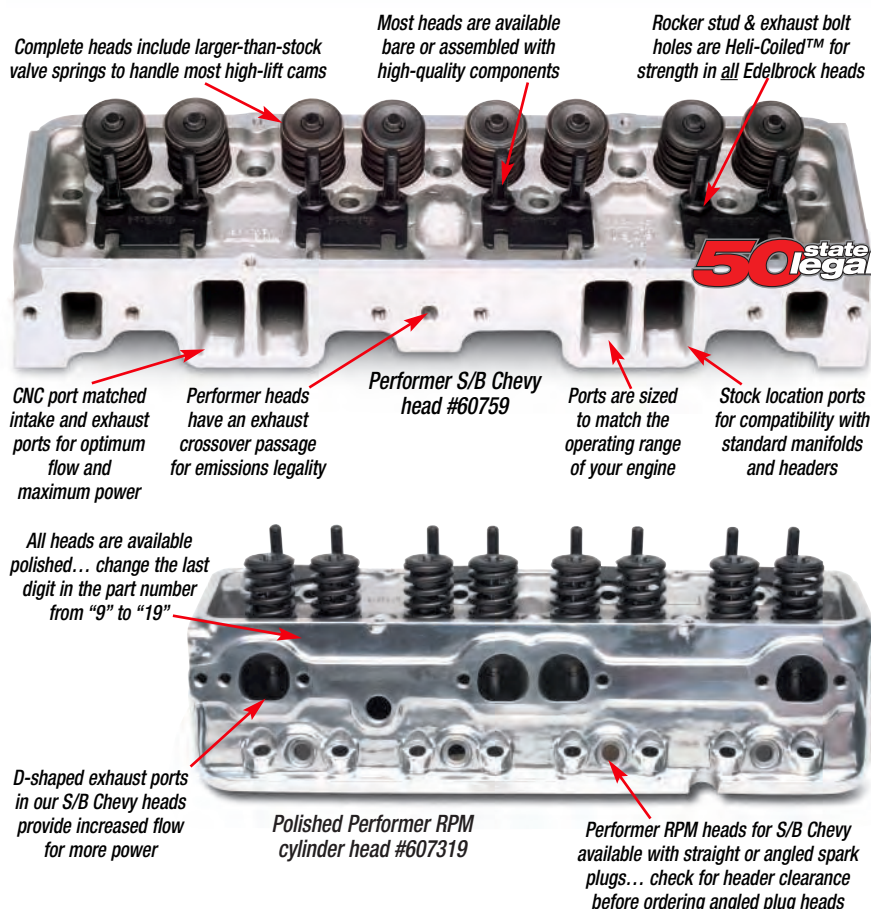
Performer and Performer RPM heads are perfect for street and bracket racing. **Victor Jr.** heads are ideal for racers looking for an affordable head that makes maximum power. They have a high horsepower potential out-of-the-box, for a cost effective, race-winning set-up. **Victor and Victor CNC** heads are used by many of the best racers in the country and are the best choice for all-out competition. Edelbrock heads are available for dozens of applications including AMC/Jeep, Buick, Chevy, Chrysler, Ford, Pontiac and Oldsmobile.

STREET LEGAL & STREET HIGH-PERFORMANCE

PERFORMER AND PERFORMER RPM HEADS

Street Performance for Daily Drivers, Street Rods and Muscle Cars

- Ports are sized to match the operating range of your engine
- Performer heads offer street legal performance from idle to 5500 rpm
- Performer RPM heads produce good throttle response & power from 1500 to 6500 rpm
- Available for AMC/Jeep, Buick, Chevy, Chrysler, Ford, Oldsmobile and Pontiac



IMPORTANT NOTES:

- All Edelbrock heads are sold individually (except Flatheads)- be sure to order two for your engine, or get a pair plus matching manifold and cam in our Power Package Top End Kits (pages 12-13)
- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Recommended spark plugs for most street applications are Champion RC12YC.

Some parts are not legal for sale or use on pollution controlled motor vehicles.

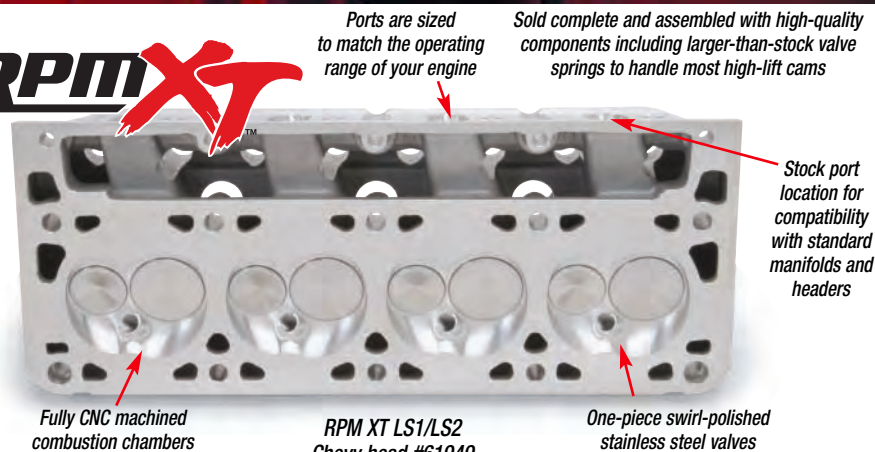
INTRODUCTION **CYLINDER HEADS**

ULTIMATE STREET PERFORMANCE

RPM XTREME HEADS Semi-CNC Machined for Value and Performance!

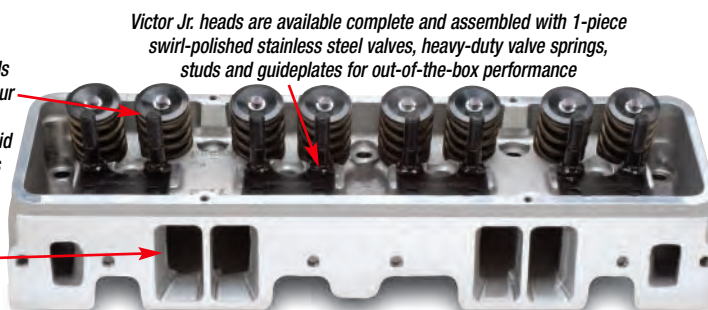
- CNC-machined in critical areas for outstanding street high-performance
- Ideal for high-performance street and entry-level race applications
- Available for small-block, big-block, and LS1 Chevy and small-block Ford
- Heads sold complete with high-quality springs, stainless steel valves and more

With CNC-machined combustion chambers, intake entry, exhaust exits and valve bowls, these RPM XT heads deliver major improvements in horsepower and torque over our standard Performer and Performer RPM heads. CNC-machined by the induction experts at Edelbrock, these new heads offer performance improvements *that compares to other brands' fully CNC-machined heads at a more affordable price.*



Many Victor Jr. heads are available with your choice of valve springs to match solid lifter or roller cams

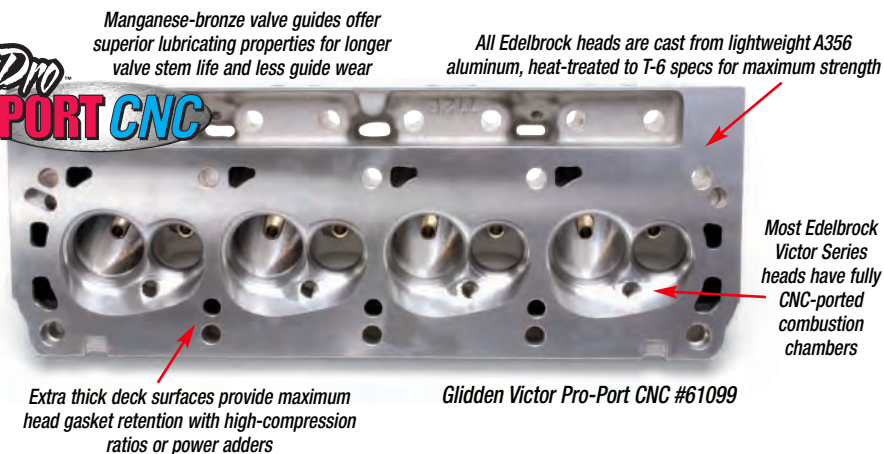
CNC port matched intake and exhaust ports for optimum flow and maximum power



COMPETITION

VICTOR SERIES HEADS Race-Winning Technology Right Out of the Box

- Edelbrock engineers work with leading racers like Bill Glidden and Pat Musi to produce the ultimate components for racing
- Victor Jr. heads are compatible with OE valvetrain and pistons for bolt-on convenience
- Victor heads feature raised runners, revised chambers and relocated valves for all-out competition
- Victor Pro-Port CNC heads are fully CNC ported versions of Victor heads for max power



PRO COMPETITION PRO-PORT™ RAW HEADS Designed Especially for Professional Head Porters

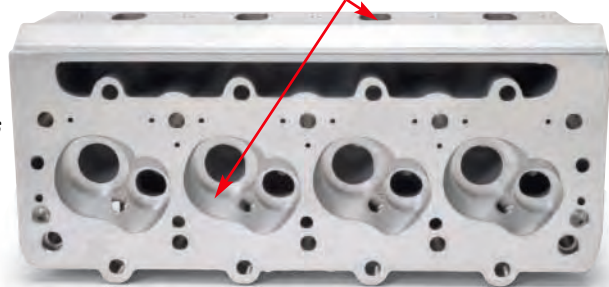
- As-cast ports for CNC machining
- Manganese-bronze guides and ductile iron seats included but not installed
- Available for Chevy, Ford and Pontiac... go to pages 163-165 for complete listings

Cast with extra-thick walls, these Edelbrock heads have enough material to allow for custom porting. Like all Edelbrock heads, the Pro-Port Raw line is designed using the latest technology.

Ductile iron valve seats (not installed) are compatible with stainless steel or titanium valves

Heli-Coil® thread inserts supplied for rocker stud and exhaust bolt holes (not installed)

Manganese-bronze valve guides offer superior lubricating properties for longer valve stem life and less guide wear (not installed)



Some parts are not legal for sale or use on pollution controlled motor vehicles.

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Edelbrock

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POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

CYLINDER HEADS AMC AND BUICK

AMC & BUICK STREET LEGAL & STREET HIGH-PERFORMANCE



Performer RPM AMC Head #60119



#60119 has 54cc combustion chambers with stainless steel swirl polished 2.02" intake and 1.60" exhaust valves

PERFORMER & PERFORMER RPM AMC Bolt-on Edelbrock Performance for AMX, Javelin, Jeep & More

- Designed for 1967-91 343, 360, 390 and 401 c.i.d. AMC engines
- 54cc dual-quench combustion chamber produces around a 9.5:1 compression in 401 V8s
- 45° intake seat angle (stock is 30°) offers improved mid- to high-lift flow
- A direct bolt-on for 1970 and later engines with 1/2" head bolts, these heads include step-dowel pins for pre-1970 engines
- Use Edelbrock Step Washer Kit #9693 on 1967-69 engines with 7/16" head bolts

STREET LEGAL PERFORMER AMC/JEEP (WITH EXHAUST CROSSOVER PORT)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
54cc	1.85cc	2.02"/1.60"	#60129	#60139

PERFORMER RPM AMC/JEEP (NO EXHAUST CROSSOVER PORT)

54cc	1.85cc	2.02"/1.60"	#60109*	#60119*
------	--------	-------------	---------	---------



Performer and Performer RPM heads are available bare or assembled with high-quality components

Complete heads include larger-than-stock 1.55" valve springs to handle most high-lift cams

Rocker stud & exhaust bolt holes are Heli-Coiled™ for strength

Performer AMC Head #60139

CNC port matched intake and exhaust ports for optimum flow and maximum power

Performer heads have an exhaust crossover passage for emissions legality

Both early and late AMC manifold bolt patterns to fit 1967-91

Ports are sized to match the operating range of your engine

Stock location ports for compatibility with standard manifolds and headers



#60049 has 130cc exhaust ports

PERFORMER RPM BUICK

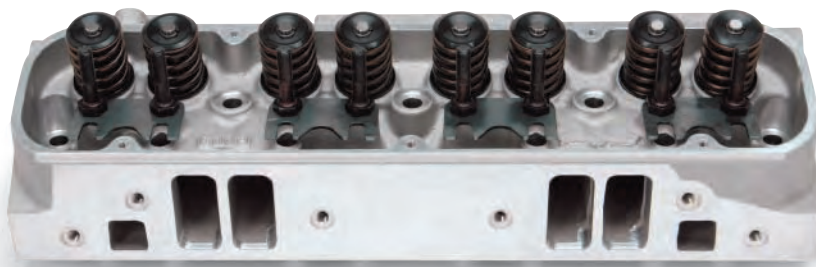
- Designed for 400, 430 and 455 c.i.d. Buick engines
- Available bare or fully assembled and ready to bolt-on with high-quality stainless steel 2.125" intake and 1.75" exhaust valves
- 68cc combustion chambers produce 9.2:1 compression ratio with stock pistons
- Accepts widely available small-block Chevy adjustable rockers (1.6 ratio)
- High flow 130cc exhaust ports

PERFORMER RPM BUICK (NO EXHAUST CROSSOVER PORT)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
68cc	2.15cc	2.125"/1.75"	#60039*	#60049*



#60049 has 68cc combustion chambers with stainless steel swirl polished 2.125" intake and 1.75" exhaust valves



Performer RPM Buick head #60049

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Recommended spark plugs for most street applications are Champion RC12YC.

*Not legal for sale or use on pollution controlled motor vehicles.

S/B CHEVY STREET LEGAL & STREET HIGH-PERFORMANCE



Performer RPM Chevy heads available with angled plugs or straight plugs



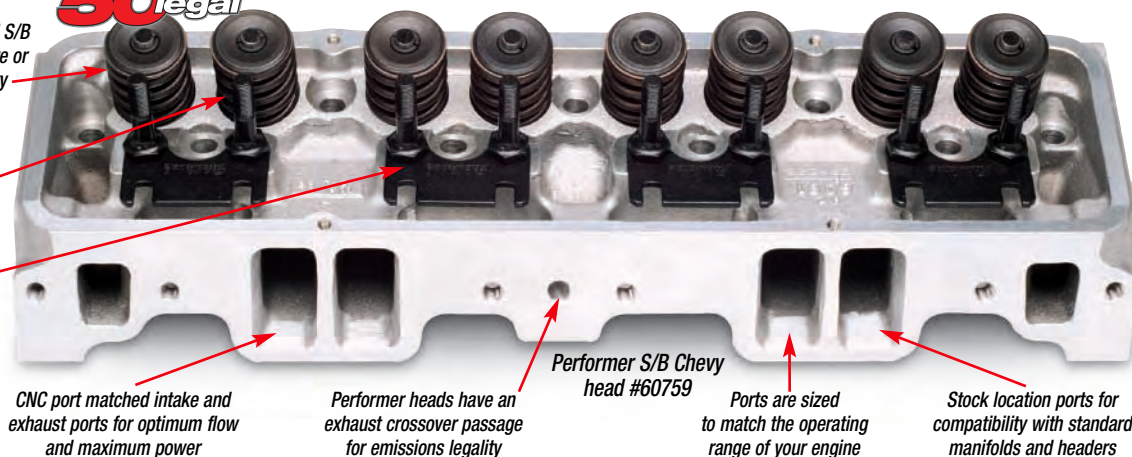
Performer and Performer RPM Chevy heads available with 64cc or 70cc combustion chambers



Performer and Performer RPM S/B Chevy heads are available bare or assembled with high-quality components

Complete heads include larger-than-stock 1.46" valve springs to handle most high-lift cams

Rocker stud & exhaust bolt holes are Heli-Coiled™ for strength



Performer Centerbolt Head #60859



Performer Centerbolt Head retains the stock exhaust bolt pattern

PERFORMER AND PERFORMER RPM S/B CHEVY

- Designed for 302, 327, 350 and 400 c.i.d. engines up to 1986
- Heads with 64cc combustion chambers improve performance and retain stock compression ratio on 1970 and earlier small-blocks

STREET LEGAL PERFORMER HEADS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	170cc	2.02"/1.60"	#60659	#60759
64cc	170cc	2.02"/1.60"	N/A	#60909

Note: When using hot air choke carbs & Performer manifold with above heads, choke kit #1932 is required.

PERFORMER RPM WITH ANGLED PLUGS

70cc	170cc	2.02"/1.60"	#60619*	#60719*
64cc	170cc	2.02"/1.60"	#60949*	#60999*

PERFORMER RPM WITH STRAIGHT PLUGS

70cc	170cc	2.02"/1.60"	#60639*	#60739*
64cc	170cc	2.02"/1.60"	#60889*	#60899*

POLISHED PERFORMER RPM WITH ANGLED PLUGS

70cc	170cc	2.02"/1.60"	N/A	#607119*
------	-------	-------------	-----	----------

POLISHED PERFORMER RPM WITH STRAIGHT PLUGS

70cc	170cc	2.02"/1.60"	N/A	#607319*
64cc	170cc	2.02"/1.60"	N/A	#608919*

Note: See chart on pages 168-169 for specs for all heads. Use Edelbrock head gasket sets on page 48.

PERFORMER CENTERBOLT

- Designed for 1987-95 Chevy 5.7L engines originally equipped with centerbolt valve covers (except Corvettes... see Performer Centerbolt for Corvette on next page)
- 1987-95 intake manifold bolt pattern
- High-velocity intake runner works with either T.B.I. or Tuned Port Injection systems
- Maintains stock compression ratio when used with the recommended head gasket
- Accepts Edelbrock Elite Series aluminum valve covers #4246/#4247, stock centerbolt or new Victor Series valve covers #41733

STREET LEGAL PERFORMER CENTERBOLT

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	165cc	2.02"/1.60"	#60849	#60859

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- To use stock rockers on small-block Chevy heads, .100" longer than stock pushrods are required. Edelbrock pushrods #9629 recommended.
- Use Head Bolt Kits on pg. 166 for easy installation.
- Recommended spark plugs for most street applications are Champion RC12YC.
- S/B Chevy heads may not be used on engines with less than 4" bore (262, 265, 283, 305, 307 c.i.d.) except with cams having less than .450" valve lift.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

CYLINDER HEADS SMALL-BLOCK CHEVY & E-TEC

S/B CHEVY STREET LEGAL & STREET HIGH-PERFORMANCE

50^{state} legal



Performer Centerbolt for Corvette Head #60879

PERFORMER CENTERBOLT FOR CORVETTE

- Designed for 1987-91 5.7L Corvettes (except LT1, LT4 & LT5 Vettes) originally equipped with centerbolt valve covers and the early style "straight" manifold bolt pattern
- Also fits 1986 Corvette convertibles originally equipped with aluminum heads
- Accepts Edelbrock Elite Series aluminum valve covers #4246/#4247, stock centerbolt or new Victor Series valve covers #41733

STREET LEGAL PERFORMER FOR 5.7L VETTES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	165cc	2.02"/1.60"	#60869	#60879



E-Tec 200 Head #60989 has 200cc intake ports for high rpm or large displacement small-blocks



E-Tec 170 Head #60979



E-Tec 200 Head #60989 features 64cc chambers and stainless steel 2.02"/1.60" valves

E-tec
Edelbrock

E-Tec heads have .200"-raised exhaust port exits for improved flow and more power



"Danger Mouse" Delivers 485 HP with E-Tec Heads!

The "Danger Mouse" project was featured in the December '04 issue of Super Chevy magazine. The 355-inch Chevy cranked out an impressive 485 hp and 458 ft/lbs. with Edelbrock E-Tec 170 heads, RPM Air-Gap manifold and Performer RPM roller cam. They wrote, "The results were way better than we expected, especially in the hp department... the E-Tec 170s, with their smaller runner volumes increased torque by over 40 ft/lbs. at 4,000 rpm, but power also increased by as much as 34 hp at 4,400 rpm! Peak power never dropped off either. In fact, this combo actually made peak horsepower at a lower rpm! We think this combination of torque, hp and the driveability it would produce, is the best combo we've ever tested."

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- To use stock rockers on small-block Chevy heads, .100" longer than stock pushrods are required. Edelbrock pushrods #9629 recommended.
- Use Head Bolt Kits on pg. 166 for easy installation.
- S/B Chevy heads may not be used on engines with less than 4" bore (262, 265, 283, 305, 307 c.i.d.) except with cams having less than .450" valve lift.

EDELBRÖCK E-TEC

- For 302, 327, 350 & 400 c.i.d. S/B Chevys with "Vortec-style" manifolds
- High-quench chamber promotes uniform atomization of the A/F mixture for more power
- Intake ports are .200" taller than standard small-block Chevy heads
- Spark plugs positioned closer to the center of the cylinder for more efficient combustion
- Accepts centerbolt or standard valve covers and most stock exhaust manifolds
- Exhaust port exits are .200" higher than standard heads
- Match with an Edelbrock Vortec manifold for maximum performance

E-TEC 170

- 20% more exhaust flow than cast iron Vortec heads, great performance up to 6000 rpm
- 64cc chambers produce 9.5:1 compression with stock pistons in 350-inch engines

STREET LEGAL E-TEC 170

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
64cc	170cc	1.94"/1.55"	#60959	#60979

E-TEC 200

- Outflows other aluminum heads of a similar design by 10% on the intake and 17% on the exhaust, making power up to 6500 rpm
- 64cc chambers produce 10.2:1 compression with flat-top pistons in 350-inch engines

E-TEC 200

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
64cc	200cc	2.02"/1.60"	#60969*	#60989*

Note: See chart on pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48.

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Recommended spark plugs for most street applications are Champion RC12YC.

*Not legal for sale or use on pollution controlled motor vehicles.

LT1 & LT4 S/B CHEVY **CYLINDER HEADS**

LT1/LT4 STREET LEGAL & STREET HIGH-PERFORMANCE



Performer LT1 Head #61909

PERFORMER LT1

- Designed for the 1992-97 LT1 engines
- 24 horsepower more than factory-stock LT1 heads, peak power level raised by 500 rpm
- Work with stock or aftermarket self-aligning roller rocker arms

50state legal

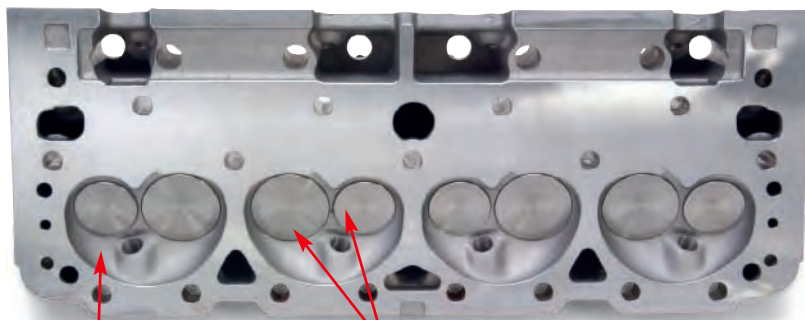
PERFORMER LT1

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
54cc	170cc	1.94"/1.55"	#61919	#61909

Performer LT1 complete head is assembled with high quality valvetrain parts including 1.46" springs that accept valve lifts up to .600"



Performer LT1 Head #61909 features 60cc exhaust ports in the stock location for use with stock or aftermarket exhaust manifolds and headers



Performer LT1 heads have 54cc combustion chambers to retain stock compression ratio

1.94"/1.55" stainless steel valves promote excellent flow for more power

Performer LT1 head #61909

RPM *XT*



Performer RPM LT4 head #61939 has CNC-matched 195cc intake ports



Performer RPM LT4 head #61939 has CNC-matched 75cc exhaust ports

RPM XTREME LT4 for GM LT4 Engines

- Performance replacement for 1996 LT4 and performance upgrade for 1992-1997 LT1 engines when matched with Edelbrock LT4 intake manifold #7109
- Fully CNC machined 54cc combustion chambers retain the stock LT4 compression ratio of 10.8:1 and will raise the compression on an LT1 to 10.4:1
- CNC-matched 195cc intake and 75cc exhaust ports
- Intake flows 267 cfm @ .600" and exhaust flows 187 cfm @ .600" on a stock 4.00" bore

50state legal

PERFORMER RPM LT4 SEMI-CNC

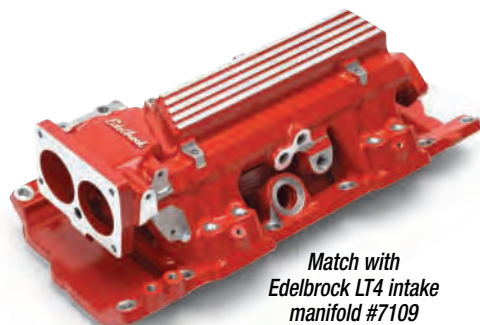
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
54cc	195cc	2.02"/1.57"	#61929	#61939



Performer LT4 heads have 54cc combustion chambers to retain stock compression ratio

Performer LT4 head #61939

2.02"/1.57" stainless steel valves promote excellent flow for more power



Match with Edelbrock LT4 intake manifold #7109

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Recommended spark plugs for most street applications are Champion RC12YC.

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POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
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CYLINDER HEADS S/B & LS1 CHEVY

S/B CHEVY COMPETITION & ULTRA HIGH PERFORMANCE



Victor Jr. 23° #77619

Dyno test: 360-inch engine, 12.5:1 compression, 464 ft/lbs. of torque and 540 hp... 31 hp more than the leading competitor's as cast head



.300" Raised exhaust ports for maximum power

Angled plugs for maximum performance

VICTOR JR. 23°

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

VICTOR JR. 23° HEADS BARE OR WITH VALVES ONLY

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	With Valves (single)
70cc	.215cc	2.08"/1.60"	#77639*	#77649*
64cc	.215cc	2.08"/1.60"	#77569*	#77579*

VICTOR JR. 23° COMPLETE HEADS FOR MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	.215cc	2.08"/1.60"	N/A	#77619*
64cc	.215cc	2.08"/1.60"	N/A	#77589*

VICTOR JR. 23° COMPLETE HEADS FOR MECHANICAL ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	.215cc	2.08"/1.60"	N/A	#77629*
64cc	.215cc	2.08"/1.60"	N/A	#77599*

Note: Check cam manufacturer's specs for compatibility with valve springs, see page 170 for spring rates.

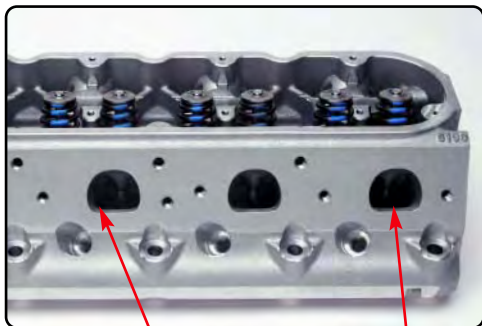
IMPORTANT NOTES FOR S/B CHEVY HEADS:

- See chart on pages 168-169 for specs on all heads. Use Edelbrock head gasket sets on page 48.
- Use Head Bolt Kits on pg. 166 for easy installation.

PRO-PORT RAW HEADS ALSO AVAILABLE FOR THIS ENGINE— SEE PAGES 163-165

LS1/LS2/LS6 CHEVY STREET LEGAL AND STREET HIGH-PERFORMANCE

Edelbrock/Lingenfelter LS1 Pro-Port CNC Head #61969



Completely CNC-ported exhaust ports by Lingenfelter Performance Engineering

Exhaust ports in stock location

Completely CNC-ported intake ports by Lingenfelter Performance Engineering

Extra thick port walls to allow for additional porting



High-quality stainless steel valves

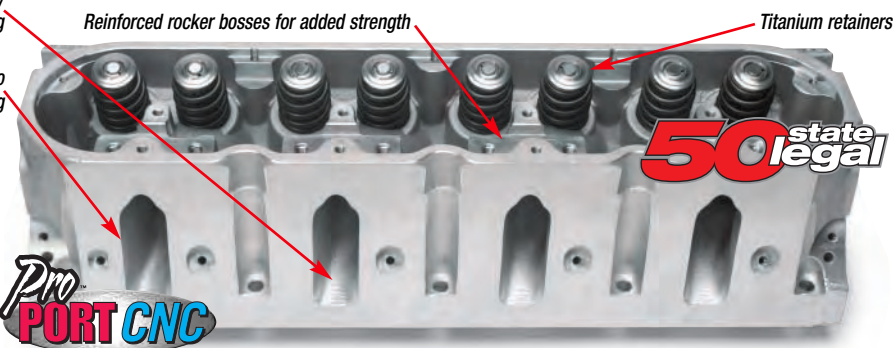
Dual quench chamber for more efficient combustion

EDELBROCK/LINGENFELTER LS1 PRO-PORT CNC

- CNC-ported by Lingenfelter Performance Engineering, benefiting from years of experience in GEN III performance modifications
- Designed for 1997 and later GM LS1 and other GEN III engines, including 4.8L, 5.3L and 6.0L V8s
- Intake ports flow 300 cfm, exhaust ports flow 217 cfm @ .600" lift
- 65cc combustion chamber retains the stock compression ratio for bolt-on convenience
- Available bare or fully assembled and ready to bolt-on with high-quality stainless steel 2.02" intake and 1.57" exhaust valves
- Unmachined Pro-Port Raw version for head porters also available, see pages 163-165

EDELBROCK/LINGENFELTER PRO-PORT CNC HEADS FOR GEN III ENGINES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
65cc	.203cc	2.02"/1.57"	#61979	#61969



Reinforced rocker bosses for added strength

Titanium retainers

Edelbrock/Lingenfelter LS1 Pro-Port CNC Head #61969

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Recommended spark plugs for most street applications are Champion RC12YC (except LS series heads).

*Not legal for sale or use on pollution controlled motor vehicles.

LS1/LS2 & 348/409 CHEVY **CYLINDER HEADS**

RPM **XT**

NEW



212cc intake ports
flow 275 cfm

Conical progressive rate
springs and 8mm valve stems



76cc exhausts flow 200 cfm at 0.550" valve lift



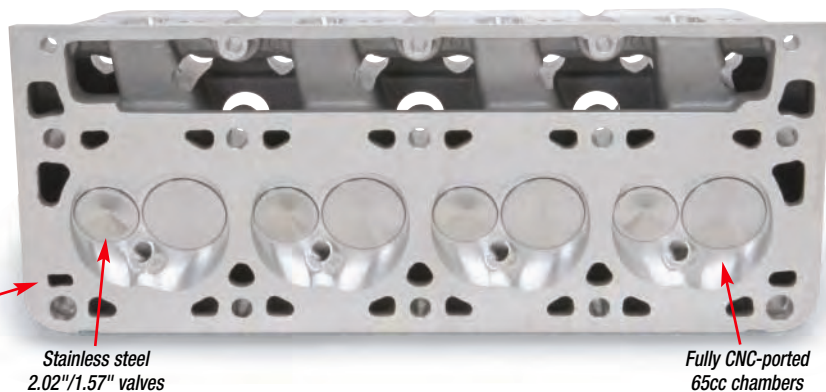
RPM XTreme for
LS1/LS2 head #61949

RPM XTREME FOR LS1/LS2 (SEMI-CNC'D)

- Fits all 1997 and later Gen III & IV LS Series engines including 4.8L, 5.3L, 5.7L and 6.0L
- Dyno tests proved that these heads are **capable of 457 hp and 438 ft/lbs. of torque...** within 5 hp of competitor's fully CNC-ported head but at an **affordable price!**
- Fully CNC-ported 65cc chambers with port matched and blended intake/exhaust ports
- 212cc intake ports flow 275 cfm, 76cc exhausts flow 200 cfm at .550" valve lift with a stock bore 3.90" @ 28" of water
- Conical valve springs for accurate valve control up to .600" lift
- 8mm valve stem diameter reduces valvetrain weight
- E.O. number pending for street legal status

PERFORMER RPM LS SEMI-CNC HEADS FOR GEN III ENGINES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
65cc	212cc	2.02"/1.57"	N/A	NEW ...#61949



Stainless steel
2.02"/1.57" valves

Fully CNC-ported
65cc chambers

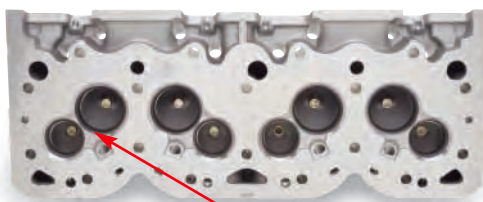
PRO-PORT RAW HEADS ALSO AVAILABLE FOR THIS ENGINE— SEE PAGES 163-165

348/409 "W" SERIES CHEVY STREET HIGH-PERFORMANCE

Available bare or assembled with high-quality components including springs, retainers, stainless steel valves, guideplates and valve stem seals for out-of-the-box performance



Rocker stud & exhaust bolt holes are Heli-Coiled™ for strength



#60809 is sized for stainless steel 2.190" intake & 1.720" exhaust valves with 11/32" stems for improved flow

PERFORMER RPM 348/409 CHEVY

- Designed for 1961-1965 Chevrolet "W" series 348/409 big-block engines
- Original port locations and valve angles for bolt-on convenience
- CNC port matched 220cc intake and 90cc exhaust ports for optimum flow and power
- Improved port design for more performance
- Hardened spring cups, screw-in rocker studs and hardened guideplates

PERFORMER RPM 348/409

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
N/A	220cc	2.19/1.72"	NEW ...#60809*	NEW ...#60819*

Notes: See chart on pages 168-169 for specs for all heads. Use Edelbrock head gasket sets on page 48. May be used on 348 engines with valve lifts up to .550" only.

NEW



Stock location ports for
compatibility with standard
manifolds and headers

Performer RPM 348/409
Chevy head #60809

Ports are sized to match the
operating range of your engine

IMPORTANT NOTE:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.
- Recommended spark plugs for most street applications are Champion RC12YC (except LS series heads).

*Not legal for sale or use on pollution controlled motor vehicles.

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Edelbrock

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POWER PLANT KITS SUPERCHARGERS CRATE ENGINES CARBS & ACCESS. FUEL PUMPS GASKETS INSTALL ITEMS MANIFOLDS EFI HEADS CAMS & ACCESS. NITROUS WATER PUMPS ACCESS. EXHAUST SUSPENSION SHOCKS DRIVKRAFT INDEX

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
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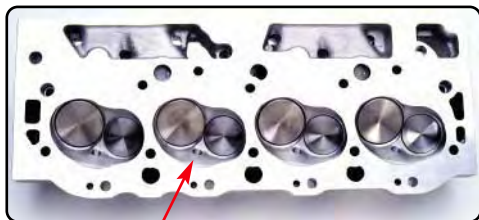
CYLINDER HEADS BIG-BLOCK CHEVY

B/B CHEVY STREET LEGAL & STREET HIGH-PERFORMANCE

PERFORMER & PERFORMER RPM 454-0

- These oval port heads will support over 540 hp with 9.5:1 compression when used as part of the Total Power Package
- Unique oval intake port shape produces flow similar to rectangular ports, but the smaller port size provides excellent seat-of-the-pants performance and crisp throttle response
- Semi-open chamber design maximizes efficiency with streetable compression ratios
- Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight

Edelbrock
B/B Chevy heads fit
Mark IV, Gen V and
Gen VI blocks



Performer and Performer RPM 454-0 heads feature 110cc combustion chambers with a semi-open design to maximize combustion efficiency with streetable compression ratios



Performer RPM 454-0 retains the stock exhaust bolt pattern and port location for compatibility with exhaust manifolds or headers

50state
legal

Performer 454-0 heads are
street legal in all 50-states

PERFORMER 454-0

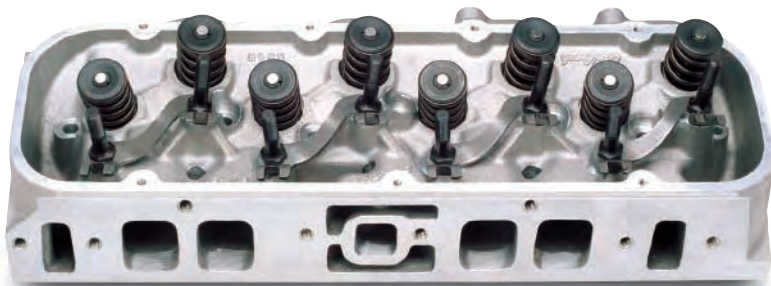
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
110cc	290cc	2.19"/1.88"	#60469	#60479

PERFORMER RPM 454-0

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
110cc	290cc	2.19"/1.88"	#60449*	#60459*

POLISHED PERFORMER RPM 454-0

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
110cc	290cc	2.19"/1.88"	N/A	#604519*



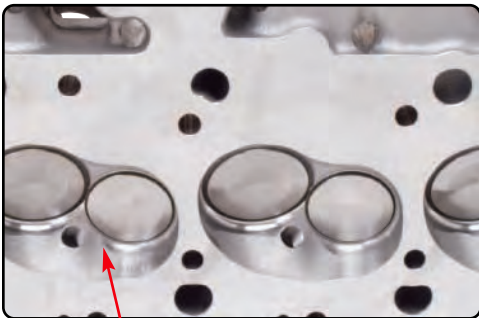
Performer RPM 454-0 #60459

PERFORMER HIGH-COMPRESSION 454-0

- 100cc semi-open chamber heads feature a 1-1/2° rolled over (angle milled) design that improves intake port alignment and provides a smaller combustion chamber without shrouding the valves
- 9.2:1 compression with flat-top pistons for an outstanding high performance street head
- 8.8:1 compression ratio when used on 1987-up TBI-equipped 7.4L dished piston motors
- Produced over 450 ft/lbs. torque when combined with our Multi-Point EFI System in a late model application

PERFORMER HIGH-COMPRESSION 454-0

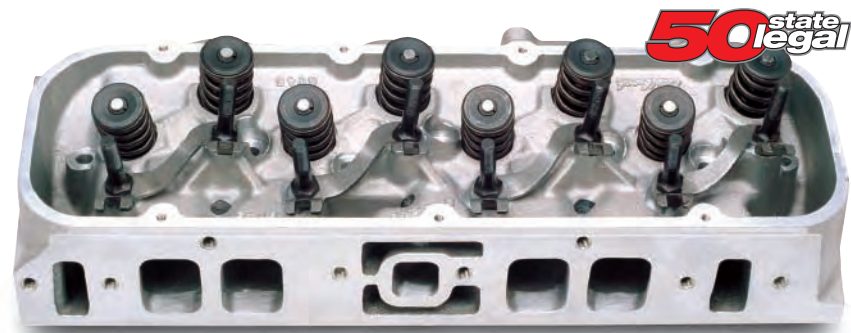
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
100cc	290cc	2.19"/1.88"	#60489	#60499



100cc combustion chambers are ideal for 1965-70 396 engines



Performer High-Compression 454-0 retains the stock exhaust bolt pattern and port location for compatibility with exhaust manifolds or headers



Performer High-Compression 454-0 #60499

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

BIG-BLOCK CHEVY CYLINDER HEADS

B/B CHEVY STREET LEGAL & STREET HIGH-PERFORMANCE (CONTINUED)



Performer RPM 454-R #60559 has 118cc combustion chambers with 2.19"/1.88" stainless steel, swirl-polished valves



110cc exhaust ports are in the stock location for compatibility with most headers



Polished Performer RPM B/B Chevy head #605519

PERFORMER RPM 454-R

- Designed for street/high-performance big-blocks operating from 2500-7000 rpm
- Specially designed ports for increased flow and velocity over standard big-block heads
- Highly-efficient 118cc open-style combustion chamber
- High-velocity 315cc long/300cc short intake ports
- Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight

PERFORMER RPM 454-R

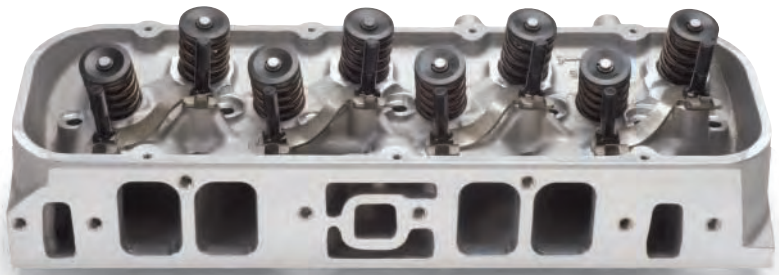
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
118cc	315/300cc (long/short)	2.19"/1.88"	#60549*	#60559*

POLISHED PERFORMER RPM 454-R

118cc	315/300cc (long/short)	2.19"/1.88"	N/A	#605519*
-------	------------------------	-------------	-----	----------

Notes for all Performer and Performer RPM B/B Chevy heads:

Spark plug is closer to center of bore, will interfere with high-dome pistons for open chamber heads. Use pistons designed for our heads. See chart on pages 168-169 for specs. Match with Edelbrock gaskets.



Performer RPM 454-R #60559

B/B CHEVY MARINE



Marine-Duty Performer RPM 454-O #61459 features 290cc intake ports with our unique port entry shape for use with Edelbrock oval port intake manifolds for big-block Chevy



Marine-Duty Performer RPM 454-R #61559 features 315/300cc rectangular intake ports for high performance engines which require more airflow



110cc combustion chambers are fitted with stainless steel 2.25" intake valves and 1.89" Inconel exhaust valves

MARINE-DUTY PERFORMER RPM 454-O AND 454-R

- Heavy-duty, 1.89" Inconel exhaust valves provide added durability for marine applications
- Hard anodized black to protect the aluminum in the harsh marine environment
- Sold with valves only to allow for valve spring choices
- Match with an Edelbrock Performer RPM manifold, Performer Series 750 cfm marine carb and Performer RPM cam for proven performance
- Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight

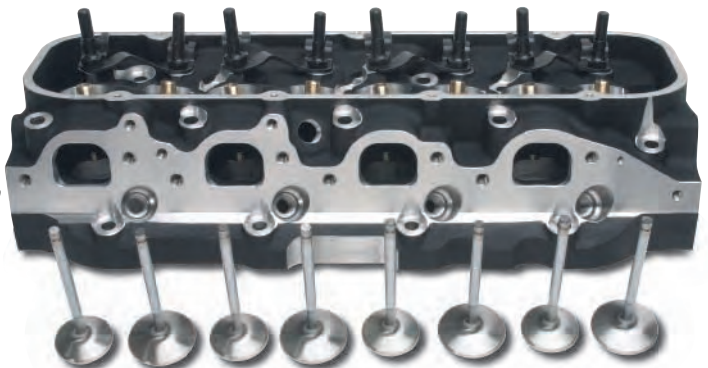
PERFORMER RPM 454-O MARINE OVAL PORT

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
110cc	290cc	2.25"/1.89"	N/A	#61459*

PERFORMER RPM 454-R MARINE RECTANGULAR PORT

118cc	315/300cc (long/short)	2.25"/1.89"	N/A	#61559*
-------	------------------------	-------------	-----	---------

Marine-duty Performer RPM heads are hard anodized black for corrosion resistance and they include heavy-duty Inconel exhaust valves



Notes for all Performer and Performer RPM B/B Chevy heads:

Spark plug is closer to center of bore by .150", and will interfere with high-dome pistons designed for O.E. open chamber heads. Use pistons designed for our heads. See chart on pages 168-169 for specs. Match with Edelbrock gaskets.

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

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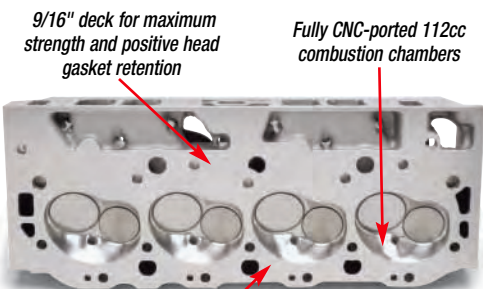
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CYLINDER HEADS BIG-BLOCK CHEVY

B/B CHEVY COMPETITION & ULTRA HIGH-PERFORMANCE



Partially CNC-ported, standard location 295cc oval intake ports
Victor Jr. CNC #60429



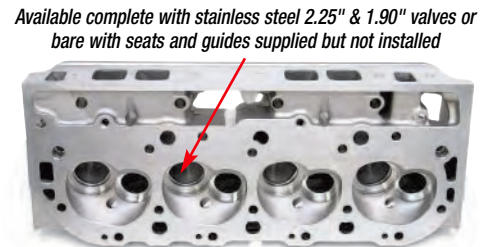
9/16" deck for maximum strength and positive head gasket retention
Fully CNC-ported 112cc combustion chambers



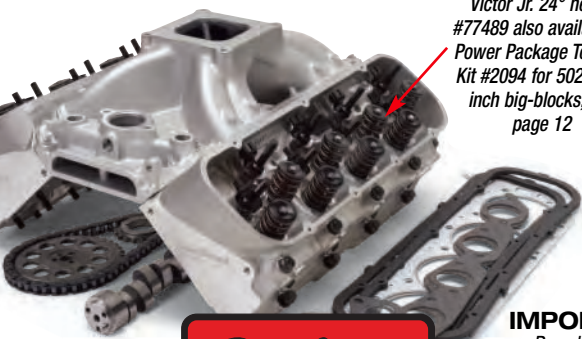
Casting "rolled over" 1.5° before machining for smaller combustion chambers and improved intake port alignment
Victor Jr. CNC #60429



Stock location exhaust ports for compatibility with most headers
Victor Jr. 24° #77459



300cc intake ports raised .100
Victor Jr. 24° #77469



Victor Jr. 24° heads #77489 also available in Power Package Top End Kit #2094 for 502 cubic inch big-blocks, see page 12

VICTOR JR. CNC OVAL OR RECTANGULAR PORT

- CNC-ported version of Edelbrock Performer RPM heads
- High-velocity port design is ideal for Super Gas, Super Comp, Hi-Po Marine, all-out street, Pro Brackets
- Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight

VICTOR JR. CNC RECTANGULAR PORT

Chamber Size	Intake Port	Intake Valve Size	Exhaust Valve Size	Valve Length	Min. Cross Sectional Area	Bare (single)	With Valves (single)
112cc ...325cc	2.250	1.900	1.900	+100	3.19	#60419*	#60409*

Based on Performer RPM head #60559, capable of 700+ hp on a 12.5:1 C.R. 468-inch engine

VICTOR JR. CNC OVAL PORT

Chamber Size	Intake Port	Intake Valve Size	Exhaust Valve Size	Valve Length	Min. Cross Sectional Area	Bare (single)	With Valves (single)
112cc ...295cc	2.250	1.900	1.900	+100	3.19	#60439*	#60429*

Based on Performer RPM head #60459, capable of 650+ hp on a 12.5:1 C.R. 468-inch engine

Note: Sold without springs or retainers for a variety of valvetrain combos. See chart on pgs. 168-169 for specs.

Reinforced rocker stud bosses for more durability

Available bare or with stainless steel 2.25" intake and 1.90" exhaust valves

Partially CNC-ported, standard location 325cc rectangular intake ports



Victor Jr. CNC #60409

VICTOR JR. 24° RECTANGULAR PORT

- Based on the Victor 24° head but with smaller 300cc intake ports designed for competition engines up to 510 c.i.d. with 4.310" or bigger bores
- Ideal for use with the throttle control devices common in Super class racing today
- #77459 includes Manley dual roller valve springs and 10° titanium retainers for valve lifts up to .880"
- #77479 includes valve springs and retainers for hydraulic roller cams with valve lifts up to .700"
- #77489 has 106cc chambers for more compression and includes valve springs and retainers for hydraulic roller cams with valve lifts up to .700"
- #77469 is a semi-finished head with seats and guides supplied but not installed

VICTOR JR. 24° (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
118cc	300cc	2.250"/1.900"	#77469*	#77459*
118cc	300cc	2.250"/1.900"	#77469*	#77479*
106cc	300cc	2.250"/1.900"	N/A	NEW #77489*

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair).....#7797

Note: Matching stud girdle #7797 must be used with stud mounted rocker arms.



.630" raised exhaust ports capable of flowing 260 cfm

Victor Jr. 24° #77459

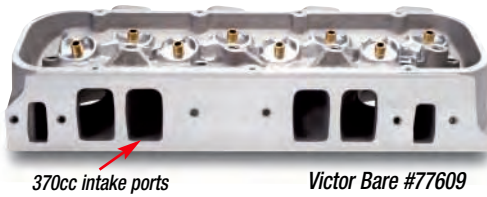
#77459 is fully assembled with titanium retainers, Manley dual roller springs, and 10 degree locks

IMPORTANT NOTE:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using

*Not legal for sale or use on pollution controlled motor vehicles.

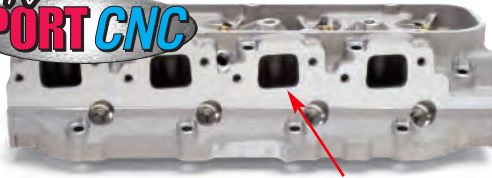
BIG-BLOCK CHEVY CYLINDER HEADS



370cc intake ports

Victor Bare #77609

Pro-PORT CNC



#77609 exhaust ports are raised .750"



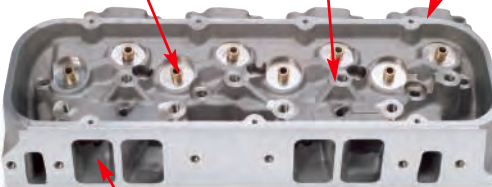
Victor CNC chamber

Fully CNC-ported chambers for maximum power

Reinforced rocker stud bosses for improved valvetrain stability

Thick intake valve spring pockets can be machined .200" for use with .200" longer-than-stock valves

.750" raised exhaust ports are fully CNC-machined



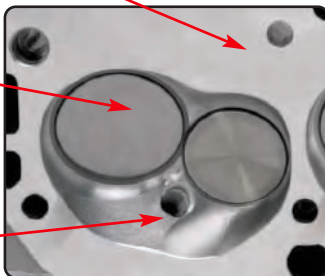
375cc intake ports are CNC-machined at the entry and from the bowl area to the seat

Victor CNC #77659

Angle machined 2.4° to improve flow and combustion efficiency

Unique 23° x 5° (intake) and 15° x 3° (exhaust) valve locations accommodate intake valve sizes up to 2.40"

119cc chambers facilitate high compression ratios



#77409 is finished with a valve job, port match and bowl blending, and comes with 2.30" intake and 1.90" exhaust valves, 1.625" Manley roller springs (250 lbs. @ 2.000" installed height), and 10° titanium retainers & locks



Matching stud girdle #7796

VICTOR BARE RECTANGULAR PORT

- 800+ hp potential for high-rpm or large displacement big-blocks
- The intake ports are raised .100" and exhaust ports raised .750" for greatly improved flow and more power

VICTOR (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
117cc	370cc	2.250"/1.880"(B)	#77609*	N/A

Notes: These heads require professional head preparation. Intake valve spring pockets are raised .400", requiring .400" longer-than-stock intake valves unless spring pockets are machined for shorter valves. See chart on pages 168-169 for specs. (B) Recommended valve sizes, not maximum.

VICTOR PRO-PORT CNC RECTANGULAR PORT

- CNC-ported version of Edelbrock Victor head #77609
- Fully CNC-ported 130cc combustion chambers for maximum power
- .750" raised exhaust ports are fully CNC-machined for maximum flow
- Ideal for 540+ c.i.d., Super Gas, Super Comp, Hi-Po Marine, Pro Brackets
- Outstanding flow and horsepower in large cubic-inch and high-horsepower big-blocks

EDELBRICK VICTOR CNC RECTANGULAR PORT

Chamber Size	Intake Port	Valve Sizes (in/ex)	Valve Length (in/ex)	Min. Cross Sectional Area	Bare (single)	With Valves (single)
130cc	375cc	2.300"/1.880"(B)	4.400"/4.100	3.25	#77659*†	N/A

Notes: .400" longer-than-stock intake valves must be used unless spring pockets are machined for shorter valves. See chart on pages 168-169 for information. (B) Recommended valve sizes, not maximum.

VICTOR 24° RECTANGULAR PORT

- The best standard port location head for large bore (4.470" and larger) big-block Chevrolets
- Based on the Victor head #77609, it features a rolled over deck, altered valve locations, and partially CNC'd chambers and exhaust throats for cost-effective performance
- #77409 includes valve job, bowl blending, Manley dual roller valve springs and 10° titanium retainers for valve lifts up to .880"
- #77429 includes valve job, bowl blending, valve springs and retainers for hydraulic roller cams with valve lifts up to .700"
- 340cc intake ports flow 380 cfm producing a higher velocity flow for improved throttle response

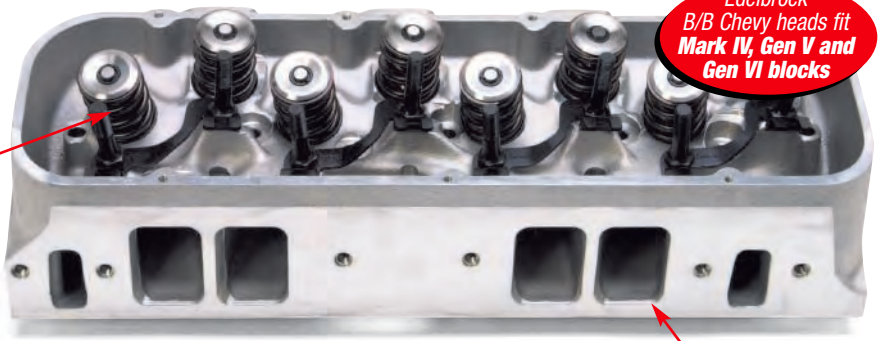
VICTOR 24° (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
119cc	340cc	2.300"/1.900"	#77419*	#77409*
119cc	340cc	2.300"/1.900"	#77419*	#77429*

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair).....#7796

Note: Matching stud girdle #7796 must be used with stud mounted rocker arms.

Edelbrock B/B Chevy heads fit Mark IV, Gen V and Gen VI blocks



Victor 24° Rectangular Port Head #77409

Victor 24° has 340cc intake ports that flow 380 cfm @ .800" lift; use ARP stud #235-4319

†Available while supplies last.

*Not legal for sale or use on pollution controlled motor vehicles.

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CYLINDER HEADS B/B CHEVY & S/B CHRYSLER

B/B CHEVY COMPETITION & ULTRA HIGH-PERFORMANCE



Exhaust ports are raised .630" over cast iron stock heads



Edelbrock/Musi heads include large 2.30" intake and 1.90" exhaust valves



Edelbrock's Director of Engineering, Dr. Rick Roberts (left) and Pat Musi work together to develop winning products

EDELBROCK/MUSI VICTOR 24° PRO-PORT CNC

- The only conventional port location big-block head capable of 950+ hp out-of-the-box
- Designed in conjunction with 8-time Pro Street World Champion Pat Musi
- Match with an Edelbrock Victor Series intake manifold (see pages 80-81)
- Similar to Victor 24° head with CNC-ported intake/exhaust ports & combustion chambers
- Un-machined Pro-Port Raw version also available (see pages 163-165)

EDELBROCK/MUSI VICTOR 24° PRO-PORT CNC BIG-BLOCK CHEVY

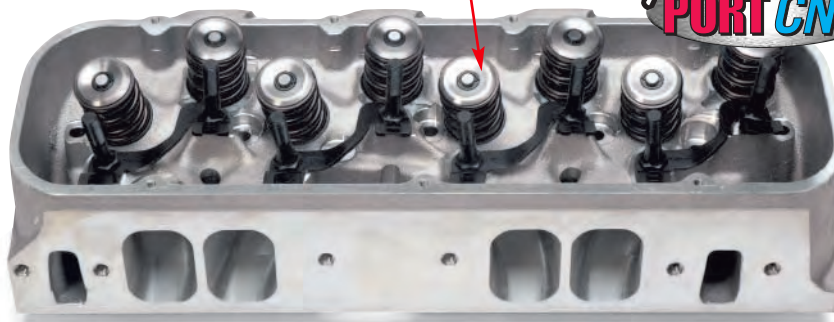
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
114cc.....	367cc/377cc	2.30"/1.90".....	#61419*	#61409*

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair)#7796

Note: Matching stud girdle #7796 must be used with stud mounted rocker arms.

Fully CNC-machined 114cc combustion chambers

Complete heads include Manley roller springs, 10° titanium retainers and locks



Edelbrock/Musi Victor 24° Pro-Port CNC B/B Chevy #61409

S/B CHRYSLER STREET HIGH-PERFORMANCE

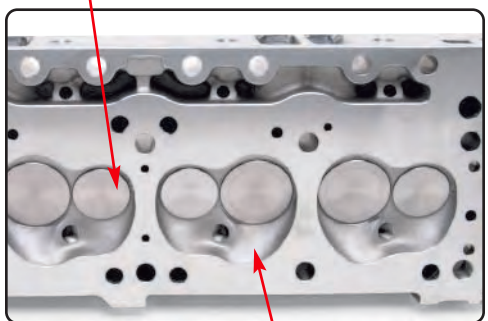
PERFORMER RPM CHRYSLER MAGNUM HEADS

- Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum style V8s
- Match with the Edelbrock RPM Air-Gap Magnum manifold #7577 for maximum horsepower and torque (see page 83)
- Exhaust flanges in stock location to allow use of stock exhaust if desired
- Accepts widely available small-block Chevy adjustable rockers (1.6 ratio) and Mopar Performance valve covers



Intake ports (stock location) are CNC port-matched for optimum flow and maximum power

Stainless steel 2.02" intake and 1.60" exhaust valves



Edelbrock Magnum heads feature high-swirl, dual-quench 58cc combustion chambers

PERFORMER RPM CHRYSLER MAGNUM

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
58cc.....	176cc.....	2.02"/1.60".....	#61769*	#61779*

Note: Requires hardened pushrods. See chart on pages 168-169 for complete cylinder head specs. Match with Edelbrock head gasket sets on page 48.



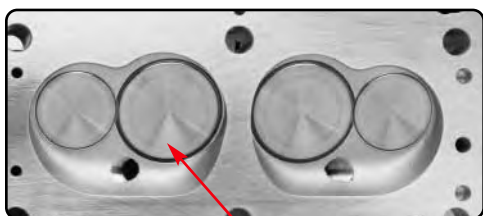
Performer RPM Chrysler Magnum #61779

IMPORTANT NOTES:

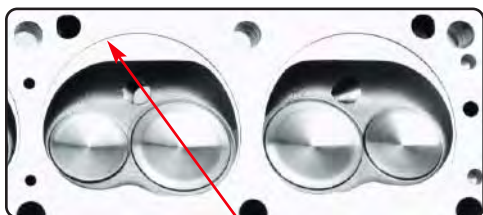
- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

S/B CHRYSLER STREET HIGH-PERFORMANCE (CONTINUED)



Performer RPM Chrysler #60779 has 63cc combustion chambers with 2.02"/1.60" stainless steel, swirl-polished valves



#60179 combustion chambers are machined .060" for piston-to-head clearance with early high-compression 340 engines



Stock location ports for compatibility with standard headers

PERFORMER RPM CHRYSLER & CHRYSLER 340

- Performer RPM Chrysler heads deliver outstanding performance in non-emission 1967-91 Chrysler 318-340-360 c.i.d. engines
- Designed for non-emission 1968-73 340 c.i.d. Chryslers, RPM Chrysler 340 heads have chambers machined .060" for clearance with early high-compression engines
- These heads are capable of 417 horsepower and 397 ft/lbs. of torque on pump gas with an Edelbrock Performer RPM intake manifold and matching camshaft

PERFORMER RPM CHRYSLER

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
63cc	1.71cc	2.02"/1.60"	#60769*	#60779*

PERFORMER RPM CHRYSLER 340

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
65cc	1.71cc	2.02"/1.60"	#60199*	#60179*

Notes: The special valvetrain in the 1970 340 T/A is not compatible with these heads. See chart on pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48.

Complete heads include 1.46" valve springs to handle valve lifts up to .575"

Most heads are available bare or assembled with high-quality components

Rocker shaft & exhaust bolt holes are Heli-Coiled™ for strength



CNC port matched intake and exhaust ports for optimum flow and maximum power

Performer RPM Chrysler #60779

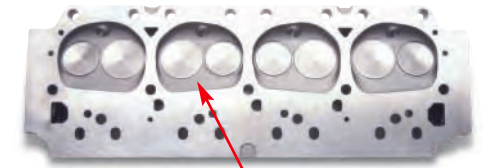
Ports are sized to match the operating range of your engine

Stock location ports for compatibility with standard manifolds

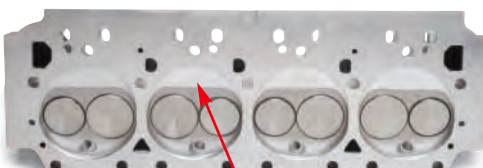
B/B CHRYSLER STREET HIGH-PERFORMANCE



Performer RPM Chrysler 440 #60929 features dry exhaust bolt holes with Helicoil® thread inserts



#60929 has 84cc combustion chamber with 2.14" intake valves and 1.81" exhaust valves



#60189 has 88cc chambers machined .100" for clearance with quench dome style pistons

PERFORMER RPM CHRYSLER 440

- Designed for 1961-79 Chrysler 361-440 c.i.d. Wedge engines
- Flow 290 cfm on the intake and 217 cfm on the exhaust at .600" lift
- Angled spark plugs for superior combustion
- 88cc chambers are machined .100" for clearance with quench dome style pistons

PERFORMER RPM CHRYSLER 440

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
84cc	2.10cc	2.14"/1.81"	#60919*	#60929*
88cc	2.10cc	2.14"/1.81"	#60149*	#60189*

Notes: Some headers will not clear spark plugs; call our Tech Hotline (800) 416-8628 for recommendations. See chart on pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48.

Heavy-duty valve springs for up to .600"-lift cams



CNC matched 210cc intake ports for optimum flow

Performer RPM Chrysler 440 #60929

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

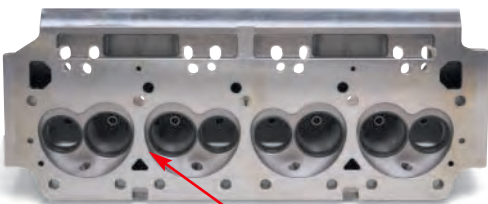
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CYLINDER HEADS BIG-BLOCK CHRYSLER

B/B CHRYSLER COMPETITION & ULTRA HIGH-PERFORMANCE



Sized for 2.200" intake & 1.810" exhaust valves with 11/32" stems

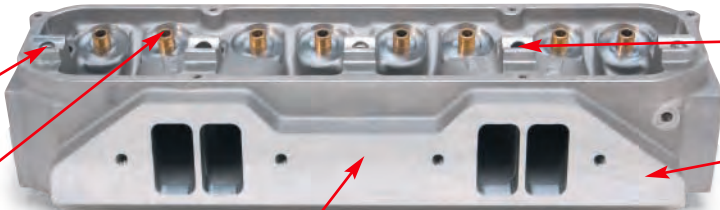


.300" extended exhaust flange

Dry exhaust bolt holes with Heli-Coil™ thread inserts

Heli-Coil™ inserts in the rocker shaft stud threaded holes

Machined for .400" longer-than-stock valves to accommodate higher lift cams



Oil-fed rocker shaft pads

.950" extended intake flange eliminates the need for intake spacer plates due to raised ports

No exhaust crossover

VICTOR BIG-BLOCK CHRYSLER

- The best standard port location head available for competition big-block Chryslers
- Intake ports are raised .650", exhaust ports are raised .250" for improved flow
- Will fit Edelbrock Victor manifolds for both high and low deck engines
- Standard 15-degree valve angles with 280cc intake and 100cc exhaust ports
- Raised valve cover rails and dual quench 75cc combustion chambers
- Sold without springs or retainers; use recommended springs to match your cam
- Can be machined to match Max Wedge ports

VICTOR BIG-BLOCK CHRYSLER

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	With Valves (single)
75cc	.280cc	2.200"/1.810"	#77919*	#77929*
Valley cover for RB Big-Block Chrysler engines (413-440)				
#7798				
Valley cover for B Big-Block Chrysler engines (383-400)				
#7799				

Note: For headers, contact TTI (951) 371-4878. Offset intake rockers required, exhaust side accepts standard-spec rockers. May require additional pushrod hole clearancing for some combinations. See chart on pages 168-169 for specs.

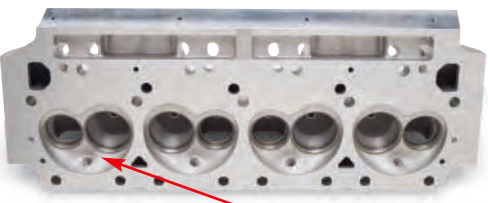
VICTOR MAX WEDGE

- Intake ports are machined to match Max Wedge intake manifolds for B and RB competition big-block Chryslers
- Intake ports are raised .650", exhaust ports are raised .250" for improved flow
- The intake flange is extended .950" to eliminate the need for intake spacer plates
- Standard 15-degree valve angles with 290cc intake and 100cc exhaust ports
- Exhaust flange is extended .300" from stock (same as Mopar Stage 6) featuring dry exhaust bolt holes with Helicoil® thread inserts
- Raised valve cover rails and dual quench 75cc combustion chambers
- Sold without springs or retainers; use recommended springs to match your cam

VICTOR MAX WEDGE

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	With Valves (single)
75cc	.290cc	2.200"/1.810"	NEW #77939*	NEW #77949*
Valley cover for RB Big-Block Chrysler engines (413-440)				
#7798				
Valley cover for B Big-Block Chrysler engines (383-400)				
#7799				

Note: For headers, contact TTI (951) 371-4878. Offset intake rockers required, exhaust side accepts standard-spec rockers. May require additional pushrod hole clearancing for some combinations. See chart on pages 168-169 for specs.



#77939 features dual quench 75cc combustion chambers and is sized for 2.200"/1.810" valves with 11/32" stems



Heli-Coil™ inserts in the rocker shaft stud threaded holes

Machined for approx .400" longer-than-stock valves to accommodate higher lift cams



Oil-fed rocker shaft pads

.950" extended intake flange eliminates the need for intake spacer plates due to raised ports

No exhaust crossover

Victor Max Wedge cylinder head #77939 for Chrysler B and RB competition engines

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

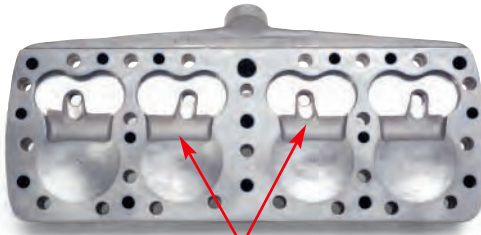
*Not legal for sale or use on pollution controlled motor vehicles.

FORD FLATHEAD **CYLINDER HEADS**

FORD FLATHEAD STREET HIGH-PERFORMANCE AND COMPETITION



1949-53 Flathead #1115



Machined 65cc combustion chambers for consistent volume



Match Edelbrock 1938-1948 Flatheads with our newly re-issued Flathead Triple Deuce manifold #1108 (page 89)



High-Lift/Large Chamber head #1116 for Ford flatheads has CNC machined 74cc combustion chambers



Block Letter Logo Flathead #1126

FORD FLATHEAD CYLINDER HEADS

- The original Edelbrock design for Fords and Mercurys
- Rugged, ribbed internally and externally, with a large water capacity and excellent breathing characteristics
- Cast at the Edelbrock Foundry in the USA of T-6 tempered A356 aluminum
- 8.0:1 compression ratio on blocks with a 3/16" base relief (stock bore and stroke)
- Compression ratio increase is approximately 3/10 of a percent with each 1/8" stroke

FORD FLATHEAD (65cc combustion chambers)

Pair of heads

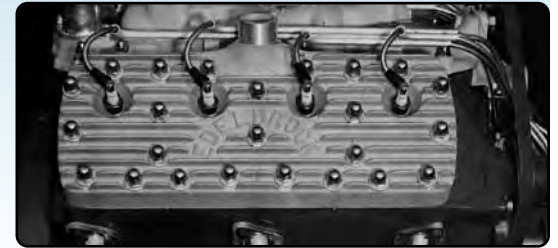
1949-53 FORD-MERCURY 24-STUD CYLINDER HEADS#1115

1938-48 FORD-MERCURY 24-STUD CYLINDER HEADS#1125

Notes: Flathead head copper gaskets for 1939-48 use Victor #3036; for 1939-48 use Fel-Pro® #7548; for 1949-53 use Fel-Pro® #1055 (right) and Fel-Pro® #1056 (left).

70 YEARS OF PROVEN PERFORMANCE

When Vic Edelbrock Sr. bought a '32 Ford Roadster in 1938 and started running on the dry lakes, the flathead Ford V8 was the first powerplant to wear the "Edelbrock" script. Since those early days of the hot rod pioneers, the flathead has continued to represent the essence of what an American Hot Rod is all about. Today, their continued popularity has prompted Edelbrock to reproduce these popular heads and manifolds from our past for performance into the future.



NEW HIGH LIFT/LARGE CHAMBER FORD FLATHEADS

- For late model (1949-1953) 8BA Ford Flatheads
- Features a new "raised roof" combustion chamber design that is CNC machined from our popular #1115 Flathead castings
- Supports high lift cams, and is perfect for reducing compression in supercharger applications or for those wanting to run on low octane fuel
- Increased valve clearance and increased flow for more power

FORD FLATHEAD (74cc combustion chambers)

Pair of heads

HIGH LIFT/LARGE CHAMBER 1949-53 FORD-MERCURY 24-STUD CYLINDER HEADS#1116

Notes: Flathead head copper gaskets for 1949-53 use Fel-Pro® #1055 (right) and Fel-Pro® #1056 (left).

NEW BLOCK LETTER LOGO FLATHEADS

- For early model (1938-1948) Ford Flatheads
- Reproduction of the original Edelbrock block letter logo flathead heads
- Same features and specs as our popular #1125 Flathead heads

FORD FLATHEAD (65cc combustion chambers)

Pair of heads

BLOCK LETTER LOGO 1938-48 FORD-MERCURY 24-STUD CYLINDER HEADS#1126

Notes: Flathead head copper gaskets for 1939-48 use Victor #3036; for 1939-48 use Fel-Pro® #7548.

IMPORTANT NOTE:

- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

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155

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

CYLINDER HEADS SMALL-BLOCK FORD

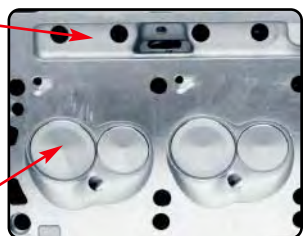
S/B FORD STREET LEGAL & STREET HIGH-PERFORMANCE PERFORMER FORD

Complete heads include valves, springs/cups, retainers, keepers, 3/8" rocker studs and guideplates



Performer Head #60359

Designed to allow roller lifters to be changed without removing heads



Available with 1.90" intake valves for stock pistons or 2.02" valves for aftermarket pistons



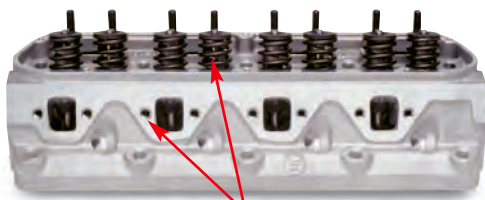
Performer RPM S/B Ford Head #60259



All Edelbrock cylinder heads are available polished
Performer RPM #602519 shown here



Performer 5.0/5.8L Head #60379



Rocker stud, intake and exhaust bolt holes are Heli-Coiled™ for maximum strength... no stripped threads!

- 50-state street legal heads provide outstanding bolt-on performance for 1965-95 289, 302 and 351 Windsor V8s
- Capable of 300+ hp when matched with the Edelbrock Performer Total Power Package
- 1.90" intake valves are for use with stock pistons
- High-flow 2.02" intake valves are for use with pistons notched for valve clearance

STREET LEGAL PERFORMER WITH 1.90" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	170cc	1.90"/1.60"	#60319	#60329

STREET LEGAL PERFORMER WITH 2.02" INTAKE VALVES

60cc	170cc	2.02"/1.60"	#60349	#60359
------	-------	-------------	--------	--------

STREET LEGAL PERFORMER WITH 2.02" INTAKE VALVES MACHINED FOR FEL-PRO® LOC WIRE™ GASKET

60cc	170cc	2.02"/1.60"	N/A	#60279
------	-------	-------------	-----	--------

Notes: Hardened pushrods required, use Edelbrock #9632 (flat tappet only). Will not accept rail rockers. 289-302 V8s require Head Bolt Bushings #9680 and either Head Bolt Kit #8552 (7/16") or stock head bolts. See chart on pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48.

Compatible with 289, 302 or 351 blocks... use Edelbrock Head Bolt Bushings #9680 on 289-302 V8s



PERFORMER RPM FORD

- Designed for non-emissions 289, 302, and 351-Windsor Ford engines
- Maximum performance in the 1500-6500 rpm range for high performance street
- 1.90" intake valves are for use with stock pistons and high-flow 2.02" intake valves work with pistons notched for valve clearance

PERFORMER RPM WITH 1.90" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	170cc	1.90"/1.60"	#60219*	#60229*

PERFORMER RPM WITH 2.02" INTAKE VALVES

60cc	170cc	2.02"/1.60"	#60249*	#60259*
------	-------	-------------	---------	---------

PERFORMER RPM WITH 2.02" INTAKE VALVES MACHINED FOR FEL-PRO® LOC WIRE™ GASKET

60cc	170cc	2.02"/1.60"	N/A	#60269*
------	-------	-------------	-----	---------

POLISHED PERFORMER RPM WITH 2.02" INTAKE VALVES

60cc	170cc	2.02"/1.60"	N/A	#602519*
------	-------	-------------	-----	----------

Notes: Hardened pushrods required, use Edelbrock #9632 (flat tappet only). Will not accept rail rockers. 289-302 V8s require Head Bolt Bushings #9680 and either Head Bolt Kit #8552 (7/16") or stock head bolts. See chart on pages 168-169 for complete specs. Match with Edelbrock head gasket sets on page 48.

PERFORMER 5.0/5.8L HEADS

- Direct bolt-on heads for 1982-95 5.0L and 5.8L V8s
- Torque improved more than 80 ft/lbs. over stock on a '93 5.8L engine when these heads were combined with the Edelbrock Total Power Package
- These heads accept 1982-95 5.0L V8 pedestal mount rocker arms and valvetrain

PERFORMER 5.0/5.8L WITH 1.90" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	170cc	1.90"/1.60"	#60369	#60379

PERFORMER 5.0/5.8L WITH 1.90" INTAKE VALVES MACHINED FOR FEL-PRO® LOC WIRE™ GASKET

60cc	170cc	1.90"/1.60"	N/A	#60289
------	-------	-------------	-----	--------

PERFORMER 5.0/5.8L WITH 2.02" INTAKE VALVES

60cc	170cc	2.02"/1.60"	#60389	#60399
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PERFORMER 5.0/5.8L WITH 2.02" INTAKE VALVES MACHINED FOR FEL-PRO® LOC WIRE™ GASKET

60cc	170cc	2.02"/1.60"	N/A	#60299
------	-------	-------------	-----	--------

Notes: 1986 5.0L need pistons notched for clearance. Will not accept rail rockers. 5.0L requires Head Bolt Bushings #9680 and either Head Bolt Kit #8552 (7/16") or stock head bolts. See pages 168-169 for complete specs. Match with Edelbrock gasket sets (page 48).

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

S/B FORD ULTIMATE STREET PERFORMANCE

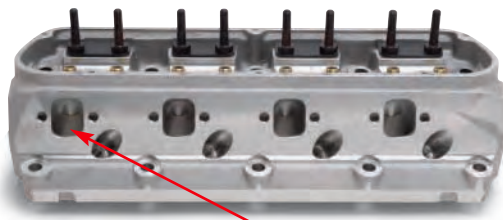
Edelbrock/Glidden CNC 190
Ford heads #51309

NEW



Edelbrock/Glidden CNC heads have fully CNC-machined intake ports

18° valve angle for better flow and more performance



Edelbrock/Glidden CNC heads have fully CNC-machined exhaust ports



New Edelbrock/Glidden CNC 170 and 190 Ford heads have fully CNC ported 60cc combustion chambers for maximum flow and performance improvements

Edelbrock/Glidden CNC 190 #51309 (sold complete, valves removed to show fully CNC ported chambers and ports)

EDELBROCK/GLIDDEN CNC 170 & 190

- Fully CNC-ported cylinder heads by the induction experts at Edelbrock
- Edelbrock/Glidden CNC 170 heads are ideal for a warmed up 302, 331 or 347 engine... For a warmed up 351W or larger engine, choose Edelbrock/Glidden CNC 190 heads
- Significant improvement in air flow and power potential over Performer RPM heads
- Conical valve springs for accurate valve control up to .600" lift
- 8mm valve stem diameter reduces valvetrain weight
- Fully assembled and ready to bolt-on with high-quality stainless steel valves

Total CNC

EDELBROCK/GLIDDEN CNC 170 FORD

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	170cc	1.94"/1.57"	N/A	NEW #51319*

EDELBROCK/GLIDDEN CNC 190 FORD

60cc	190cc	2.02"/1.57"	N/A	NEW #51309*
------	-------	-------------	-----	--------------------

Notes: Hardened pushrods required, use Edelbrock #9632 (flat tappet only). Will not accept rail rockers. 289-302 V8s require Head Bolt Bushings #9680 and either Head Bolt Kit #8552 (7/16") or stock head bolts. See chart on pages 168-169 for complete specs. Match with head gasket sets on page 48.



S/B FORD COMPETITION & ULTRA HIGH-PERFORMANCE

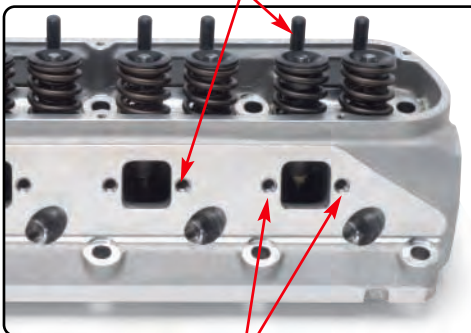
1.55" springs handle valve lifts up to .650" on complete heads



1.28" x 2.10" intake port entries are compatible with standard intake manifolds using Fel-Pro gasket #1262

Victor Jr. Ford #77189

Rocker stud, intake and exhaust bolt holes Heli-Coiled™ for strength... won't strip-out like plain threads



Victor Jr. Ford exhaust flange has standard 2" wide exhaust bolt pattern for use with headers matching Fel-Pro #1487 gasket

VICTOR JR. 20° FORD (210cc Intake Ports)

- 500+ horsepower potential out-of-the-box using stock valve train geometry
- High-flowing 210cc intake ports and .130" raised 75cc exhaust ports
- Available with 60cc or 70cc combustion chambers
- 70cc combustion chambers are ideal for turbocharged and supercharged applications
- CNC gasket-matched port entries/exits with blended valve bowls
- Spark plug holes and valves are in the stock location
- Valve cover rail raised .150"
- A relief in the head allows most roller lifters to be changed without removing heads

VICTOR JR. (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"(B)	#77169*	N/A

VICTOR JR. WITH VALVES ONLY

60cc	210cc	2.05"/1.60"	N/A	#77179*
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VICTOR JR. WITH VALVES, SPRINGS, RETAINERS AND KEEPERS FOR MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMS(A)

60cc	210cc	2.05"/1.60"	N/A	#77189*
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VICTOR JR. WITH VALVES, SPRINGS, RETAINERS AND KEEPERS FOR MECHANICAL ROLLER CAMS

60cc	210cc	2.05"/1.60"	N/A	#77199*
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VICTOR JR. 70CC (BARE)

70cc	210cc	2.05"/1.60"(B)	#77389*	N/A
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VICTOR JR. 70CC MACHINED FOR FEL-PRO® LOC WIRE™ GASKET (BARE)

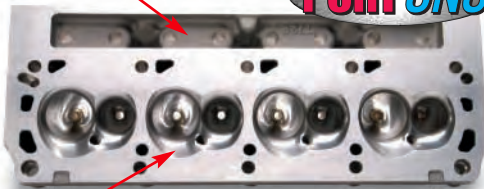
70cc	210cc	2.05"/1.60"(B)	#77399*	N/A
------	-------	----------------	---------	-----

Notes: (A) Check cam manufacturer's specs for compatibility with valve springs, see page 170 for spring rates. (B) Recommended valve sizes. See pages 168-169 for complete specs.

CYLINDER HEADS SMALL-BLOCK FORD

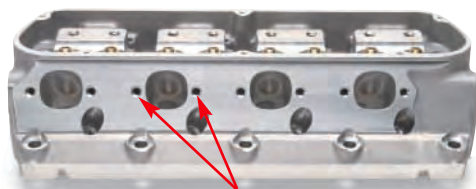
S/B FORD COMPETITION & ULTRA HIGH-PERFORMANCE (CONT'D)

Groove in deck surface allows most roller lifters to be changed without removing heads



Fully CNC-ported 60cc combustion chambers

Victor Jr. Pro-Port CNC #61269



Victor Jr. 20° CNC Ford head #61269 has the traditional exhaust bolt pattern for use with standard exhaust headers



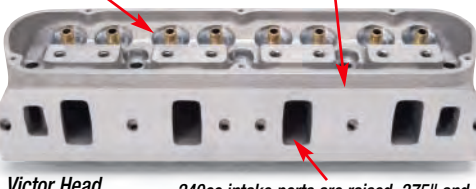
#61309 and #61279 exhaust flanges have special 2.5" bolt pattern for use with Edelbrock Header Flange Plate #7722



#61309 has fully CNC-ported 62cc combustion chambers for race-ready performance right out of the box

1.63" spring pockets handle maximum pressure valve springs

Extended intake flange works with Victor Series manifolds using end-seal spacers #7726 (sold separately)



Victor Head #77219

240cc intake ports are raised .375" and measure 2.10" tall by 1.16" wide as-cast

VICTOR JR. 20° PRO-PORT CNC (230cc Intake Ports)

- Designed for Ford 289-351W race or ultra high-performance applications
- Fully CNC-ported combustion chambers, intake and exhaust ports
- Capable of 600+ horsepower right out-of-the-box!
- Flows 320+ cfm through a 2.10" intake on a stock 4" bore
- #61269 has stock exhaust bolt pattern & flows 220+ cfm through a 1.60" exhaust valve
- #61279 has a 2.5" exhaust bolt pattern for use with our Header Flange Plate #7722 and flows 240+ cfm through a 1.60" valve on a stock 4" bore
- Un-machined Pro Port Raw version also available for head porters (see pages 163-165)

VICTOR JR. PRO-PORT CNC FORD

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)
60cc (standard exh. bolt pattern)	230cc	2.10"/1.60" (B)	#61269*
60cc (2.5" exh. bolt pattern)	230cc	2.10"/1.60" (B)	#61279*

Note: (B) Recommended valve sizes. See notes on following page. See pages 168-169 for complete specs.

Fully CNC-ported 230cc intake ports match standard Windsor-style Victor series manifolds



Victor Jr. Pro-Port CNC #61269

GLIDDEN VICTOR JR. 18° PRO-PORT CNC (225cc Intake Ports)

- Based on our popular Victor Jr. CNC head for small-block Ford
- Fully CNC-ported combustion chambers, intake and exhaust ports
- Casting is "rolled over" two degrees before machining, yielding a valve angle of 18°
- With a chamber design by Billy Glidden and better flow above 0.500" valve lift, these heads produce more power than current 20° heads
- 2.5" exhaust bolt pattern for use with our Header Flange Plate #7722

GLIDDEN VICTOR JR. 18° PRO-PORT CNC FORD

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
62cc	225cc	2.08"/1.60" (B)	#61309*	N/A

Note: (B) Recommended valve sizes. See notes on following page. See pages 168-169 for complete specs.

1.63" spring pockets handle maximum pressure valve springs

Casting is "rolled over" two degrees before machining, yielding a valve angle of 18°



Glidden Victor Jr. 18° CNC head #61309

Fully CNC-ported 225cc intake ports match standard Windsor-style Victor series manifolds

VICTOR FORD 15° (240cc Intake Ports)

- Designed for ultra high-performance and large displacement small-block Fords (high rpm 302s to 351 and larger Windsors)
- Extended intake flange works with Victor Series manifolds using end-seal spacers #7726
- 240cc intake ports are raised .375" and measure 2.10" tall by 1.16" wide as-cast
- These heads require professional head preparation

VICTOR FORD

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
47cc	240cc	2.125"/1.625" (B)	#77219*	N/A

End Seal Spacers (2 pair, required for Victor Ford cylinder heads) #7726

Note: (B) Recommended valve sizes. See notes on following page. See pages 168-169 for complete specs.

*Not legal for sale or use on pollution controlled motor vehicles.

S/B FORD COMPETITION & ULTRA HIGH-PERFORMANCE

Fully CNC-ported 95cc exhaust and 276cc intake ports

15° valve axis-to-bore centerline angle

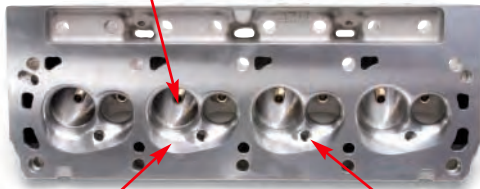
Pro PORT CNC

Edelbrock/Chapman Victor Pro-Port CNC 276cc #61299



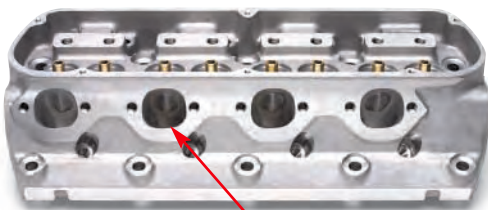
#61299 has fully CNC ported 95cc exhaust ports raised .52"

15° valve axis-to-bore centerline angle



#61099 has fully CNC-ported 61cc combustion chambers

Relocated spark plugs for better flame travel and maximum power



#61099 has exhaust ports raised .630" over cast iron stock heads



End Seal Spacers #7726



Header Flange Plates #7722

EDELBROCK/CHAPMAN VICTOR 15° PRO-PORT CNC (276cc Intake Ports)

- Designed for ultra high-performance and all-out drag racing
- Fully CNC ported in the chamber, intake and exhaust ports by Chapman Racing
- 276cc intake ports are raised .38" and 95cc exhaust ports are raised .52" for superior flow
- Extended intake flange works with Victor Series manifolds using end-seal spacers #7726
- Featuring 15° valve angles, the intake valves are offset .055" closer than stock to cylinder centerline and the exhaust valves are offset .120" away from stock centerline
- Un-machined Pro-Port Raw version also available for head porters, see pages 163-165

VICTOR PRO-PORT CNC 276CC FORD

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	276cc	2.10"/1.65"(B)	#61299*	N/A
End Seal Spacers (2 pair, required for Victor Ford cylinder heads) #7726				

Relocated spark plugs for better flame travel and maximum power

Fully CNC-ported 60cc combustion chambers



GLIDDEN VICTOR 15° CNC (280cc Intake Ports)

- Designed in conjunction with noted Ford drag racer Billy Glidden
- Altered valve locations combined with unique Glidden chamber design produces maximum power in ultra high-performance engines
- Fully CNC-ported combustion chambers, intake and exhaust ports
- Capable of over 750 hp from 360-inches out of the box
- Exhaust ports raised .630" for a straighter exit, require Edelbrock header flanges #7722
- Legal for NMRA Hot Street, Super Street Outlaw & Pro 5.0 classes and NMCA Pro Stock
- Un-machined Pro-Port Raw version for head porters also available, see pages 163-165

GLIDDEN VICTOR CNC

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
61cc	280cc	2.15"/1.56"(B)	#61099*	N/A
End Seal Spacers - required for Glidden Victor CNC heads (2 pair) #7726				

Note: (B) Recommended valve sizes. See notes below. See pages 168-169 for complete specs.

15° valve axis-to-bore centerline angle

Fully CNC-ported 94cc exhaust and 280cc intake ports



Glidden Victor 15° CNC 280cc Head #61099

HEADER FLANGE PLATES

These plates must be used with Victor Ford heads #61099, #61279, #61309, #77099 and #77219 due to the unique bolt pattern. 2-1/2" bolt spacing allows room for large competition headers. Header plates are laser-cut from 5/16" mild steel.

Flange Plates for Victor Ford heads (pair) #7722

Notes for all Edelbrock Victor Ford heads and Edelbrock/Glidden heads:

Sold without valves or springs, these heads require shaft-mounted rocker arms available from Jesel Components #KCS14371, T&D Machine #7350 or Coast High-Performance. They also require special aftermarket pistons, such as JE Pistons job #93751. Will fit 351C with modifications. See pages 168-169 for specs.

Match these heads with the Edelbrock Super Victor #2924 or any standard Windsor-based racing manifold. Requires end seal spacers #7726, sold separately. (B) Recommended valve sizes.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
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CYLINDER HEADS S/B & FE FORD

FORD 351 CLEVELAND STREET HIGH-PERFORMANCE



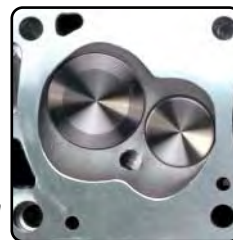
Performer RPM Ford 351C Head #61629



High flow 90cc exhaust ports work with OEM manifolds or headers

PERFORMER RPM 351C (190cc Intake Ports)

- Designed for 351C, 351M & 400M Ford engines
- Very streetable 190cc intake runners
- 2.05" intake and 1.60" exhaust valves
- "Compact charge" combustion chamber design
- Intake and exhaust ports based on 2V design
- Optimized spark plug location provides improved header clearance
- Match with Edelbrock RPM Air-Gap manifolds for optimum performance



"Compact Charge" combustion chamber design is super efficient for more power and torque

PERFORMER RPM FOR FORD 351C

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	190cc	2.05"/1.60"	#61609*	#61629*

Note: With 7/16" bolts on 289/302 engines, use Edelbrock stepped head bolt washer kit #9680.

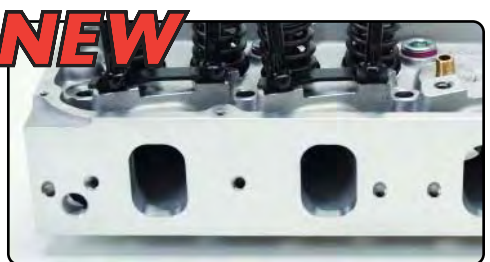
PERFORMER RPM CLEVOR (190cc Intake Ports)

- Direct bolt-on for Windsor blocks including the 351W and 289-302, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines
- Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration
- Match with Edelbrock Performer RPM E-Boss manifolds for optimum performance

PERFORMER RPM CLEVOR FOR FORD 289-351W BLOCKS

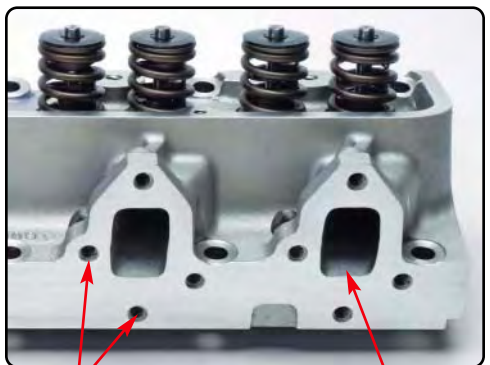
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	190cc	2.05"/1.60"	NEW #61689*	NEW #61699*

Note: With 7/16" bolts on 289/302 engines, use Edelbrock stepped head bolt washer kit #9680.



Performer RPM Clevor head #61699 features coolant transfer holes in the intake flange for compatibility with Edelbrock Performer RPM E-Boss intake manifolds

FE FORD STREET HIGH-PERFORMANCE



Vertical and diagonal bolt pattern on 72cc chamber heads

High-flow exhaust ports are in the stock location

PERFORMER RPM FE (170cc Intake Ports)

- Direct bolt-on heads for 1961-76 390-427-428 Fords
- 428 Cobra Jet-sized valves promote excellent flow for streetable power
- #60089 can be machined to accept 2.19" intake and 1.73" exhaust valves

PERFORMER RPM FE FOR 390-428 COBRA JET

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
72cc	170cc	2.09"/1.66"	#60059*	#60069*

PERFORMER RPM FE FOR 427 LOW-RISER/MEDIUM-RISER

76cc	170cc	2.09"/1.66"	#60089*	#60079*
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ROCKER SHAFT STUD KIT for all Edelbrock FE Cylinder Heads

Provides better rocker shaft retention and is highly recommended for use with Edelbrock FE heads. It eliminates wearing of the threads and the possibility of bottoming the rocker shaft bolts in the head.

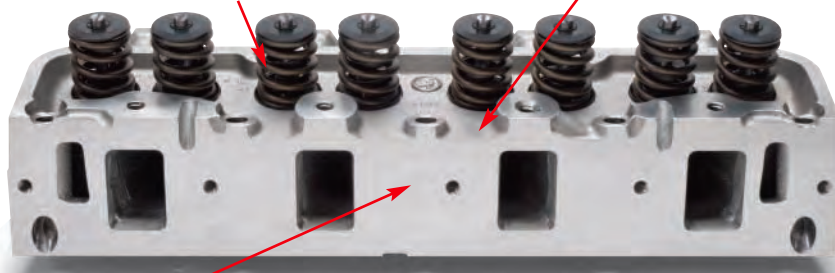
Note: 76cc heads have vertical bolt pattern only, 390 GT exhaust will not fit. See pages 168-169 for specs.

1.55" valve springs handle valve lifts up to .600" on complete heads

A356 aluminum heat treated to a T-6 spec is 18 lbs. lighter than stock



Performer RPM FE for 390-428 Cobra Jet #60069 has 72cc combustion chambers and 2.09"/1.66" valves for increased flow



No exhaust crossover passage for cooler, denser charge and more power

Performer RPM FE #60069

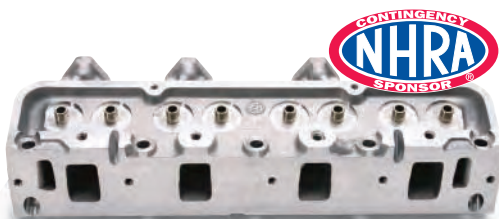
IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

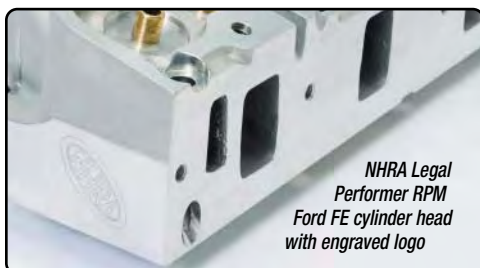
*Not legal for sale or use on pollution controlled motor vehicles.

FE & 429/460 FORD **CYLINDER HEADS**

POWER PLG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
OVERDRIVE
INDEX



NHRA-approved for Stock and Super Stock classes, #60057, #60058 and #60087 are not port matched or bowl blended



NHRA Legal
Performer RPM
Ford FE cylinder head
with engraved logo



Performer RPM FE head #60087 has 76cc combustion chambers and accepts 2.09"/1.66" valves (427 low riser sizes)

PERFORMER RPM FE (170cc Intake Ports) NHRA Legal for 390-427-428 Ford FE Engines

- Direct bolt-on heads for 1961-76 390-427-428 Ford Stock and Super Stock racers
- No port profiling or bowl blending of ports
- Engraved with the NHRA Logo on both ends
- #60087 is sized for 2.09"/1.66" valves for 427 low riser applications
- For 427 medium riser applications #60087 must be prepared for 2.19"/1.73" valves

CHAMBER SIZE	INTAKE PORT SIZE	VALVE SIZES (in/ex)	BARE (single)	COMPLETE (single)
PERFORMER RPM FE for 390 (NHRA-accepted for Stock and Super Stock)				
72cc	170cc	2.03"/1.55"	#60057*	N/A
PERFORMER RPM FE for 428 (NHRA-accepted for Stock and Super Stock)				
72cc	170cc	2.09"/1.66"	#60058*	N/A
PERFORMER RPM FE for 427 (NHRA-accepted for Stock and Super Stock)				
76cc	170cc	2.09"/1.66"	NEW #60087*	N/A

ROCKER SHAFT STUD KIT for all Edelbrock FE Cylinder Heads.....#6009

Provides better rocker shaft retention and is highly recommended for use with Edelbrock FE heads. It eliminates wearing of the threads and the possibility of bottoming the rocker shaft bolts in the head.

Note: 76cc heads have vertical bolt pattern only, 390 GT exhaust will not fit. See pages 168-169 for specs.



NHRA Legal Performer RPM
Ford FE cylinder head #60087
for Ford 427 low and medium
riser engines has the vertical
exhaust bolt pattern

429/460 FORD STREET HIGH-PERFORMANCE



Performer RPM 460 #60669



Two sizes of combustion chambers are available to make these heads an easy bolt on whether you've got flat top or high compression pistons

PERFORMER RPM 460 (292cc Intake Ports)

- Designed for 1968-87 429/460 Fords
- Ideal for high-performance street and drag racing
- Over 500+ hp at 6500 rpm (+30 hp more than ported factory heads) and 525+ ft/lbs. of torque at 4500 rpm with the Performer RPM Total Power Package
- Intake ports can be opened up to match Victor manifolds #2965 and #2966

CHAMBER SIZE	INTAKE PORT SIZE	VALVE SIZES (in/ex)	BARE (single)	COMPLETE (single)
PERFORMER RPM 460				
95cc	292cc	2.19"/1.76"	#60689*	#60669*
75cc	292cc	2.19"/1.76"	#60699*	#60679*

Notes: Performer RPM 460 heads accept factory exhaust, aftermarket headers and factory valvetrain components. Requires the use of 3/8" diameter pushrods. See chart on pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48.

PERFORMER RPM & VICTOR JR. 460 CJ (310cc Intake Ports)

- Designed for 1968-87 429/460 Fords and the SVO 514 engine
- Machined profile Cobra Jet-style intake port entries
- Victor Jr. heads are complete with titanium retainers and high-quality valve springs suitable for use with solid roller camshafts
- On a 514-inch engine, these heads are capable of 624 hp on 91 octane gas... that beats the competition by over 65 horsepower!



Victor Jr. 460 CJ #61669



75cc combustion chambers yield 9.5:1 compression on 514 engine

CHAMBER SIZE	INTAKE PORT SIZE	VALVE SIZES (in/ex)	BARE (single)	COMPLETE (single)
PERFORMER RPM 460 CJ				
75cc	310cc	2.19"/1.76"	#61659*	#61649*
VICTOR JR. 460 CJ				
75cc	310cc	2.19"/1.76"	N/A	#61669*

IMPORTANT NOTES:

- Bare heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using
- Recommended spark plugs for most street applications are Champion RC12YC

*Not legal for sale or use on pollution controlled motor vehicles.

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POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

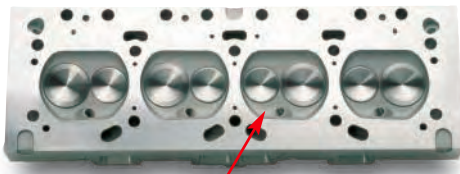
CYLINDER HEADS OLDSMOBILE & PONTIAC

OLDSMOBILE & PONTIAC STREET LEGAL, STREET HIGH-PERFORMANCE & COMPETITION

NEW



NHRA-approved for Stock and Super Stock classes,
#60517 is not port matched or bowl blended



#60519 has 77cc dual quench combustion chambers with
2.072"/1.680" stainless steel, swirl polished valves

PERFORMER RPM OLDS (188cc Intake Ports)

- Designed for high-performance non-emission 1965-76 Olds 400, 425 and 455 c.i.d. V8s
- Dual quench areas for a more efficient burn, outstanding hp and torque
- Valvetrain has been upgraded from the factory pedestal-mount system to an ARP 7/16" screw-in stud and 3/8" pushrod-slot guideplate for increased valvetrain stability
- #60517 is not port matched or bowl blended and is NHRA-accepted for Stock and Super Stock (except 1968-1969 W-30)

PERFORMER RPM OLDS

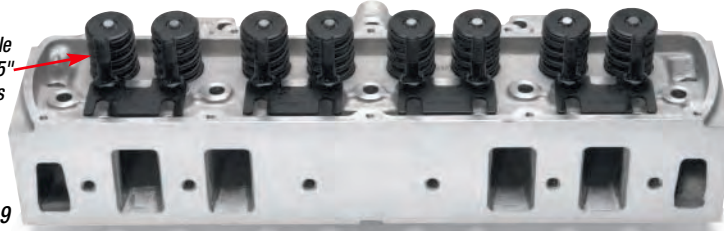
Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
77cc	188cc	2.072"/1.680"	#60529*	#60519*

PERFORMER RPM OLDS (NHRA-accepted for Stock and Super Stock)

77cc	188cc	2.072"/1.680"	#60517* ... NEW ... N/A	
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Notes: Head bolt holes drilled for stock 7/16" bolts, but can be easily modified for 1/2" bolts or studs by drilling the 1/2" counterbore. Aftermarket 7/16"-stud rocker arms and 3/8" hardened pushrods required. Will fit 350-403 Olds with Edelbrock manifold #7111 only (port matching required). See pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48.

1.46" springs handle
valve lifts up to .575"
on complete heads



Performer RPM
Olds Head #60519

PERFORMER AND PERFORMER RPM PONTIAC (215cc Intake Ports)

- Designed for outstanding performance gains in 1965-79 389-455 c.i.d. Pontiac engines
- Patterned after the 1969-70 Ram Air IV Pontiac cylinder head
- Performer #60579 heads are 50-state emissions legal for 1965-79 vehicles
- 87cc combustion chambers are designed to maximize performance while using less expensive, low-octane fuel with a streetable 9.5:1 compression ratio
- 72cc version is for higher compression engines
- #60587 is not port matched or bowl blended and is NHRA-accepted for Stock and Super Stock

PERFORMER PONTIAC

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
87cc	215cc	2.11"/1.66"	#60569	#60579

PERFORMER RPM PONTIAC

72cc	215cc	2.11"/1.66"	#60589*	#60599*
72cc (semi-machined)	215cc	2.11"/1.66"(B)	#60509*	N/A

PERFORMER RPM PONTIAC (NHRA-accepted for Stock and Super Stock)

72cc	215cc	2.11"/1.66"	NEW ... #60587*	N/A
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Notes: Semi-machined version must be finished by a professional head porter (includes valve guides and seats installed with no intake pushrod holes). These heads require Ram Air IV (round port) style exhaust manifolds or headers and Edelbrock head bolt kit #8549. See pages 168-169 for specs. Match with Edelbrock head gasket sets on page 48. (B) Recommended valve sizes.

Street legal Performer #60579 has 87cc combustion chambers
with 2.11"/1.66" stainless steel, swirl polished valves

Accessory bolt bosses for compatibility with stock bracketry

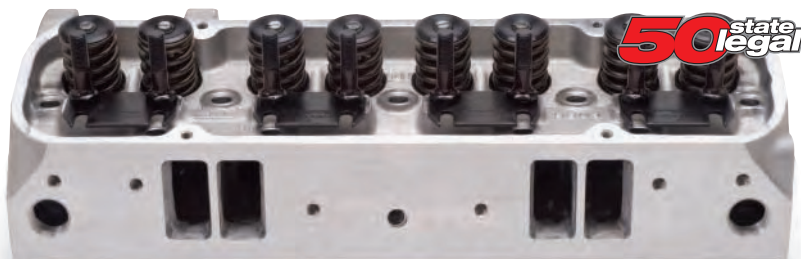


Performer and Performer RPM Pontiac heads feature high-flow
D-shaped exhaust ports in the stock Ram Air IV location for
compatibility with Ram Air IV exhaust manifolds or headers only

NEW



NHRA-approved for Stock and Super Stock classes,
#60587 is not port matched or bowl blended



Performer Pontiac Head #60579

*Not legal for sale or use on pollution controlled motor vehicles.

PRO-PORT™ RAW & SEMI-FINISHED HEADS

DESIGNED ESPECIALLY FOR THE PROFESSIONAL HEAD PORTER



Pro-Port™ Raw heads are for the professional cylinder head porter with CNC machining capability

- Unported versions of race-winning Edelbrock Victor Series CNC heads for the professional cylinder head porter and engine builder
- Cast in the USA at the state-of-the-art Edelbrock Foundry with extra-thick walls to allow for custom CNC porting
- In most cases, seats and manganese-bronze valve guides are included, not installed
- Please note: these heads can not be used without professional head preparation
- All Edelbrock aluminum cylinder heads are superior in quality over other brands

LS1 GEN III CHEVROLET

LS1 PRO-PORT RAW (15° VALVE ANGLE)

A bare, unported version of the Edelbrock/Lingenfelter LS1 head #61969, these heads fit 1997 & later GM Gen III small-block engines from 4.8L to 6.0L. #61969 includes valve guides only (not installed).

LS1 PRO-PORT RAW

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex, (C)	Part No. (single)	HIP'd
38cc.....	0.82" x 2.80".....	1.41" x 1.02".....	2.08"/1.64".....	#61989*	#619869*
38cc.....	0.82" x 2.80".....	1.41" x 1.02".....	2.08"/1.64".....	#61999*	#619969*

Rocker pads and exhaust bolt holes are Heli-Coiled™ for maximum strength... inserts are supplied, but not installed



Stock LS1 location exhaust ports for compatibility with exhaust manifolds or headers

Angled plugs for maximum performance



LS1 Pro-Port Raw head #61989

Stock intake port location works with LS1 or LS6 intake manifolds

HIGH-TECH PROCESS **NEW** DELIVERS STRONGER CASTINGS

Edelbrock has now "raised the bar" in race head quality using a technique called Hot Isostatic Pressing (HIP). This aerospace process takes raw castings up to 900° F in a pressurized chamber (up to 30,000 psi) literally squeezing the air out of the casting. The results: an incredibly strong, super dense sand casting that has three times the fatigue life and nearly the consistency of billet aluminum. Heads that are HIPed have a 6-digit part number ending in "69", for example #619869.



Victor 23° High-Port #77559 has .200" raised intake runners... same casting used for Victor CNC heads



Victor 18° #775169 has raised intake runners and 18° valve angles... same casting used for Victor 18° CNC

VICTOR JR. LS SERIES

FOR GM GEN III-IV LS SERIES ENGINES

GMs new L92 and LS7 engines are at the peak of the Gen III pyramid with raised ports and offset rockers, and our new Victor Jr. LS7 Pro-Port Raw head puts these advance characteristics into the hands of professional cylinder head specialists. It has 12.27° valve angles and includes both the L92 and LS7 intake bolt patterns with an intake port that is small enough to be ported for either intake manifold. They accept stock 1.8:1 LS-7 rocker arms and 0.200" longer-than-stock valves, or the spring seats can be sunk for stock valves if desired. Seats and guides are included but not installed.

Victor Jr. LS Series Pro-Port Raw#770169*

SMALL-BLOCK CHEVROLET

VICTOR 23° PRO-PORT RAW HIGH-PORT - APPROVED FOR NASCAR TOURING CLASSES

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex, (C)	Part No. (single)	HIP'd
48cc.....	1.17" x 1.87".....	1.34" x 1.16".....	2.24"/1.64".....	#77559*	N/A

VICTOR 18° PRO-PORT RAW

42cc.....	1.17" x 1.77".....	1.50" x 1.33".....	2.24"/1.65".....	#77509*	#775069*
52cc.....	1.16" x 1.79".....	1.50" x 1.33".....	2.24"/1.65".....	#77519*	#775169*

VICTOR 18° PRO-PORT RAW - WITH SEATS .100" CLOSER TO DECK (no seats & guides)

36cc.....	1.18" x 1.77".....	1.50" x 1.34".....	2.24"/1.65".....	#77539*	#775369*
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VICTOR 15° PRO-PORT RAW

32cc.....	1.17" x 1.80".....	1.50" x 1.32".....	2.24"/1.65".....	#77549*	#775469*
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Notes:

- (A) Unfinished size
- (B) Dimensions at port entry/exit
- (C) Maximum size (each valve; may not be used together)

*Not legal for sale or use on pollution controlled motor vehicles.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
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FUEL PUMPS
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INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
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INDEX

CYLINDER HEADS PRO-PORT RAW

PART NUMBERS
IN RED ARE
NEW FOR
2008

PRO-PORT™ RAW & SEMI-FINISHED HEADS (CONTINUED)

BIG-BLOCK CHEVROLET

VICTOR 24° PRO-PORT RAW

Pro-Port Raw head #61429 is a bare, unported version of the popular Edelbrock/Musi Victor CNC #61409.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex, (C)	Part No. (single)	HIP'd
94cc.....	1.47" x 1.73"	1.49" x 1.13"	2.45"/1.96"	#61429*	#614269*

VICTOR JR. 24° SEMI-FINISHED

Semi-finished Victor Jr. head #77469 includes "as-cast" ports, valve guides and seats that are not installed. These versatile heads may be used as is after installing seats and guides.

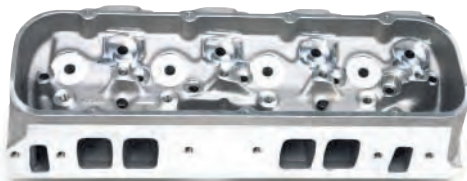
Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex, (C)	Part No. (single)
118cc.....	300cc.....	128cc.....	2.250"/1.900"	#77469*



Victor 24° Pro-Port Raw B/B Chevy head #61429



Victor Jr. 24° Semi-Finished B/B Chevy head #77469 includes valve guides and seats (not installed)



Victor Jr. 24° #77469 has 300cc ports for B/B Chevys with 4.310" or larger bore



#61429 comes with seats and exhaust valve guides installed, and intake guides not installed

BIG VICTOR CHEVY PRO-PORT RAW

Intended for high output, large cubic inch big-block Chevrolet racing engines with 4.84" bore spacing, this new Pro-Port Raw head is an improvement on existing 18° heads with large oval ports such as the Big Chief and Big Duke. Hot Isostatic Pressing (HIP) process creates a super strong A-356 aluminum casting for superior durability, longer life between rebuilds, dimensional stability, and better machined finishes. It is the perfect compliment to our Big Victor manifolds, which have already become popular with the racing world due to the big power gains over other designs. The ports are cast extra thick to allow for professional porting with a custom CNC program and the chambers are compatible with most 18° Big Chief style pistons.

Working in conjunction with Jesel, the valvetrain problems common to other designs have been solved by relocating 2 of the valve cover bolt bosses, requiring the use of Edelbrock valve cover #4259. **Due to refinements in valvetrain geometry, special Jesel shaft rockers must be used with this head.** Guides and seats are included but not installed.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex, (C)	Part No. (single)	HIP'd
70cc.....	1.53" x 2.14"	1.84" x 1.50"	2.50"/1.96"	N/A.....	#77569*



Big Victor cylinder head #77569 is an 18° head with large oval ports compatible with Big Chief style pistons and manifolds



Hot Isostatic Pressing creates a super strong A-356 aluminum casting for superior durability and better machined finishes

HIGH-TECH PROCESS

DELIVERS STRONGER CASTINGS

Edelbrock has now "raised the bar" in race head quality using a technique called Hot Isostatic Pressing (HIP). This aerospace process takes raw castings up to 900° F in a pressurized chamber (up to 30,000 psi) literally squeezing the air out of the casting. The results: an incredibly strong, super dense sand casting that has three times the fatigue life and nearly the consistency of billet aluminum. Heads that are HIPed have a 6-digit part number ending in "69", for example #77569.

NEW

NEW



Big Victor cylinder head #77569 includes valve guides, seats, and thread inserts (not installed)

PRO-PORT™ RAW & SEMI-FINISHED HEADS (CONTINUED)



Victor head #770869 features reduced intake runners that can be ported to fit a variety of competition applications



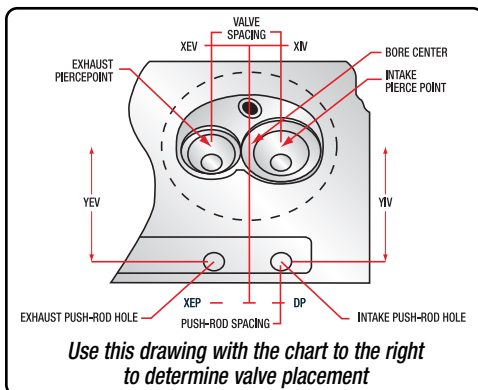
Edelbrock/Glidden Pro-Port Raw head #773169



SC-1 head #770769 is ideal for unlimited drag racing



Performer RPM Pontiac Semi-Machined head #60509 is not drilled for the intake pushrods, allowing custom intake port widths using offset lifters or rockers



Notes:

- (A) Unfinished size.
- (B) Dimensions at port entry/exit.
- (C) Maximum size (each valve; may not be used together).

*Not legal for sale or use on pollution controlled motor vehicles.

SMALL-BLOCK FORD

VICTOR JR. FORD PRO-PORT RAW

A bare, unported version of Edelbrock Victor Jr. CNC heads #61269, these heads have a 20° valve angle.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex. (C)	Part No. (single)
32cc	0.73" x 1.59"	1.03" x 1.15"	2.10"/1.64"	#77269*

GLIDDEN VICTOR JR. 18° PRO-PORT RAW

A bare, unported version of the race-winning Edelbrock/Glidden Victor Jr. CNC heads #61309.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex. (C)	Part No. (single)
28cc	0.73" x 1.59"	1.03" x 1.15"	2.10"/1.64"	#77309*

VICTOR AS-CAST PRO-PORT RAW

A bare, unported version of Edelbrock Victor CNC heads #61299, these heads have a 15° valve angle.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex. (C)	Part No. (single)	HIP'd
36cc	1.00" x 1.85"	1.33" x 1.24"	2.18"/1.64"	N/A	#770869*

GLIDDEN VICTOR PRO-PORT RAW

A bare, unported version of Edelbrock Victor Glidden heads #61099, these heads have a 15° valve angle.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex. (C)	Part No. (single)	HIP'd
36cc	1.04" x 1.85"	1.37" x 1.24"	2.18"/1.64"	N/A	#770969*

GLIDDEN VICTOR II PRO-PORT RAW

With an 11-1/4° valve angle, these heads are designed for classes requiring in-line valves but not restricted to OEM port location. Extended intake flange and raised runners work with Yates-style manifolds.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex. (C)	Part No. (single)	HIP'd
24cc	1.34" x 1.77"	1.66" x 1.43"	2.24"/1.64"	N/A	#773169*

GLIDDEN VICTOR SC-1 PRO-PORT RAW

With a true canted valve design (7.3° intake and 6.9° exhaust valve angles), these heads have maximum power potential. Extended intake flange and raised runners work with Yates-style manifolds.

Chamber Size (A)	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex. (C)	Part No. (single)	HIP'd
20cc	1.16" x 1.76"	1.50" x 1.36"	2.24"/1.64"	N/A	#770769*

Valley Cover for Victor II or Victor SC-1 Pro-Port Raw heads on a 9.2" deck#2832

Valley Cover for Victor II or Victor SC-1 Pro-Port Raw heads on a 9.5" deck#2833

PONTIAC

PERFORMER RPM PONTIAC SEMI-FINISHED

Semi-finished head #60509 includes 14° valve angle, installed guides & seats and no intake pushrod holes.

Chamber Size	Int. Port Dim. (B)	Exh. Port Dim. (B)	Valve Sizes in/ex.	Part No. (single)
72cc	1.10" x 2.02"	1.46" x 1.40"	2.11"/1.66"	#60509*

ADDITIONAL SPECS FOR PRO-PORT RAW & SEMI-FINISHED HEADS

		Valve Position						
		Intake Pierce Point		Exhaust Pierce Point				
Head	Valve Angle	Xiv	Yiv	Xev	Yev	Spacing	Valve Seats	Guides
60509	14°	0.880	0.000	1.150	0.000	2.030	Installed	Installed
61429	N/A	0.897	0.058	1.100	-0.556	1.997	Installed	Exh. Instld.
61989	15°	0.820	0.024	1.090	0.024	1.910	Installed	Installed
61999	15°	0.820	0.024	1.090	0.024	1.910	None	Installed
770869	15°	1.130	0.006	0.805	0.006	1.935	Included	Included
770969	15°	0.710	0.006	1.190	0.006	1.900	Included	Included
77269	20°	0.860	0.000	1.040	0.000	1.900	Included	Included
77309	18°	0.860	-0.016	1.040	-0.016	1.900	Included	Included
773169	11.3°	0.760	0.000	1.170	0.000	1.930	Included	Included
77509	18°	0.805	0.000	1.130	0.000	1.935	Included	Included
77519	18°	0.805	0.026	1.130	0.026	1.935	Included	Included
77539	18°	0.805	0.026	1.130	0.026	1.935	None	None
77549	15°	0.805	0.026	1.130	0.026	1.935	None	None
77559	22.3°	0.825	0.201	1.085	0.201	1.910	None	None
777569	18°x4.2°	0.920	0.215	1.120	0.420	2.150	Included	Included

CYLINDER HEADS ACCESSORIES



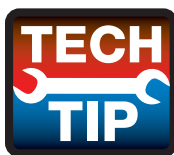
Chrysler Magnum Pushrod Guideplates #9662



Valve Spring Locators #5770



S/B Chevy Head Bolt Kit #8550



Cylinder Head Tech Tips

- 1... To gain more spark plug clearance on Edelbrock heads, we advise using a Champion RC series plug, such as an RC12YC. They are 0.230" shorter than conventional plugs and have a 5/8" hex for easier access.
- 2... When installing spark plugs into all Edelbrock aluminum cylinder heads, be sure to use anti-seize thread lubricant at all times. All bolts being attached to aluminum heads, such as alternator and power steering brackets, should be lubricated with a light oil to prevent thread galling.
- 3... All cylinder head attaching bolts should use washers underneath the heads to eliminate false torque readings due to collapsing bolt bosses. Bolt heads and washers should be lubed with the same lubricant or oil used on bolt threads. Edelbrock head bolt kits include hardened washers (see listings to the right).

PUSHROD GUIDEPLATES FOR EDELBROCK HEADS

Made from high-grade alloy steel and hardened to 60 Rockwell "C". Stepped plates support pushrod closer to rocker, stabilizing pushrods. Sold in sets of 8.

AMC, 5/16" Flat	#9669
S/B Chevy, 5/16" Flat	#9660
B/B Chevy, 3/8" Stepped	#9666
Chrysler Magnum, 5/16" Flat	#9662
S/B Ford, 5/16" Flat	#9665
351C Ford, 5/16" Flat	#9672
429/460 Ford, 3/8" Stepped	#93669
Oldsmobile, 3/8" Flat	#9668
Pontiac, 5/16" Flat	#9667

REPLACEMENT VALVE SPRING LOCATORS AND SEAT CUP KITS

Valve Spring Locators and Seat Cups provide a hardened barrier between the springs and the aluminum heads, positively locating the base of the spring to prevent unwanted spring movement. Sold in sets of 16.

Spring Seat Cup Kit (.060" thick, requires 1.65" diameter counterbore) for Edelbrock S/B Chevy, 289-351W Ford, 318-360 Chrysler, Pontiac & Olds heads using springs #5767.....	#5769
Spring Seat Cup Kit (.060" thick, requires 1.73" diameter counterbore) for Edelbrock 390-428 Ford FE and 383-440 Chrysler heads using valve springs #5792.....	#5771
Valve Spring Locators (.805" i.d., 1.540" o.d.) for Edelbrock B/B Chevy and 460 Ford heads using valve springs #5745.....	#5770

HEAD BOLT KITS

Manufactured by ARP, Edelbrock Head Bolt Kits contain a complete set of the highest quality head bolts and hardened washers available. Cold-formed to ensure molecular integrity and heat treated prior to thread rolling and machining. Reduced diameter bolt heads eliminate the need for valvetrain removal to facilitate cylinder head re-torquing. Hardened and parallel-ground washers are included. Rated at 170,000 p.s.i.

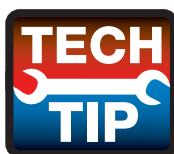
AMC Head Bolt Kit for pre-1970 engines.....	#8531
AMC Head Bolt Kit for 1970 & later engines.....	#8532
Buick Head Bolt Kit for #60039 & #60049 on 400, 430 & 455 engines.....	#8503
S/B Chevrolet Head Bolt Kit for #60719, #60739, #60759, #60859, #60879, #60899, #60909, #60979, #60989, #77569 and #77639.....	#8550
Chevrolet Gen III LS1 Head Bolt Kit for Edelbrock and GM Gen III LS1 heads.....	#8596
B/B Chevrolet Head Bolt Kit for #60409, #60429, #60459, #60479, #60499 and #60559 (not for stock heads, Mark IV only).....	#8551
B/B Chevrolet Head Bolt Kit for #77609, #77409 & #77459 (not for stock heads).....	#8554
S/B Chrysler Head Bolt Kit for #60779 and #60179 (not for stock heads).....	#8555
B/B Chrysler Head Bolt Kit for #60919, #60929, #60149 and #60189.....	#8591
B/B Chrysler Victor Head Bolt Kit for #77919, #77929, #77939, #77949.....	#8592
Chrysler Magnum Head Bolt Kit for Edelbrock and '92 and up Magnum heads.....	#8577
Ford 289-302 Head Bolt Kit (7/16" bolt diameter, use bushings #9680) for #51309, #51319, #60229, #60259, #60329, #60359, #60379, #60399, #77169, #77219, #77289 & #77299.....	#8552
Ford 351-Windsor Head Bolt Kit (1/2" bolt dia., used on 351W w/1/2" threads) for #51309, #51319, #60229, #60259, #60329, #60359, #60379, #60399, #77169, #77219 and #77299.....	#8553
Ford 302-Cleveland Head Bolt Kit for #61689, #61699, 7/16" bolt diameter, includes bushings #9680.....	NEW #8562
Ford 351-Cleveland Head Bolt Kit for #61609, #61629 and #61699.....	#8560
Ford FE 390-428 Head Bolt Kit for #60057, #60058, #60069, #60079 and #60087.....	#8557
Ford 429/460 Head Bolt Kit for #60669, #60679 #61649 and #61669.....	#8566
Oldsmobile Head Bolt Kit for #60519, #60517.....	#8558
Pontiac Head Bolt Kit for #60509, #60579 and #60599 made <u>before</u> 3/15/02 (not for stock heads).....	#8556
Pontiac Head Bolt Kit for #60509, #60579, #60587 and #60599 made <u>after</u> 3/15/02 (not for stock heads).....	#8549



S/B Ford Head Bolt Bushings #9680



Intake Valve #9760 and Exhaust Valve #9761



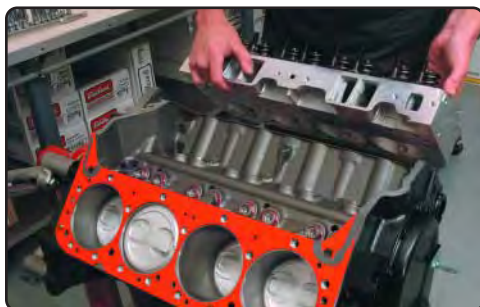
More Cylinder Head Tech Tips

When installing Edelbrock aluminum heads on any engine, be sure you run a tap down all

cylinder head bolt holes in the block. This ensures that the threads are smooth and clean, which will help give a true torque reading when the head bolts are tightened.

Lubricate the threads of the bolts with 20- or 30-wt. engine oil, or an equivalent thread lubricant before the headbolts are torqued. Or if head bolts go into a water jacket, use a thread sealer. Also, make sure the threads and shanks of the bolts are clean and free of any foreign matter that may cause false torque readings.

Be sure to use headbolt washers when installing any aluminum heads. This helps to spread the torque loading more evenly across a wider surface and helps prevent galling and cracking of the head bolt bosses. Use the appropriate Edelbrock head bolt kit listed for each application as these bolts have additional length to compensate for the added thickness of the washer. The longer length guarantees the bolt will have sufficient thread depth for better clamping power.



HEAD BOLT BUSHINGS WITH INTEGRAL WASHERS

Allows the use of stock 7/16" head bolts on Edelbrock heads. Required for 289-302 V8s and 1967-69 AMC.

For Ford 5.0L (20 per package).....	#9680
For 1970 and later AMC (28 per package).....	#9693
For 1966-69 AMC (28 per package).....	#9652

REPLACEMENT VALVES, GUIDES & SEALS

1-piece, swirl-polished, hardened tip EV8 stainless steel valves with undercut stems for increased flow. Hard-chromed valve stems are 11/32" except where noted.

Intake Valves

1 Only Set of 8

1.90" for #60229, #60329.....	#9764.....	#9769
1.90" for #60379.....	#9763.....	#9768
1.94" for #60979, #61909.....	#9774.....	#9779
2.02" for #60399.....	#9778.....	#9777
2.02" for #60779, #60179.....	#9365.....	#9366
2.02" for #60989, AMC, S/B Chevy & Ford (except #6039).....	#9760.....	#9765
2.05" for #77169, #77179, #77189, #77199.....	#9370.....	#9371
2.072" for #60519.....	#9375.....	#9376
2.08" for #77619, #77629, #77639, #77649 (.100" longer than stk.).....	#9784.....	#9785
2.09" for #60069, #60079 (3/8" stem).....	#9754.....	#9755
2.11" for #60579.....	#9781.....	#9780
2.11" for #60599 (Ram Air IV length .120" longer than stock).....	#9750.....	#9751
2.14" for #60929.....	#9640.....	#9641
2.19" for #60459, #60479, #60499, #60559.....	#9770.....	#9775
2.19" for #60669, #60689.....	#93661.....	#93662
2.19" for #60679, #60699, #61669, #61649.....	#93770.....	#93771
2.20" for #77929, #77939, #77949.....	NEW #93774.....	#93775
2.25" for #60409, #60419, #60429, #60439, #61459, #61559.....	#97040.....	#97041
2.30" for #77409, #77659 (.400" longer than stock).....	#9360.....	#9361

Exhaust Valves

1 Only Set of 8

1.55" for #60979, #61909.....	#9772.....	#9773
1.60" for #60229, #60259, #60329, #60989, AMC, S/B Chevy.....	#9761.....	#9766
1.60" for #60379, #60399.....	#9762.....	#9767
1.60" for #60779, #60179.....	#9367.....	#9368
1.60" for #77619, #77629, #77639, #77649 (.100" longer than stk.).....	#9786.....	#9787
1.60" for #77169, #77179, #77189, #77199.....	#9372.....	#9373
1.66" for #60069, #60079 (3/8" stem).....	#9756.....	#9757
1.66" for #60579.....	#9783.....	#9782
1.66" for #60599 (Ram Air IV length .120" longer than std.).....	#9752.....	#9753
1.68" for #60519.....	#9317.....	#9318
1.76" for #60669, #60689.....	#93663.....	#93664
1.76" for #60679, #60699, #61669, #61649.....	#93772.....	#93773
1.81" for #60929, #60189.....	#9642.....	#9643
1.81" for #77929, #77939, #77949.....	NEW #93776.....	#93777
1.88" for #60459, #60479, #60499, #60559.....	#9771.....	#9776
1.89" for #61459, #61559 (Inconel).....	#9789.....	#9788
1.90" for #60409, #60419, #60429, #60439, #77409 (+.100").....	#9362.....	#9363

Valve Guides

Intake Exhaust

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

S/B Chevy, S/B & B/B Chrysler, S/B Ford, Olds, Pontiac.....	#9701.....	#9701
B/B Chevy.....	#9702.....	#9703
Ford FE (for all Edelbrock heads).....	#9704.....	#9704
S/B Ford (for Victor heads #77219).....	#9702.....	#9706
429/460 Ford (for all Edelbrock heads, #93668 fits Victor Jr. S/B Ford).....	N/A.....	#93668

Valve Seals (2-ring positive oil control seals, sold in sets of 16)

Part No.

11/32" (all Edelbrock Performer & Performer RPM heads, except Ford FE).....	#9725
11/32" (S/B Chevy & S/B Ford Victor Jr. heads).....	#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

Edelbrock

CYLINDER HEADS *SPECS.*

Engine & Part Number	Int. port volume	Exh. port volume	Chamber volume	Deck thickness	Intake valve size	Exhaust valve size	Valve spring diameter	Rocker stud diameter
AMC								
#60119*, #60139*	185cc	70cc	54cc	5/8"	2.02"	1.60"	1.55"	3/8"
Buick								
#60049*	215cc	130cc	68cc	5/8"	2.125"	1.75"	1.55"	3/8"
Chevrolet								
#60409*, #60419*	325cc	118cc	112cc	9/16"	2.25"	1.90"	1.625"	7/16"
#60429*, #60439*	295cc	118cc	112cc	9/16"	2.25"	1.90"	1.625"	7/16"
#60459*, #60479, #61459*	290cc	110cc	110cc	9/16"	2.19"/2.25"(F)	1.88"/1.89"(F)	1.55"	7/16"
#60499	290cc	110cc	100cc	9/16"	2.19"	1.88"	1.55"	7/16"
#60559*, #61559*	315cc	110cc	118cc	9/16"	2.19"/2.25"(F)	1.88"/1.89"(F)	1.55"	7/16"
#60719*, #60739*, #60759	170cc	65cc	70cc	9/16"	2.02"	1.60"	1.46"	3/8"
#60819	215cc	115cc	—	9/16"	2.19"	1.72"	1.55"	7/16"
#60859, #60879	165cc	65cc	60cc	9/16"	2.02"	1.60"	1.46"	3/8"
#60899*, #60909, #60999*	170cc	65cc	64cc	9/16"	2.02"	1.60"	1.46"	3/8"
#60979*	170cc	70cc	64cc	5/8"	1.940"	1.550"	1.46"	3/8"
#60989*	200cc	80cc	64cc	5/8"	2.020"	1.60"	1.46"	3/8"
#61409*	367/377cc	128cc	114cc	9/16"	2.30"	1.90"	1.635"	7/16"
#61909	170cc	60cc	54cc	5/8"	1.940"	1.55"	1.46"	3/8"
#61939	195cc	75cc	54cc	5/8"	2.02"	1.57"	1.30"	3/8"
#61949	212cc	76cc	65cc	5/8"	2.02"	1.57"	1.30"	—
#61969	203cc	78cc	65cc	5/8"	2.02"	1.57"	1.35"	—
#77409*	340cc	128cc	119cc	9/16"	2.30"	1.90"	1.635"	7/16"
#77429*	340cc	128cc	118cc	9/16"	2.30"	1.90"	1.55"	7/16"
#77459*	300cc	128cc	118cc	9/16"	2.25"	1.90"	1.635"	7/16"
#77479*	300cc	128cc	118cc	9/16"	2.25"	1.90"	1.55"	7/16"
#77569*, #77579*, #77589*, #77599*	215cc	85cc	64cc	9/16"	2.08"	1.60"	1.55"	7/16"
#77619*, #77629*, #77639*, #77649*	215cc	85cc	70cc	9/16"	2.08"	1.60"	1.55"	7/16"
#77609*	370cc	128cc	117cc	9/16"	2.25" (B)	1.88" (B)	1.635"	—
#77659*†	383/386cc	154cc	133cc	9/16"	2.30"	1.90"	1.635"	—
Chrysler								
#60179*	171cc	77cc	65cc	5/8"	2.02"	1.60"	1.46"	—
#60189*	210cc	70cc	88cc	5/8"	2.140"	1.810"	1.55"	—
#60779*	171cc	77cc	63cc	5/8"	2.02"	1.60"	1.46"	—
#60929*	210cc	70cc	84cc	5/8"	2.140"	1.810"	1.55"	—
#61779*	176cc	75cc	58cc	5/8"	2.02"	1.60"	1.46"	3/8"
#77929*	280cc	100cc	75cc	5/8"	2.20"	1.81"	—	—
Ford								
#51309*	188cc	68cc	60cc	5/8"	2.02"	1.57"	1.30"	3/8"
#51319*	169cc	68cc	60cc	5/8"	1.94"	1.57"	1.30"	3/8"
#60069*, #60058*	170cc	125cc	72cc	5/8"	2.09" (B)	1.66" (B)	1.55"	—
#60057*	170cc	125cc	72cc	5/8"	2.03" (B)	1.55" (B)	1.55"	—
#60079*	170cc	125cc	76cc	5/8"	2.09"	1.66"	1.55"	—
#60229*, #60329	170cc	60cc	60cc	5/8"	1.90"	1.60"	1.46"	3/8"
#60259*, #60269*, #60359, #60279	170cc	60cc	60cc	5/8"	2.02"	1.60"	1.46"	3/8"
#60379, #60289	170cc	60cc	60cc	5/8"	1.90"	1.60"	1.46"	—
#60399, #60299	170cc	60cc	60cc	5/8"	2.02"	1.60"	1.46"	—
#60669*	292cc	100cc	95cc	5/8"	2.19"	1.76"	1.55"	7/16"
#60679*	292cc	100cc	75cc	5/8"	2.19"	1.76"	1.55"	7/16"
#61099*	280cc	94cc	61cc	5/8"	2.15"	1.56"	1.63"	—
#61269*	230cc	80cc	65cc	5/8"	2.10"	1.60"	1.55"	—
#61279*	230cc	83cc	65cc	5/8"	2.10"	1.60"	1.55"	—
#61299*	276cc	95cc	60cc	5/8"	2.10"	1.65"	1.63"	—
#61309*	225cc	78cc	62cc	5/8"	2.08"	1.60"	1.55"	—
#61629*, #61699*	190cc	90cc	60cc	5/8"	2.05"	1.60"	1.55"	7/16"
#61649*, #61659*	310cc	100cc	75cc	5/8"	2.19"	1.76"	1.55"	7/16"
#61669*	310cc	100cc	75cc	5/8"	2.19"	1.76"	1.58"	7/16"
#77169*, #77179*, #77189*, #77199*	210cc	75cc	60cc	5/8"	2.05"	1.60"	1.55"	7/16"
#77219*	240cc	80cc	47cc	5/8"	2.125"	1.625"	1.63"	—
#77389*, #77399*	210cc	75cc	70cc	5/8"	2.05"	1.60"	1.55"	—
Pontiac								
#60579	215cc	175cc	87cc	5/8"	2.11"	1.66"	1.46"	7/16"
#60599*	215cc	175cc	72cc	5/8"	2.11" (D)	1.66" (D)	1.46"	7/16"
Oldsmobile								
#60519*	188cc	106cc	77cc	5/8"	2.072"	1.680"	1.46"	7/16"

Footnotes: (A) Width of slot in guide plate
 (B) Recommended valve sizes, not maximum
 (C) Approximate figures
 (D) Valves .120" longer than stock

(E) Edelbrock gaskets, other listings are Fel-Pro unless specified otherwise
 (F) #61459 and #61559
 (G) Head bolt torque in ft/lbs; studs use manufacturer's specs (see instructions for lube/sealer)

*Not legal for sale or use on pollution controlled motor vehicles.

†Available while supplies last.

SPECS. CYLINDER HEADS

Pushrod diameter (A)	Maximum Valve Lift	Bolt Torque (G)	Recommended Gaskets				Replacement Parts		
			Head Gasket Sets	Head Gasket	Intake Gasket	Exhaust Gasket	Valve Springs (16)	Retainers (16)	Keepers (32)
5/16"	.580"	100/110 (N)	#7372 (E)	#7329 (E)	#7213 (E)	#7239 (E)	#5792	#9644	#9616
3/8"	.600"	100/110	#7369 (E)	#7346 (E)	#7246 (E)	#7247 (E)	#5792	#9644	#9616
3/8"	.700"	70	—	#1017-1(H)	#7202 (E)	#7205 (E)	—	—	—
3/8"	.700"	70	—	#1017-1(H)	#7203 (E)	#7205 (E)	—	—	—
3/8"	.700"	70	#7363 (E)	#7302 (E, H)	#7203 (E)	#7205 (E)	#5745	#9715	#9615
3/8"	.700"	70	#7363 (E)	#7302 (E, H)	#7203 (E)	#7205 (E)	#5745	#9715	#9615
3/8"	.700"	70	#7362 (E)	#7302 (E, H)	#7202 (E)	#7205 (E)	#5745	#9715	#9615
5/16"	.575"	65	#7361 (E)	#7310 (E)	#7201 (E)	#7204 (E)	#5767	#9736	#9611
5/16"	.600"	70	—	8007PT	MS9788B	MS9908	#5792	#9644	#9616
5/16"	.575"	65	—	#7310 (E)	GM #10159409	#7204 (E)	#5767	#9736	#9611
5/16"	.575"	65	#7361 (E)	#7310 (E)	#7201 (E)	#7204 (E)	#5767	#9736	#9611
5/16"	.575"	65	#7367 (E)	#7310 (E)	#7235 (E)	#7204 (E)	#5767	#9736	#9611
5/16"	.575"	65	#7367 (E)	#7310 (E)	#7235 (E)	#1405	#5767	#9736	#9616
3/8"	.880"	70	—	#1017-1(H)	#1275	#1411	—	—	—
5/16"	.600"	65	—	GM #10168457	GM #12367777	#7204 (E)	#5767	#9724	#9616
5/16"	.600"	65	—	GM #10168457	GM #12367777	#7204 (E)	#5768	—	—
5/16"	.600"	(O)	—	OEM	OEM	OEM	—	—	—
5/16"	.650"	(O)	—	OEM	OEM	OEM	—	—	—
3/8"	.880"	70	—	#1017-1(H)	#1275	#1411	—	—	—
3/8"	.700"	70	—	#1017-1(H)	#1275	#1411	#5745	#9715	#9615
3/8"	.880"	70	—	#1017-1(H)	#1275	#1411	—	—	—
3/8"	.700"	70	—	#1017-1(H)	#1275	#1411	#5745	#9715	#9615
5/16"	.650" (K)	65	—	#1003/1014	#1206	#1405	#5821 (L)/#5823 (M)	#9715	#9616
5/16"	.650" (K)	65	—	#1003/1014	#1206	#1405	#5821 (L)/#5823 (M)	#9715	#9616
—	—	70	—	#1017-1(H)	#1275	#1411	—	—	—
—	—	70	—	#1017-1(H)	#1275	#1411	—	—	—
5/16"	.575"	95	—	#1008	#1213	#1413	#5767	#9736	#9611
3/8"	.600"	70	#7366 (E)	#7325 (E)	#7225 (E)	#7226 (E)	#5792	#9644	#9616
5/16"	.575"	95	—	#1008	#1213	#1413	#5767	#9736	#9611
3/8"	.600"	70	#7366 (E)	#7325 (E)	#7225 (E)	#7226 (E)	#5792	#9644	#9616
5/16"	.580"	95	—	HS9898PTI	MP #P4876049	MP #P4876102	#5767	#9736	#9611
3/8"	—	70	#7366 (E)	#7325 (E)	#7225 (E)	#7226 (E)	—	—	—
5/16"	.650"	70/80 (J)	—	#1011-2	#1262	#1486	#5768	—	—
5/16"	.650"	70/80 (J)	—	#1011-2	#1262	#1486	#5768	—	—
—	.600"	100/110	—	#1020	#1247	#1442	#5792	#9734	#9612
—	—	100/110	—	#1020	#1247	#1442	#5792	#9734	#9612
—	.600"	100/110	—	#1020	#1247	#1442	#5792	#9734	#9612
5/16"	.575"	70/80 (J)	#7364 (E)	#7313 (E)	#7220 (E)	#7227 (E)	#5767	#9724	#9611
5/16"	.575"	70/80 (J)	#7364 (E)	#7313 (E)/#Loc1006	#7220 (E)	#7227 (E)	#5767	#9724	#9611
—	.575"	70/80 (J)	#7364 (E)	#7313 (E)/#Loc1006	#7220 (E)	#7227 (E)	#5767	#9724	#9611
—	.575"	70/80 (J)	#7364 (E)	#7313 (E)/#Loc1006	#7220 (E)	#7227 (E)	#5767	#9724	#9611
3/8"	.700"	135	#7365 (E)	#7314 (E)	#7223 (E)	#7228 (E)	#5745	#9715	#9616
3/8"	.700"	135	#7365 (E)	#7314 (E)	#7223 (E)	#7228 (E)	#5745	#9715	#9616
—	—	70/80 (J)	—	#1011-2	#1262	custom	—	—	—
—	—	70/80 (J)	—	#1011-2	#1262	#1486	—	—	—
—	—	70/80 (J)	—	#1011-2	#1262	custom	—	—	—
—	—	70/80 (J)	—	#1011-2	#1262	custom	—	—	—
—	—	70/80 (J)	—	#1011-2	#1262	custom	—	—	—
5/16"	.580"	110	—	#1013	#1240	#1430	#5792	#9644	#9616
3/8"	.700"	135	—	#7314 (E)	#7223 (E)	#1420	#5745	#9715	#9616
3/8"	.730"	135	—	#1018	#7223 (E)	#1420	#5766	#9791	#9618
5/16"	.650" (K)	70/80 (J)	—	#1011-2	#1262	#1486	#5821 (L)/#5823 (M)	#9715	#9616
—	—	70/80 (J)	—	#1011-2	#1262	custom	—	—	—
—	—	70/80 (J)	—	#1011-2/#Loc1006	#1262	#1486	—	—	—
5/16"	.575"	95/105	#7382 (E)	#7381 (E)	#7280 (E)	#7281 (E)	#5767	#9724	#9611
5/16"	.575"	95/105	#7382 (E)	#7381 (E)	#7280 (E)	#7281 (E)	#5767	#9724	#9611
3/8"	.575"	85 (7/16"), 90 (1/2")	#7373 (E)	#7340	#7284	#7238	#5767	#9613	#9611

(H) For Mark IV; Gen VVI use FP #1037; 502 use FP #1047
(J) 70/80 for 7/16" bolts; 100/110 for 1/2" bolts
(K) Flat tappet valve springs; Roller lifter springs = .670"
(L) For use with hydraulic roller cams

(M) For use with mechanical roller cams
(N) 65/70 for 7/16" bolts; 100/110 for 1/2" bolts
(O) See manufacturers' specs

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAM & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

CYLINDER HEADS

FLOW TECH & VALVESPRING INFO



Edelbrock engineers test a cylinder head "flow box" on our SuperFlo SF-1020 flow bench



The flow box is a plastic model of one intake port, one exhaust port and one combustion chamber. This cross section is created using 3-dimensional computer software and then produced using Stereolithography. Testing a flow box allows our engineers to make the changes needed for optimum performance before taking the next step to more costly and time consuming aluminum prototypes.

AN IMPORTANT NOTE ABOUT VALVE SPRING RATES

Valve spring rates and camshafts must be compatible to avoid valve float and severe engine damage. Edelbrock Performer and Performer RPM complete cylinder heads are equipped with valve springs that are compatible with Edelbrock camshafts for safe operations within the specified RPM ranges. When using other camshafts, consult the cam manufacturer for recommended spring rates.

PLEASE NOTE:

Valve springs supplied on Performer & Performer RPM heads are designed for use with Performer RPM cams up to 6500 rpm. Valve lifts exceeding Performer RPM specs or engine speeds greater than 6500 rpm require springs that match your cam. Excessive valve lift or engine speeds higher than 6500 rpm will void the warranty on these heads.

COMPARING FLOW DATA

When comparing airflow numbers between heads, there are several things to consider. These are general guidelines... not absolutes... but guidelines that should be considered when purchasing cylinder heads.

1. You may not be getting "apples-to-apples" comparison.

Flow bench measurements are only useful and accurate when done carefully and on a **calibrated** bench. Proper alignment of the head with the bore is required to simulate exact geometry of the engine. Accurate lift measurements are also required. Finally, atmospheric conditions are needed to interpret the data. As a result, you may not be getting an "apples-to-apples" comparison when comparing numbers from different benches.

2. Bigger is not always better!

A large port doesn't always mean more power. This is especially true with street heads and in some cases, race heads. Velocity is just as important as flow. A smaller port volume generally equates to higher velocity for better street performance. The speed of the mixture determines how tightly the combustion chamber is packed. The more tightly packed the combustion chamber, the more pressure is developed when the mixture is ignited, pushing the piston with more force for more power. For example: A large port and a big flow number at 0.600" lift means low velocity (especially off-idle to 3500 rpm) and results in less throttle response. For the street, velocity is the key to overall performance.

3. Compare peak flow and low lift flow.

Cylinder head buyers have a tendency to only consider peak flow numbers. It's important to look at all the flow numbers, from .100" to peak, in order to determine the performance level of a head.

4. Type of valve influences flow.

The type of valves used will influence how well a port flows. A valve with an undercut stem is less of a restriction to flow and will allow a port to flow more, filling the cylinder better and producing more power.

5. Consider this fact for street applications.

Generally, in a street application, the smaller the valve diameter, the better the velocity and flow will be with the correctly sized port. This holds true for both the intake and the exhaust ports. When you can equal the flow of a larger port and larger valve with a smaller port and smaller valve, you have a much more efficient port, which will generally make more power and use less fuel.

6. What's the pressure differential?

The pressure differential that a head is flowed at dramatically affects the results. All Edelbrock heads are flowed at 28" of water, which more closely represents what an engine will see. Beware of companies flowing heads at anything less than 28" of water, because that is not a valid comparison with Edelbrock heads.

Cylinder Heads	Installed Height	Rates	Coil Bind	Maximum RPM
60179, 60229, 60259 60269, 60279, 60289 60299, 60329, 60359 60379, 60399, 60519 60579, 60599, 60709 60719, 60739, 60759 60779, 60859, 60879 60899, 60909, 60979 60989, 60999, 61779	1.800"	1.800" = 120 lbs. 1.219" = 320 lbs.	1.130"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
60069, 60079, 60119 60149, 60929, 60139 61629, 61909	1.885"	1.900" = 115 lbs. 1.400" = 280 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
60459, 60479, 60499 60559, 60669, 60679	1.975"	1.975" = 125 lbs. 1.475" = 310 lbs.	1.160"	Performer cams: 5500 rpm Performer RPM cams: 6500 rpm
77189, 77589 77619	1.900"	1.900" = 145 lbs. 1.300" = 380 lbs.	1.130"	8000 rpm
77199, 77599 77629	1.900"	1.900" = 210 lbs. 1.300" = 490 lbs.	1.170"	8000 rpm
61669	1.950"	1.950" = 235 lbs. 1.250" = 610 lbs.	1.170"	7500 rpm
61409, 77409, 77459	2.000"	2.000" = 250 lbs. 1.150" = 800 lbs.	1.070"	8000 rpm

FLOW DATA @ 28" H₂O **CYLINDER HEADS**

Engine & Part Number

AMC

	.100" Intake/Exhaust	.200" Intake/Exhaust	.300" Intake/Exhaust	.400" Intake/Exhaust	.500" Intake/Exhaust	.600" Intake/Exhaust	.700" Intake/Exhaust
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#60119, #60139	65/52	130/96	192/127	235/163	258/182	260/190	—
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Buick

#60049	68/58	127/108	190/150	241/173	274/183	273/190	—
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Chevrolet

#60409, #60419	86/64	163/121	244/169	296/206	323/236	332/258	341/276
#60429, #60439	86/64	160/121	236/169	285/206	307/236	312/258	315/276
#60459, #60479, #60499, #61459	74-73/71	143-143/128	207-208/153	250-251/178	284-284/200	309-299/218	—
#60559, #61559	76-76/70	146-146/132	210-212/156	255-255/181	294-284/207	314-297/228	—
#60719, #60739, #60759	73/61	140/108	200/144	238/163	244/175	244/183	—
#60859, #60879	64/54	122/96	177/124	217/147	229/166	232/175	—
#60899, #60909, #60999	67/58	130/108	183/144	226/169	229/175	232/182	—
#60979	64/54	130/104	186/140	220/169	232/183	238/190	—
#60989	67/57	122/110	175/153	223/182	252/196	259/204	265/207
#61409	—	149-148/122	227-220/164	301-290/196	351-346/225	375-385/248	389-405/268 (C)
#61909	61/52	117/100	174/140	220/167	242/184	232/192	—
#61939	65/54	119/107	173/145	255/181	267/187	270/190	—
#61949	64/57	134/107	193/147	239/180	274/200	285/210	—
#61969	—	141/114	200/162	245/196	282/208	300/217	—
#77569, #77579, #77589, #77599	67/64	119/112	177/153	226/188	265/207	281/217	285/220
#77409, #77429	80-75/62	159-153/123	234-232/164	295-295/197	343-330/223	369-343/241	380-352/255 (A)
#77459, #77479, #77489	72-70/64	140-139/122	213-210/167	273-267/199	318-297/223	342-307/240	346-309/251 (B)
#77619, #77629, #77639, #77649	67/64	119/112	177/153	226/188	265/207	281/217	285/220
#77659	85/62	156/135	229/198	287/242	328/278	362/300	380/312

Chrysler

#60179, #60779	69/64	129/108	188/142	232/171	249/183	251/190	—
#60929, #60189	79/70	143/126	207/160	256/188	278/206	291/217	292/223
#61779	62/52	119/105	175/142	225/169	251/185	260/190	—
#77929, #77949	85/63	150/118	211/160	261/189	298/207	322/219	325/226

Ford

#51309	77/60	147/115	212/165	259/192	284/203	293/207	285/209
#51319	72/60	140/115	203/165	247/192	260/203	261/207	—
#60229, #60329,	72/57	132/104	183/142	216/159	245/170	249/174	244/175
#60259, #60359, #60399	70/57	128/104	183/142	219/163	251/170	255/174	246/175
#60289, #60379	72/57	131/105	185/131	214/156	223/168	226/175	—
#60299, #60399	70/57	130/104	185/142	219/163	229/172	226/175	—
#60069	88/64	153/113	195/148	233/171	265/183	270/200	—
#60079	88/64	153/113	195/148	233/171	265/183	270/200	—
#60669, #60679	76/67	140/118	207/153	260/180	300/200	319/207	326/207
#61099	72/57	144/98	211/130	266/163	313/206	343/225	364/234
#61269	67/51	141/110	209/174	254/207	287/218	309/221	321/224
#61279	67/52	141/110	209/173	254/210	287/221	309/224	321/227
#61299	70/53	141/105	212/166	273/204	315/227	343/237	355/242
#61309	65/56	142/112	207/176	260/207	296/221	312/226	318/228
#61629, #61699	58/54	120/105	180/138	227/151	260/161	265/165	—
#61649, #61659, #61669	76/67	140/118	207/153	260/180	300/200	319/207	326/207
#77169, #77179, #77189, #77199	64/54	127/108	186/140	234/167	268/189	291/195	285/199
#77389	64/54	127/108	186/140	234/167	268/189	291/195	285/199

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	—

Oldsmobile

#60519	67-67/54	131-131/102	195-195/137	245-247/163	278-256/179	268-259/188	—
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Note: All flow numbers are in cfm. Intake flow numbers are long and short ports for B/B Chevs, right & left ports for Olds.

(A) Flow numbers @ .800" — 378-364/262,
@ .900" — 379-370/265

(B) Flow numbers @ .800" — 331-317/257,
@ .900" — 336-324/260

(C) Flow numbers @ .800" — 402-409/284,
@ .900" — 409-414/297

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CAMSHAFTS



EDELBROCK CAMSHAFT KITS PART OF THE TOTAL POWER PACKAGE

Performer-Plus Camshafts

Designed for optimum torque from the low-end to the mid-range, Performer-Plus camshafts match with Performer manifolds for vehicles operating from off-idle to 5500 rpm. They are smooth idling cams for daily drivers, trucks, vans, RVs and 4x4s. You can expect a major improvement in throttle response and torque. In the manifold section you'll find torque graphs showing the power gains from Performer manifolds and Performer-Plus cams. All camshafts come with hydraulic lifters (except for cams designed for use with stock roller lifters), assembly lube and instructions. **Many of our most popular**

Performer-Plus camshafts for small-block Chevys and Fords are 50-state

street legal. More camshafts may become legal in the year 2008; contact our Tech department toll free at 800-416-8628 for the latest information.

Performer-Plus Hydraulic Roller Camshafts

Our Rollin' Thunder Performer-Plus cams feature more aggressive profiles than conventional cams without excessive valve overlap. Roller tappets reduce friction and virtually eliminate break-in problems. Intended for use with OEM or Edelbrock hydraulic roller tappets.

Dyno testing has resulted in 25HP gain over stock!



Edelbrock camshafts are part of the Edelbrock Total Power Package... go to the Manifold Section of this catalog for dyno test results!



Application	Part #	DURATION				LIFT				TIMING @ .050				CENTERLINES	
		Advertised	@ .050	@ Cam	@ Valve	Intake	Exhaust	Open	Close	Open	Close	Lobe	Intake	Seps.	Ctrline
		Int	Exh	Int	Exh	Int	Exh								

AMC 2.8L V6

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

2.8L 60° V6	3790*	253°	263°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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AMC 290-401 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

290-401 V8	2132*	278°	288°	204°	214°	.280	.295	.448	.472	3° ATDC	27° ABDC	42° BBDC	8° BTDC	110°	105°
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Performer RPM (Designed for street high-performance with more lift and duration than Performer-Plus camshafts)

343-401 V8	7132*	310°	320°	234°	244°	.325	.340	.520	.544	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
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Buick 231-252 V6

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

231-252 V6 Even Fire	5487*	280°	290°	204°	214°	.280	.295	.448	.472	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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CHEVROLET 2.8L/200-229 V6

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

2.8L 60° V6	3790*	253°	263°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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200-229 90° V6	2112*	270°	280°	204°	214°	.280	.295	.420	.443	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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CHEVROLET 4.3L V6

Performer-Plus Hydraulic Roller (Features more aggressive profiles for improved performance)

4.3L 90° V6	3714*	272°	276°	210°	214°	.319	.325	.479	.488	2° ATDC	32° ABDC	44° BBDC	10° BTDC	112°	107°
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CHEVROLET 265-400 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

265-350 V8 (1957-86)	2102	278°	288°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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305-350 V8 T.B.I. & LG-4	3702	268°	288°	194°	214°	.265	.294	.398	.442	10° ATDC	24° ABDC	44° BBDC	10° BTDC	112°	107°
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400 V8	2103	288°	288°	214°	214°	.295	.295	.442	.442	0° ATDC	34° ABDC	44° BBDC	10° BTDC	112°	107°
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Performer-Plus Hydraulic Roller (Features more aggressive profiles for improved performance)

265-350 V8 (1957-86)	2208*	280°	290°	212°	222°	.308	.319	.462	.479	1° BTDC	33° ABDC	48° BBDC	6° BTDC	112°	107°
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265-350 V8 (1987-Later)	2209*	280°	290°	212°	222°	.308	.319	.462	.479	1° BTDC	33° ABDC	48° BBDC	6° BTDC	112°	107°
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(A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713. Call Edelbrock Tech 800-416-8628 for info.

(B) Complete Valve Spring Kits available from Edelbrock (see page 168-69).
(C) Must be used with a Thrust Button.



Important Application Information

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

Important Notes: Our cam warranty will be honored only if the recommended Edelbrock Sure Seat Valve Springs are used. If a warranty problem does arise, the end flap or label from the Edelbrock Sure Seat valve spring box along with store receipt must be sent with the warranty claim. When changing your cam, it's essential to change your timing chain. We recommend Performer-Link True-Roller Timing Sets or Accu-Drive® Cam Gear Drives (see pages 180-181).

Performer RPM Camshafts

Designed for street high-performance applications, Performer RPM cams provide power from 1500 to 6500 rpm. These hydraulic lifter camshafts are dyno-matched to Performer RPM manifolds for high-rpm horsepower while still maintaining acceptable low-end torque. With 10 to 12 inches of manifold vacuum at idle, Performer RPM cams have more lift and duration than most street camshafts. In the manifold section you'll find horsepower graphs showing the power levels obtainable when the Performer RPM package is used with the right combination of engine components.

Performer RPM Hydraulic Roller Camshafts

Rollin' Thunder Performer RPM cams feature more aggressive profiles than conventional cams without excessive valve overlap and provide power from 1500 to 6500 rpm. They are used in our 435 hp & 440 hp E-Tec crate engines, our 460 hp Signature Series 383 crate engine and our 650 hp & 675 hp 555 crate engines. Roller tappets reduce friction, virtually eliminate break-in problems, and permit higher valve velocities **for increased performance**. Intended for use with OEM or Edelbrock hydraulic roller tappets.

Torker-Plus Camshafts

Designed to work with Torker II manifolds for performance from 2500 to 6500 rpm, these camshafts are ideal for high-performance street, drag or marine applications. Torker-Plus cams have a slightly rough idle and are not suitable for trucks or towing applications.



Valve Springs (B) (see pg. 179)	True Roller Timing Chain (see pg. 180)	Dyno-Matched Intake Manifolds	Repl. Lifters (set)	Pushrods	Important Comments
—	—	3785/3787/3789	9737	—	For non computer-controlled vehicles.
5832/5932	7818	2131/3731	9741	9637	—
—	7818	7530/7531	9747	9637	Adjustable pushrods or rocker arms required.
—	7829	5486	9749	—	For non computer-controlled vehicles.
—	—	3785/3787/3789	9737	—	For non computer-controlled vehicles.
5813/5913	7800/7802/7331	2111	9737	—	For non computer-controlled vehicles and non roller applications.
5814	7801/7332	—	—	—	For use with OEM hydraulic roller lifters (use original lifters). Not for 1992-later 4.3L balance shaft engines. (A)
5802/5902	7800/7802/7331	2101/2701/3701/2104/3706/2601/2604/2703	9738	9630	50-state legal for 1957-86 S/B Chevy.
5802/5902	7800/7802/7331	3501/3502/3701/3704/3706	9738	9630	50-state legal for 1976-95 S/B Chevy. Non roller applications.
5802/5902	7800/7802/7331	2101/2701/3701/2104/3706/2601/2604/2703	9738	9630	50-state legal for 1957-86 S/B Chevy.
5703	7800 (C)	2101/2701/3701/2601/2703	97383	9653	—
5703	7801	2104/3706/2604	—	—	Uses stock hydraulic roller lifters and pushrods.

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HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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CAMSHAFTS

PART NUMBERS
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Application	Part #	DURATION				LIFT				TIMING @ .050				CENTERLINES	
		Advertised		@ .050		@ Cam		@ Valve		Intake		Exhaust		Lobe	Intake
		Int	Exh	Int	Exh	Int	Exh	Int	Exh	Open	Close	Open	Close	Seps.	Ctrline

CHEVROLET 265-400 V8 (CONTINUED)

Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

283-400 V8	7102*	308°	318°	234°	244°	.325	.340	.488	.510	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
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Performer RPM Hydraulic Roller (Features more aggressive profiles for improved performance in street applications)

283-400 V8 (1957-1986)	2201*	296°	300°	234°	238°	.359	.365	.539	.548	10° BTDC	44° ABDC	56° BBDC	2° ATDC	112°	107°
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283-400 V8 (1987 & Later)

Non-LT1 / Non-GEN III	2204*	296°	300°	234°	238°	.359	.365	.539	.548	10° BTDC	44° ABDC	56° BBDC	2° ATDC	112°	107°
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Signature Series 383 (1987 & Later)	2207*	305°	314°	242°	240°	.396	.396	.594	.594	14° BTDC	48° ABDC	57° BBDC	3° ATDC	112°	107°
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Torker-Plus (Ideal for high-performance street, drag and marine applications)

283-400 V8 (1957-86)	5002*	292°	300°	232°	234°	.325	.325	.488	.488	10° BTDC	42° ABDC	47° BBDC	7° ATDC	108°	106°
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CHEVROLET LS1/LT1 V8

Performer RPM Hydraulic Roller (Features more aggressive profiles for improved performance in street applications)

LS1 (1996-02)	2215*	300°	300°	220°	224°	.300	.300	.510	.510	2° BTDC	38° ABDC	44° BBDC	4° BTDC	111°	108°
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LS1 (1996-02)	2216*	314°	322°	230°	237°	.318	.318	.540	.540	9° BTDC	41° ABDC	52° BBDC	5° ATDC	110°	106°
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LS1 (1996-02)	2217*	272°	278°	218°	224°	.350	.347	.595	.590	4° ATDC	42° ABDC	51° BBDC	7° BTDC	116°	113°
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LS1 (1996-02)	2218*	254°	281°	207°	220°	.337	.341	.573	.580	16° ATDC	43° ABDC	47.6° BBDC	7.4° BTDC	118°	119.5°
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LT1 (1992-97)	2108*	286°	286	218°	218°	.350	.350	.525	.525	3° ATDC	41° ABDC	41° BBDC	3° BTDC	112°	112°
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CHEVROLET 396-555 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

396-427-454 V8	2162*	292°	302°	218°	228°	.295	.295	.500	.500	0° ATDC	38° ABDC	53° BBDC	5° BTDC	114°	109°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

396-427-454 V8	7162*	300°	306°	240°	246°	.330	.337	.560	.573	10° BTDC	50° ABDC	57° BBDC	9° ATDC	112°	110°
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Performer RPM Hydraulic Roller (Features more aggressive profiles for improved performance in street applications)

396-502 V8	2261*	335°	329°	236°	245°	.368	.376	.625	.639	6° BTDC	51° ABDC	54° BBDC	11° ATDC	112°	109°
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396-502 V8 (1989-95 Gen V 96-later Gen VI)	2262*	335°	329°	236°	245°	.368	.376	.625	.639	6° BTDC	51° ABDC	54° BBDC	11° ATDC	112°	109°
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500+ (1990 & Later Mark IV)	2263*	308°	315°	248°	256°	.371	.381	.632	.648	14.5° BTDC	53.5° ABDC	62.5° BBDC	13.5° ATDC	112°	109.5°
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500+ (1991 & Later Gen V & Gen VI)	2264*	308°	315°	248°	256°	.371	.381	.632	.648	14.5° BTDC	53.5° ABDC	62.5° BBDC	13.5° ATDC	112°	109.5°
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Torker-Plus (Ideal for high-performance street, drag and marine applications)

396-427-454 V8	5062*	302°	304°	224°	232°	.310	.325	.527	.553	2° BTDC	42° ABDC	54° BBDC	2° ATDC	114°	109°
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CHRYSLER 318-340-360 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

318-340-360 V8	2177*	270°	270°	204°	204°	.280	.280	.420	.420	4° ATDC	28° ABDC	36° BBDC	12° BTDC	110°	106°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

318-340-360 V8	7177*	308°	318°	234°	244°	.325	.340	.488	.510	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
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CHRYSLER 383-400-440 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

383-400-440 V8	2192*	270°	280°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

383-400-440 V8	7194*	300°	308°	238°	246°	.320	.330	.480	.495	14° BTDC	44° ABDC	58° BBDC	8° ATDC	110°	105°
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FORD 289-302 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

289-302 V8	2122*	270°	280°	204°	214°	.280	.295	.448	.472	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

289-302 V8	7122*	290°	300°	224°	234°	.310	.325	.496	.520	5° BTDC	39° ABDC	54° BBDC	0° ATDC	112°	107°
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Performer RPM Hydraulic Roller (Features more aggressive profiles for improved performance in street applications)

289-302 V8	2221*	298°	302°	227°	234°	.325	.325	.520	.520	6° BTDC	41° ABDC	54° BBDC	0° ATDC	112°	107°
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Torker-Plus (Ideal for high-performance street, drag and marine applications)

289-302 V8	5022*	280°	290°	214°	224°	.295	.310	.472	.496	0° ATDC	34° ABDC	49° BBDC	5° BTDC	112°	107°
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(A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713. Call Edelbrock Tech 800-416-8628 for info.

(B) Complete Valve Spring Kits available from Edelbrock (see page 168-69).
(C) Must be used with a Thrust Button.

Valve Springs (B) (see pg. 179)	True Roller Timing Chain (see pg. 180)	Dyno-Matched Intake Manifolds	Repl. Lifters (set)	Pushrods	Important Comments
5703	7800/7880/7331	7101/7104/7501/7516/7116	9744	9630	Use only stock ratio rocker arms.
—	7800/7880/7331	7101/7104/7501/7516/7116	97383	9653	Use only stock ratio rocker arms.
—	7801/7332	7101/7104/7501/7516/7116	—	9653	Use only stock ratio rocker arms.
—	7801/7332	7101/7104/7501/7516/7116	—	9653	Use only stock ratio rocker arms.
5703	7800/7880/7331	5001	9744	9630	Use only stock ratio rocker arms.
5768	7333	7118	—	—	Produces 12" vacuum @ 1000 rpm. Use with high stall torque converter only.
5768	7333	7118	—	—	Produces 12" vacuum @ 1000 rpm. Use with high stall torque converter only.
5768	7333	7118	—	—	Produces 12" vacuum @ 1000 rpm. Use with high stall torque converter only.
5768	7333	7118	—	—	Will not work with stock valve springs.
—	—	—	—	—	Produces 10" vacuum @ 1000 rpm. Use with high stall torque converter or standard transmission only.
5862	7809/7810/7334	2161/3761	9738	—	Not for 1965-66 B/B Chevys requiring a grooved rear cam journal.
5762	7810/7334	7161/7163/7164/7561/7562	9744	—	Not for 1965-66 B/B Chevys requiring a grooved rear cam journal.
—	7810/7334	7161/7163/7561/7562/7164	97443	9654	Use only stock ratio rocker arms.
—	7816	7161/7163/7561/7562/7164	97443	9654	Use only stock ratio rocker arms.
—	7810/7334	7161/7163/7561/7562/7164	97443	9654	Use with high stall torque converter only.
—	7816	7161/7163/7561/7562/7164	97443	9654	Use with high stall torque converter only.
5762	7810/7334	5061	9744	—	Not for 1965-66 B/B Chevys requiring a grooved rear cam journal.
5877/5977	7803	2176/3776	9741	—	Not for 1985 and later engines with roller lifters.
5777	7803	7176/7576	9747	—	Adjustable pushrods or rocker arms required. Not for 1985 & later engines w/ roller lifters.
5892/5992	7804	2186/2191	9743	—	For 1968 and later.
5792	7804	7186/7193	9748	—	Adjustable pushrods or rocker arms required. For 1968 and later.
5822/5922	7811/7814/7820/7335	2121/3721/3723	9740	9632	Not for 1985 and later engines with roller lifters.
5722	7811/7820/7335	7121/7521	9745	9632	Screw-in studs and guideplates required. Not for 1985 and later engines with roller lifters.
—	7811/7820/7335	7121/7521	97453	9655	Use only stock ratio rocker arms.
5722	7811/7820/7335	5021	9745	9632	Adjustable pushrods or rocker arms and screw-in studs required. Not for 1985 and later engines with roller lifters.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
INDEX QWIKDATA

CAMSHAFTS

Application	Part #	DURATION				LIFT				TIMING @ .050				CENTERLINES	
		Advertised		@ .050		@ Cam		@ Valve		Intake		Exhaust		Lobe	Intake
		Int	Exh	Int	Exh	Int	Exh	Int	Exh	Open	Close	Open	Close	Seps.	Ctrline

FORD 351W V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

351W V8	2182*	270°	280°	204°	214°	.280	.295	.448	.472	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

351W V8	7182*	290°	300°	224°	234°	.310	.325	.496	.520	6° BTDC	38° ABDC	51° BBDC	3° ATDC	110°	106°
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Performer RPM Hydraulic Roller (Features more aggressive profiles for improved performance in street applications)

351W	2281*	299°	302°	235°	238°	.358	.364	.573	.582	11° BTDC	44° ABDC	56° BBDC	2° ATDC	112°	107°
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Torker-Plus (Ideal for high-performance street, drag and marine applications)

351W V8	5082*	290°	300°	224°	234°	.310	.325	.496	.520	6° BTDC	38° ABDC	51° BBDC	3° ATDC	110°	106°
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FORD 351C V8

Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

351C V8	7168*	312°	322°	234°	244°	.325	.340	.562	.588	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
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FORD 5.0L V8

Performer-Plus Hydraulic Roller (Features more aggressive profiles for improved performance)

5.0L V8	3722	282°	282°	220°	220°	.311	.311	.498	.498	0° ATDC	40° ABDC	40° BBDC	0° BTDC	110°	110°
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FORD 5.8L V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

5.8L V8	3782†	266°	272°	210°	216°	.293	.302	.469	.484	7° ATDC	37° ABDC	48° BBDC	12° BTDC	116°	112°
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FORD 351M-400M V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

351M-400 V8	2172*	282°	292°	204°	214°	.280	.295	.484	.510	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
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FORD 352-428 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

352-428 V8	2106*	272°	282°	194°	204°	.265	.280	.460	.480	8° ATDC	22° ABDC	37° BBDC	13° BTDC	110°	105°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

390-428 V8	7106*	296°	296°	236°	236°	.325	.325	.572	.572	15° BTDC	41° ABDC	51° BBDC	5° ATDC	108°	103°
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FORD 429-460 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

429-460 V8	2167*	272°	282°	194°	204°	.265	.280	.460	.480	8° ATDC	22° ABDC	37° BBDC	13° BTDC	110°	105°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

429-460 V8	7167*	290°	300°	234°	244°	.325	.340	.556	.581	14° BTDC	40° ABDC	55° BBDC	9° ATDC	108°	103°
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OLDSMOBILE 260-455 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

350-403 V8	3712*	280°	290°	204°	214°	.280	.295	.448	.472	4° ATDC	28° ABDC	49° BBDC	15° BTDC	114°	106°
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400-425-455 V8	2152*	288°	298°	214°	224°	.295	.310	.472	.496	0° BTDC	34° ABDC	49° BBDC	5° BTDC	112°	107°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

350-403 V8	7112*	290°	300°	224°	234°	.310	.325	.496	.520	5° BTDC	39° ABDC	54° BBDC	0° ATDC	112°	107°
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PONTIAC 350-455 V8

Performer-Plus (Optimum low-end torque & smooth idling for daily drivers, street rods and more)

350-455 V8	2157*	278°	288°	204°	214°	.280	.295	.420	.442	3° ATDC	27° ABDC	42° BBDC	8° BTDC	110°	105°
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Performer RPM (Designed with more lift and duration for more aggressive street high-performance applications)

350-455 V8	7157*	308°	320°	231°	240°	.313	.313	.470	.470	3° BTDC	48° ABDC	54° BBDC	6° ATDC	113.5°	112°
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Torker-Plus (Ideal for high-performance street, drag and marine applications)

350-455 V8	5057*	298°	304°	224°	234°	.310	.325	.465	.488	3° BTDC	41° ABDC	56° BBDC	2° BTDC	114°	109°
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(A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713. Call Edelbrock Tech 800-416-8628 for info.

(B) Complete Valve Spring Kits available from Edelbrock (see page 168-69).
(C) Must be used with a Thrust Button.

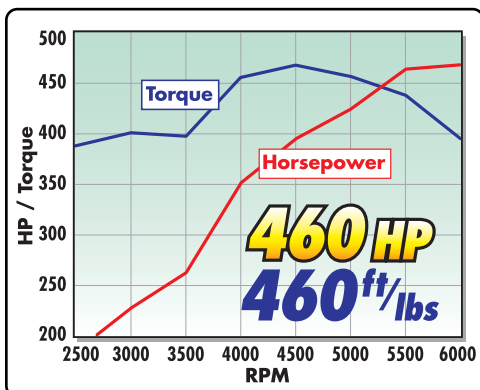
†Available while supplies last.

*Not legal for sale or use on pollution controlled motor vehicles.

CAMSHAFTS

Valve Springs (B) (see pg. 179)	True Roller Timing Chain (see pg. 180)	Dyno-Matched Intake Manifolds	Repl. Lifters (set)	Pushrods	Important Comments
5882/5982	7811/7814/7820/7335	2181/3781/3783	9740	—	—
5722	7811/7820/7335	7181/7581	9745	—	Screw-in studs and guideplates required.
—	7811/7820/7335	7181/7581	97453	9656	Use only stock ratio rocker arms.
5722	7811/7820/7335	5081	9745	—	Adjustable pushrods or rocker arms and screw-in studs required.
—	7821	7564	—	—	—
—	7814	3821/7126/7123	—	—	May use original hyd. roller lifters. For mass-air engines only.
5882/5982	7811/7814/7820/7335	3881	9740	—	For 1987-95 5.8L Fords, not hydraulic roller camshaft.
5872/5972	7821	2171/3771	9740	—	—
5806/5906	7808	2105	9739	—	Will not work in 427 side-oilers. Isky spacer #350AW required for all FE Fords 1962 & earlier.
5767	7808	7105	9705	—	Will not work in 427 side-oilers. Isky spacer #350AW required for all FE Fords 1962 & earlier required.
5867	7830	2166/3766	9740	—	—
5767	7830	7166/7566	9745	—	Adjustable pushrods or rocker arms required.
5812	7813	2711/3711	9742	—	May require longer-than-stock pushrods. Will not fit 1966 & earlier.
—	7813	2151	9742	—	Will not fit Toronados or 1966 and earlier 400. Fits 1967-84 400-425-455, 39° bank angle engines.
5712	7813	7111	9746	—	Adjustable pushrods or rocker arms required.
5857	7812	2156/3756	9742	—	—
5757	7812	7156	9746	—	Adjustable pushrods or rocker arms required.
5757	7812	5056	9746	—	Adjustable pushrods or rocker arms required.

ROLLER CAM & LIFTER KITS



Hydraulic Roller Camshaft Kit #22095

HYDRAULIC ROLLER CAMSHAFT KITS

These complete cam kits include a hydraulic roller camshaft, Edelbrock improved hydraulic roller lifters and pushrods that are dyno-matched for a trouble-free installation. See pages 174-177 for cam specs.

- For S/B Chevy (1957-86) – includes Performer cam #2208.....#22085
- For S/B Chevy (1987 & later) – includes Performer cam #2209.....#22095
- For S/B Chevy (1957-86) – includes Performer RPM cam #2201.....#22015
- For S/B Chevy (1987 & later) – includes Performer RPM cam #2204.....#22045
- For S/B Chevy 383 (1987 & later) – includes Performer RPM cam #2207.....#22075
- For Small-Block Ford 351W – includes Performer RPM cam #2281.....#22815

HYDRAULIC ROLLER LIFTER KITS

Edelbrock's high performance hydraulic roller lifters for small-block Chevy, big-block Chevy and small-block Ford are the perfect match for street and high performance applications. With unsurpassed tolerance capable of high rpm power, these precision self-aligning retro-fit hydraulic roller lifters are designed for use in early model non-roller engine blocks originally equipped with conventional lifters. Sold in complete sets.

- Lifters are made from 86L20 steel and the case is heat-treated to 50-52c hardness to a depth of .010" - .015"
- Each lifter is tested and assembled to high quality standards
- Lifters are tied together for precision alignment
- Tight ID tolerances allow for better control at higher RPM
- Outside finish has a R.E.M. micro finish at 2 RMA
- Lifters are designed for easy drop in replacement without block modifications
- Highest quality lifters at a competitive price

- For S/B Chevys (1986 & earlier).....#97383
- For B/B Chevys (1990 & earlier Mark IV).....#97443
- For S/B Fords (1962-87 302, 1969-93 351W).....#97453

O.E. STYLE HYDRAULIC ROLLER LIFTERS

Edelbrock's high performance hydraulic roller lifters for 1987 and later small-block Chevys are the perfect match for Edelbrock Performer and Performer RPM hydraulic roller cams. These precision hydraulic roller lifters have these advanced features:

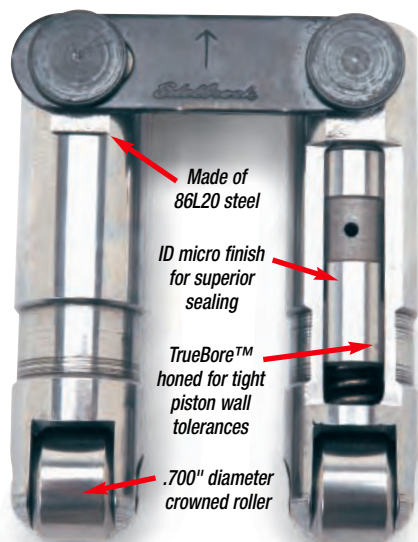
- Tight ID tolerances allow for better control at higher RPM
- Outside finish has a R.E.M. micro finish at 2 RMA
- Easy drop-in replacement without block modifications
- Highest quality lifters at a competitive price

- For S/B Chevy (1987 & Later)
 - Originally Equipped with Hydraulic Roller Camshaft (Qty. 16)**NEW**.....#97384
 - For S/B Chevy (1987 & Later)
 - Originally Equipped with Hydraulic Roller Camshaft (Qty. 1).....**NEW**.....#97385

LIFTER INSTALLATION KIT

This kit provides the necessary components to install replacement hydraulic roller lifters in a 1987 and later S/B Chevrolet. Includes original-spec lifter guides and hold down spider.

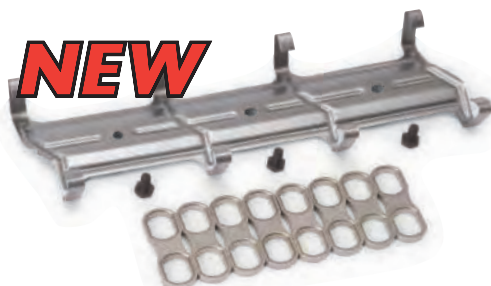
- For S/B Chevy (1987 & Later) – Originally Equipped with Hydraulic Roller Camshaft....**NEW**.....#97386



Cutaway of Hydraulic Roller Lifter



Original Equipment Style Hydraulic Roller Lifters #97384



Lifter Installation Kit #97386

**These replacement parts are for stock heads only.
Valve train parts for Edelbrock cylinder heads are on pages 168-169.**



Sure Seat Valve Springs #5802

SURE SEAT VALVE SPRINGS

Made of highest quality spring wire and precision wound to close tolerances, our Sure Seat Valve Springs are designed for use on original equipment heads with our Performer-Plus, Performer RPM and Torker-Plus camshafts. The #5900 Series valve springs are designed for use with OEM valve rotators. To keep your warranty valid, use only the springs recommended by Edelbrock for each camshaft application. Valve Spring Kits contain non-rotator valve springs, retainers and matching valve stem locks. See Application Guide below.

VALVE SPRING RETAINERS

Made of superior quality steel, machined and heat-treated for strength, these retainers have a black-oxide finish for rust and corrosion protection. Sold in sets of 16. See Application Guide below for complete listing.

VALVE STEM LOCKS

Heat-treated machined (HTM) 7° valve stem locks for use with Edelbrock retainers. Black oxide, top-quality steel for maximum strength. Available in sets of 32 (except #9614).

- 11/32" Single Groove Valve Locks.....#9611**
3/8" Single Groove Valve Locks.....#9612
11/32" Single Groove Valve Locks (set of 24).....#9614

Application		Valve Spring Kits	Valve Springs		Seat Pressure	Non Rotator O.D. / I.D.	Rotator O.D. / I.D.	Recommended Installed Spring Height		Retainers
		Non-Rotator	Rotator	Non-Rotator				Rotator	Non-Rotator	
Performer Series (Street)										
AMC	290-304-360-401 V8 '70 & later	—	#5832	#5932	83-93 lbs	1.364"/1.000"	1.408"/1.010"	1.812"	1.625"	#9720
Chevrolet	200-229-262 90° V6	—	#5813	#5913	76-84 lbs	1.222"/.875"	1.222"/.875"	1.700"	1.610"	#9728
	4.3L V6 '87-95	—	#5814	—	104-116 lbs	1.250"/.750"	—	1.700"	—	#9729
	262-400 V8 '57-95	#5894	#5802 (B)	#5902 (B)	76-84 lbs	1.222"/.875"	1.222"/.875"	1.700"	1.610"	#9721
	396-402-427-454 V8	#5895	#5862	#5862	84-96 lbs	1.500"/1.082"	1.500"/1.082"	1.880"	—	#9720
Chrysler	318-340-360 V8 '57-89	—	#5877	#5977	90 lbs	1.400"/1.020"	1.390"/1.020"	1.650"	1.480"	#9720
	383-400-413-440 V8 '69-79	—	#5892	#5992	120 lbs	1.380"/1.020"	1.390"/1.020"	1.860"	1.730"	#9720
Ford	289-302 V8 '63-81	#5896	#5822	#5922	90 lbs	1.375"/1.010"	1.385"/1.010"	1.700"	1.600"	#9724
	351W V8	—	#5882	#5982	61-69 lbs	1.385"/1.000"	1.385"/1.000"	1.780"	1.600"	#9724
	351M/400 V8 '71-82	—	#5872	#5972	76-84 lbs	1.400"/1.010"	1.410"/1.010"	1.820"	1.680"	#9724
	360-390 V8 '61-76	—	#5806	#5906	85-95 lbs	1.458"/1.062"	1.446"/1.062"	1.820"	1.680"	#9720
	429-460 V8 '69-87	—	#5867	N/A	75 lbs	1.390"/1.000"	—	1.820"	—	#9724
Oldsmobile	330-403 V8 '67-84	—	#5812	N/A	76-84 lbs	1.435"/1.041"	—	1.670"	—	#9724
Pontiac	350-455 V8	—	#5857	N/A	100 lbs	1.390"/.776"	—	1.590"	—	#9724
Performer RPM & Torker Series (High-Performance Street)										
Chevrolet	262-400 V8 '57-95	#5794	#5703	N/A	104-116 lbs	1.265"/.880"	—	1.700"	—	#9730
	396-454 V8 (C)	#5795	#5762	N/A	100 lbs	1.440"/.800"	—	1.880"	—	#9731
	LS1 V8	—	#5798	N/A	138 lbs	1.301"/.650"	—	1.800"	—	—
Chrysler	318-340-360 V8	—	#5777	N/A	91-100 lbs	1.500"/1.075"	—	1.650"	—	#9732
	383-400-413-440 V8	—	#5792	N/A	120 lbs	1.550"/1.120"	—	1.885"	—	#9734
Ford	289-302 V8	#5796	#5722	N/A	84-94 lbs	1.440"/1.030"	—	1.770"	—	#9733 (A)
	351W V8	—	#5722	N/A	84-94 lbs	1.440"/1.030"	—	1.770"	—	#9733 (A)
	390-428 V8	—	#5767	N/A	105 lbs	1.460"/1.060"	—	1.820"	—	#9720
	429-460 V8	—	#5767	N/A	105 lbs	1.460"/1.060"	—	1.820"	—	#9736
Oldsmobile	330-350-403 V8	—	#5712	N/A	120 lbs	1.440"/.755"	—	1.750"	—	#9736
Pontiac	389-455 V8	—	#5757	N/A	120-130 lbs	1.485"/.830"	—	1.700"	—	(D)

(A) Use #9724 to add .100" installed height if needed.

(B) In 305-350 Chevys, some '77 & later vehicles have heads #14014416 (have scalloped-out appearance at bottom), use non-rotator springs #5802 with stock rotators.

(C) Inner spring will not clear stock valve seal; head must be machined for PC type seals.

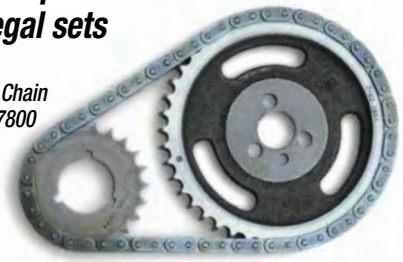
(D) Use #99953 from Crane Cams.

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

TIMING CHAINS

- Solid bushing chain resists stretching
- Billet SAE-1144 steel crank sprockets
- Multiple keyways... except on street-legal sets

Timing Chain Set #7800



HEX-A-JUST® TIMING CHAIN SETS ADJUSTABLE TRUE-ROLLER TIMING CHAIN SETS

Now, you can dial-in your camshaft with ease with our Hex-A-Just Roller Timing Chain Set. Made from induction hardened billet steel, it allows for a quick cam timing adjustment to plus or minus six degrees without removal from the engine. You merely loosen the cam bolts and dial-in the cam timing with the turn of a hex wrench.

- Chevy 262-400 V8 (1955-95).....#7331(A)*
- Chevy 5.0L, 5.7L V8 (1987-95).....#7332(B)*
- Chevy LS1 (1997 & later).....#7333*
- Chevy 396-454 V8 (1965 & later).....#7334(A)*
- Ford 221-351W V8 (1962-84).....#7335*

Hex-A-Just Timing Sets bolt onto your engine just like any other timing chain set, so there's no machining required and no need for special offset bushings for installation

Timing Chain Set #7331



S/B FORD APPLICATION NOTES

- #7811: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection.
- #7814: For 302 (5.0L) and 351W engines originally equipped with two-piece fuel pump eccentric or fuel injection.
- #7820: For 221, 255, 260, 289 standard, Boss 302, HO 351W, and standard H/O engines originally equipped with one-piece fuel pump eccentric.



PERFORMER-LINK TIMING CHAIN SETS TRUE-ROLLER TIMING CHAIN SETS

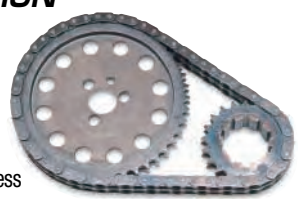
Performer-Link timing chain sets are for use with Edelbrock or stock cams. They have a solid-bushing chain for a true bearing surface that rolls with the sprockets, eliminating chain stretch. Cam sprockets are made from 35,000 psi tensile strength cast iron. Crank sprockets are made from billet SAE-1144 steel and induction heat treated. **Three Performer-Link sets are stock replacement parts and 50-state legal (see listings in bold type).** All other sets have three keyway setting points to ensure accurate timing selection for early or late-model vehicles. Performer-Link timing sets are not for use above 6500 rpm.

Application	Year	Part #	Chain only
AMC V8 290, 304, 343, 360, 390, 401	1967-91	#7818*	#7846†
Buick, Olds, Pontiac V6 & 215 V8 V8 215	1961-63	#7828*	#7842†
V6 198, 225, 231 w/o integral distributor drive	1962-77	#7828*	#7842†
V6 183, 196, 231, Turbo, 252 w/ integral distributor drive	1977-88	#7829*	#7842†
Buick V8 400-430-455	late 1967-76	#7840*	#7847
Chevrolet V6 (90°) 200, 229 (3.8L), 262 (4.3L)	1978-86	#7800* (A)	#7844
V6 (90°) 200, 229 (3.8L), 262 (4.3L)	1978-86	#7802 (A,C)	—
V6 (90°) 262 (4.3L)	1987-95	#7801* (B)	—
V8 262, 265, 267, 283, 302, 305, 307, 327, 350, 400	1955-95	#7800* (A)	#7844
V8 305, 350	1987-95	#7801* (B)	—
V8 262-400	1955-95	#7802 (A,C)	—
V8 366, 396, 402, 427, 454	1965-95	#7809 (C)	—
V8 366, 396, 402, 427, 454	1965-95	#7810*	#7848
Gen V	1990-07	#7816*	—
Gen VI	1995-07	#7816*	—
Chrysler V6 238 (3.9L)	1987-90	#7803*	#7849†
V8 270, 273, 315, 318, 325, 326, 331, 340, 354, 360, 392	1956-90	#7803* (A)	#7849†
V8 361, 383, 400, 426, 440 (1 bolt)	1955-80	#7804*	#7848
Ford V8 221, 260, 289, 302, 351W	1984-95 (from 3-21-84)	#7811*	#7844
V8 221, 260, 289, 302, 351W	1984-95 (from 3-21-84)	#7814 (C)	—
V8 255, 289, 302, 302 Boss, 351W	1962-84 (to 3-21-84)	#7820*	#7844
V8 332, 352, 360, 390, 410, 427, 428	1963-76	#7808*	#7847
V8 351C, 351M/400	1962-82	#7821*	#7847
V8 429, 460	1968-87	#7830*	#7848
Oldsmobile V8 260, 307, 330, 350R, 400, 403, 425, 455	1965-90	#7813*	#7847
Pontiac V8 287, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455	1955-82	#7812*	#7845†

(A) Not applicable to OEM Chevrolet and Chrysler hydraulic roller-lifter camshaft equipped engines.
(B) For OEM hydraulic roller lifter cams only.
(C) Street legal timing chain sets include a heavy duty double roller chain, not a True Roller chain.

VICTOR-LINK TIMING CHAIN SETS FOR HIGH-PERFORMANCE & COMPETITION

This timing chain & gear set is designed for high-performance street and competition S/B Chevys operating in the 6500-8500 rpm range. #7880 withstands a higher operating range than other timing chains due to the machined link holes and high-strength steel. In addition, the chain links and pins are cold-hardened for greater strength and durability. Nine keyway setting points ensure precise timing selection. Gears are machined from SAE-1144 stress proof steel, have a larger tooth contact area and are induction hardened.



Victor-Link Timing Chain for S/B Chevys#7880*

*Not legal for sale or use on pollution controlled motor vehicles. †Available while supplies last.

ACCU-DRIVE® CAMSHAFT GEAR DRIVES

The Accu-Drive® camshaft gear drive kit replaces a stock timing chain with a precision gear drive system. The gear drive can be easily installed. Just replace the stock crank and camshaft sprockets with Accu-Drive® gears and slip in the idler assembly. Most Accu-Drives require no modifications to the engine block, although some fitting of the axles and front cover may be required.

The Accu-Drive® gear drive system transmits power from the crankshaft gear to a full floating main idler which drives the camshaft gear. A unique feature of the Edelbrock Accu-Drive® system is the ability of the main idler gear to float to an optimum position between the crankshaft and camshaft gears, assuring absolutely equal load sharing between the crankshaft and the camshaft gears. The gears are made from billet SAE-1144 steel with induction hardened teeth. Gear teeth are shaved for precision operation. The set features hardened and ground idler pins from billet steel.

- **Accurate timing control... No chain to stretch**
- **Smooth cam rotation for precise valve timing**
- **Provides multiple cam timing adjustments for optimum performance**
- **Compatible with all standard camshafts**

Chevy 262-400 V8 (1957-95)	#7890*
Chevy 396-454 V8 (1965-90)	#7891*
Ford 289-302 V8 (1962-85), 351-Windsor (1969-96)	#7892*
Ford 5.0L (1985-95 hydraulic roller lifter cams)	#7892*
Ford 351C V8 (not for 351M/400)	#7896*
Ford 429-460 V8 (1968-87)	#7894*
Pontiac 326-455 V8 (1955-82)	#7895*

Important Note: Accu-Drive® Gear Drives are not recommended for use above 7,000 rpm or on computer-controlled vehicles with knock sensors.

ACCU-DRIVE® NOTES

#7890 - On some late-model engine blocks, it will be necessary to check clearance behind cam gear at the engine block at the 12 o'clock position. Make sure gear clears oil galley bosses on block when in the most rearward position. Grind or machine block for clearance. Clean block before assembling. Not applicable to stock Chevy hydraulic roller-lifter cam-equipped engines.

#7892 - On 1962-64 vehicles, discard original spacer & thrust plate. Use Ford thrust plate #C90Z-6269-A. On 1965-72-1/2 vehicles, discard original 2-piece eccentric. Use 1-piece eccentric Ford #C3AZ-6287-B.

The main idler gear "floats" to an optimum position between the gears assuring equal load sharing between the crankshaft & camshaft gears



HARDENED STEEL PUSHROD SETS

For use in engines with or without hardened steel guideplates. Manufactured from case-hardened tubing with a surface hardening and welded ends for maximum durability. 5/16" in diameter. Sold in sets of 16.

AMC 343-401 (8.065")	#9637	Ford 289-302 (6.805")	#9632
Buick 400-430-455 (9.655") ... NEW ...	#9605	Ford 289-302 (6.385", for hyd. rollers)	#9655
S/B Chevy (7.800" stock length)	#9630	Ford 351W (7.634", for hyd. rollers)	#9656
S/B Chevy (7.900")	#9629	Ford 351M/400 (9.508")	#9633
S/B Chevy (7.191", for hyd. roller lifters) ...	#9653	Magnum 5.2L/5.9L (6.936")	#9638
B/B Chevy (8.60"/7.64", for hyd. rollers) ...	#9654		

Edelbrock

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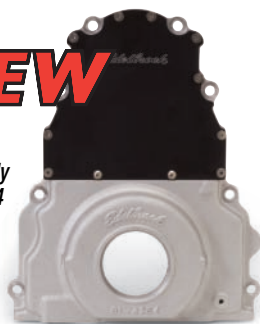


*Not legal for sale or use on pollution controlled motor vehicles.

TIMING COVERS

NEW

Two-Piece Timing Cover for LS1 & early model trucks #4254



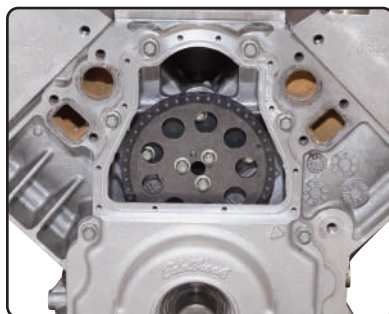
TWO-PIECE ALUMINUM TIMING COVER FOR GM GEN III & IV LS SERIES ENGINES

These two-piece aluminum front covers allow quick camshaft removal and installation without the need to remove the damper pulley or steering components. The cam can be installed and removed through a window in the front of the cover which is sealed with a plate and o-ring for superior leak prevention.

With Rear Mounted Cam Sensor (LS1 and early model trucks).....**NEW**.....#4254
With Front Mounted Cam Sensor w/hole (LS2, and later model trucks)**NEW**.....#4255

NEW

Chrome Timing Cover #4860 for small-block Chevy



Two-Piece Timing Cover #4254 installed with cover removed



The inside of #4860 features a reinforcement plate for use with a cam thrust button

CHROME TIMING COVER WITH WELDED REINFORCEMENT PLATE

This stamped steel chrome timing cover for small-block Chevrolet has a reinforcement plate welded to the inside of the cover for additional strength. It prevents camshaft walk when used with a thrust button, making it ideal for use with roller cams. Includes front crankshaft seal.

Chrome Timing Cover with Welded Reinforcement Plate.....**NEW**.....#4860

TWO-PIECE STAMPED ALUMINUM FRONT COVER

This die-stamped two-piece front cover for small-block Chevys is made from .090" aluminum for light weight and excellent strength. This attractive and unique design allows quick camshaft removal without dropping oil pan or breaking oil pan seal. Includes all necessary gaskets, bolts and seals. Will not fit 1987 and later engines. **Note:** If cam button is desired, a nylon cam button must be used.

Small-Block Chevrolet (may require modification to cover axle pin on gear drive)#4242
Replacement Gasket Kit#4243

Important Note: #4242 will not fit with short water pump.

ALUMINUM TIMING COVERS

Our die-cast polished timing covers for Chevrolet come with pan seal, allen head bolts, gaskets, washers, and timing marker. #4240 won't fit 1987 & later; #4241 won't fit 1991 and later big-block Mark V engines.

Small-Block Chevrolet.....#4240
Big-Block Chevrolet.....#4241

Important Note: #4240 will not fit with short water pumps. Compatible with short thrust buttons (.640") and does not come with timing marker. Not for use with #7890.

These die-cast aluminum timing covers for Ford are stock replacement parts for late model EFI 5.0L and 351W engines. Includes gaskets and crankshaft seal. Both are compatible with stock or Edelbrock Victor Series aluminum water pumps.

1965-78 289 (non K-code) & 302.....#4250
1969-87 351W#4250
1986-93 5.0L and 1988 & later 351W with reverse rotation water pump#4251

CAM AND LIFTER ASSEMBLY LUBE

Blend of lubricants ensures proper engine break-in when used according to instructions. Apply to each cam lobe and to the bottom of each lifter at the time of camshaft installation. Prevents cam lifter scuffing during the break-in period. Improper lubrication can result in costly camshaft damage. Also applicable to rod and main bearing installation.

Assembly Lube (2 oz./59 ml)#9260

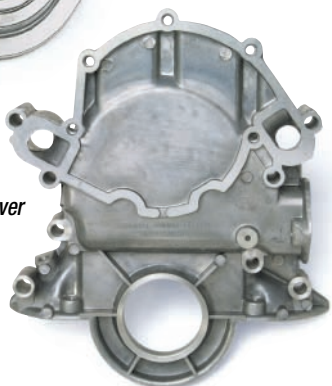
Two-Piece Timing Cover #4242



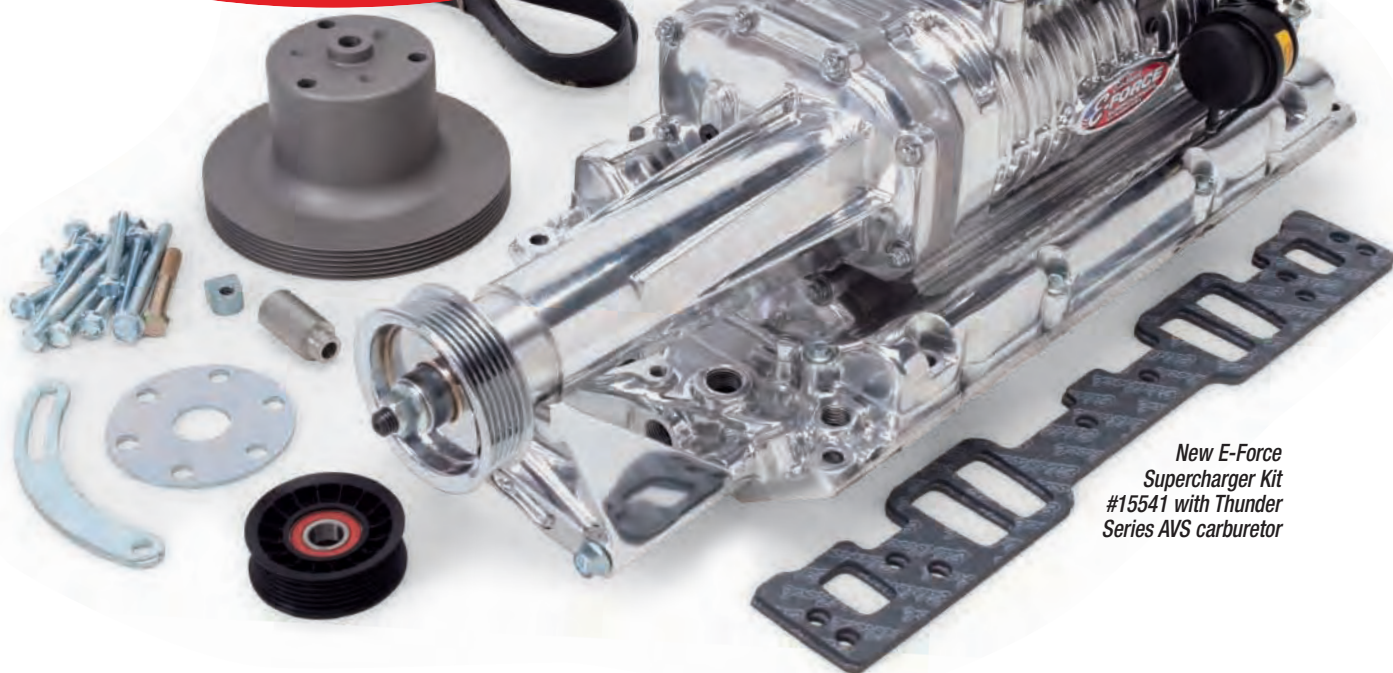
Timing Cover #4240



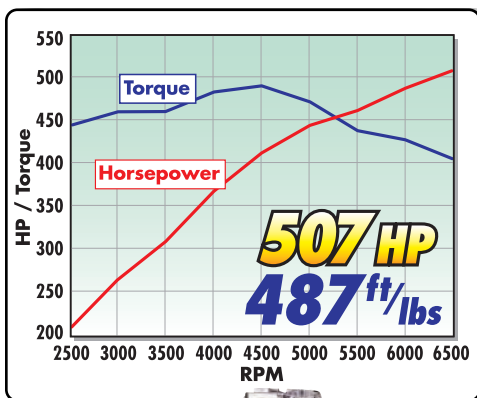
Timing Cover #4250



SUPERCHARGERS



New E-Force Supercharger Kit #15541 with Thunder Series AVS carburetor



E-FORCE SUPERCHARGER KITS

The new E-Force Supercharger Kit uses a 5th-generation Magnuson MP122 supercharger that is capable of producing over 500 horsepower. This kit includes the supercharger with Eaton internals, manifold, drive pulleys, belt, and all necessary items to install on 1986 & earlier small-block Chevys with standard heads or with Edelbrock E-Tec (Vortec Style) cylinder heads. Kits are available without carburetor, or with our proven 800 cfm Thunder Series AVS carb specifically tuned to run in a supercharged application. Preliminary testing netted a peak of 507 horsepower and 487 ft/lbs of torque @ 5 psi on a 350 c.i.d. with 9.5:1 compression.

Edelbrock E-Force by Magnuson Supercharger Kits	As-Cast	Polished
For std. 1986 and earlier Chevy heads	#1551*	#15511*
For std. 1986 and earlier Chevy heads – includes Thunder Series carb.....	#1553*	#15531*
For Edelbrock E-Tec or Vortec-style heads	#1552*	#15521*
For Edelbrock E-Tec or Vortec-style heads – includes Thunder Series carb	#1554*	#15541*

Edelbrock E-Force by Magnuson Supercharger Kits –	Polished
with shortened drive snout for use with our E-Force Tru-Trac Serpentine Systems (sold separately)	
For std. 1986 and earlier Chevy heads.....	#15611*
For std. 1986 and earlier Chevy heads – includes Thunder Series carb.....	#15631*
For Edelbrock E-Tec or Vortec-style heads.....	#15621*
For Edelbrock E-Tec or Vortec-style heads – includes Thunder Series carb.....	#15641*

Installation Notes: Manifold height: A- 8.50", B-9.75"; Carb pad height: 9.12".



E-FORCE RPM SUPERCHARGED CRATE ENGINES

The new Edelbrock E-Force Supercharged Crate Engine makes 500+ horsepower and 487 ft/lbs. of torque @ 5 p.s.i. boost. Built on a GM ZZ4 short block, this RPM level engine includes an Edelbrock hydraulic roller cam and E-Tec 200 cylinder heads. Topped off with the Magnuson MP122 supercharger, this engine delivers original equipment reliability with outstanding driveability. Available with as-cast or polished aluminum components. See page 28 for more details on this powerhouse engine!

5TH GENERATION MAGNUSON MP122 SUPERCHARGER, FEATURING EXCLUSIVE INTERNAL BYPASS

- **State-of-the-Art Design**— Eaton twin rotor, hybrid roots type rotor assembled in a Magnuson case with an internal bypass, producing 122 cubic-inches of air every 360-degrees @ 5-lbs of boost pressure, resulting in impressive boost off-idle, low parasitic hp loss and consistent boost pressure throughout the rpm range
- **Tested and Proven Performance**— Extensive engine and chassis dynamometer testing showed horsepower and torque increases from 35% to 65%, producing more power per pound of boost than any other forced induction system for street applications on the market
- **Proven Reliability and OEM Quality**— Internal components made by Eaton, the same company that supplies O.E. superchargers to GM, Nissan, Mercedes-Benz, Jaguar, and Roush
- **Unique Internal Bypass Valve**— This key feature virtually eliminates parasitic pumping loss under part throttle and deceleration, requiring less than 1/3 horsepower at 60 mph cruise, about the same amount of power consumed by the water pump



- **How It Works**— The E-Force Supercharger forces more air into the engine producing the power of a larger engine, but with the fuel economy of a smaller engine
- **Abraidable Powder Coating**— Applied to the Eaton rotor assembly, the abraidable coating is a special coating process that self-clearances the rotor interface to .001". This exact tolerance ensures optimal boost, and unlike other assemblies with Teflon coated rotor veins, the abraidable coating will not wear the inside of the supercharger housing
- **Complete and Easy To Install**— Every kit is 100% complete, including easy-to-follow illustrated installation manual so no fabrication or special tools are required
- **Easy To Maintain**— Maintenance is minimal due to long-life (100,000-mile) mineral based sealed lubrication and self-adjusting drive belt system



E-Force Tru-Trac Belt System #1565 installed on an Edelbrock E-Force Supercharged crate engine

E-FORCE TRU-TRAC SERPENTINE SYSTEMS

FOR EDELBROCK E-FORCE SUPERCHARGER KITS

Edelbrock/Billet Specialties E-Force Tru-Trac serpentine belt systems are engineered to work exclusively with Edelbrock E-Force RPM Superchargers for the ultimate in looks and performance. CNC machined from 6061-T6 billet aluminum and polished to a mirror finish, they bolt right on and align perfectly without the need for stabilizer brackets or adjuster bars. They also increase the efficiency of the water pump, alternator and compressor by eliminating belt slippage. Select pulleys are hardcoat anodized for increased durability, preventing wear from the backside of the serpentine belt. In addition to stainless steel ARP fasteners, a 6-rib serpentine belt, and a comprehensive installation manual, these complete systems include polished Powermaster 105 amp 1-wire alternator, polished Sanden SD-7 AC compressor, a polished Edelbrock reverse rotation water pump, polished 6061-T6 billet aluminum pulleys and brackets, and optional Maval Manufacturing power steering pump with AN fittings.

E-Force Tru-Trac Serpentine Systems

With power steering pump for E-Force Supercharger for S/B Chevy.....**NEW**.....#1565
Without power steering pump for E-Force Supercharger for S/B Chevy.....**NEW**.....#1566

Important Notes: Recommended for use with Edelbrock E-Force crate engine #46700 and Edelbrock E-Force Supercharger Kits #15611, #15621, #15631 & #15641.



E-Force Tru-Trac Serpentine System #1565

Edelbrock®

Nitrous Products 2006



Facilities

CHOOSE EDELBROCK FOR SUPERIOR NITROUS PERFORMANCE...

The Edelbrock name has been #1 in the domestic automotive aftermarket for over 65 years. Now, we are focusing our efforts on designing and manufacturing the absolute best in nitrous performance products. Check out the product-packed pages of this 2006 catalog and you'll see just how committed we are.

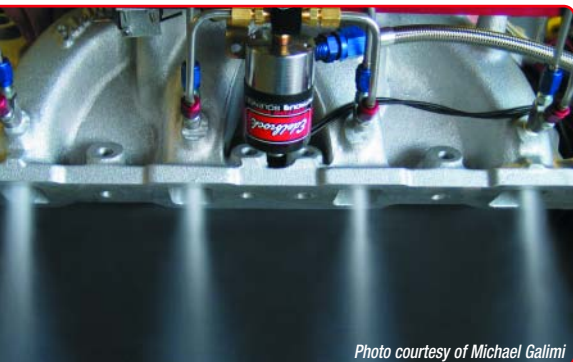


Photo courtesy of Michael Galimi

With your choice of E1, E2 or E3 nozzles, Edelbrock offers a wide variety of direct port systems to suit your nitrous needs. Horsepower ranges from 50 to over 500!



Edelbrock Nitrous Systems are tested on the road and in Competition for optimum power



NSCA Drag Radial Eliminator Champ John Balinski and his ultra-clean Olds Cutlass



2003-05 NSCA Pro-Street champion, 2002 PRO Edelbrock Super Street champion and record holder Pat Musi is working with Edelbrock to develop competition nitrous systems



Edelbrock's state-of-the-art SuperFlow chassis dyno is capable of acceleration, steady-state and rpm step tests to get an accurate accounting of power output

Edelbrock Corporation
(All Torrance Facilities)
and Edelbrock Foundry have earned
ISO 9001:2000 certification
— a world recognized quality system.



Part of Edelbrock's Manufacturing Facilities



Edelbrock®

www.edelbrock.com

NITROUS PERFORMANCE PRODUCTS

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CORPORATE INFORMATION

Edelbrock Headquarters

2700 California Street • Torrance, CA USA 90503 • Phone: 310-781-2222 • Fax: 310-320-1187 • Tech Line: 800-416-8628
Office hours: 8am-5pm PST, Monday-Friday • Tech Line hours: 7am-5pm PST, Monday-Friday

Edelbrock Distribution Center & Vic's Garage — 510 Madrid Street • Torrance, CA 90501

Edelbrock Exhaust & Suspension Division — 501 Amapola Street • Torrance, CA 90501

Edelbrock Shock Division & Russell Performance — 2301 Dominguez Way • Torrance, CA 90501

Edelbrock Aluminum Foundry — 1320 Buena Vista Street • San Jacinto, CA 92583

Produced by the Edelbrock Advertising Department: Eric Blakely, Tom Dufur, Michelle Harris, Matt Tweedt, Dave Davis, Steven Call, Candice Levinson, PJ Rentie

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Racer Support

**LISTINGS IN
RED ARE NEW!**

JOIN THE WINNERS WHO HAVE SWITCHED TO EDELBROCK NITROUS SYSTEMS

Top Nitrous Experts Join Edelbrock

Noted nitrous drag racers Bill Glidden and Pat Musi are working with Edelbrock to lead the pack in competition nitrous system development.



Bill Glidden



Pat Musi

Steve Johnson, Director of Motorsports

Steve Johnson, Edelbrock's Director of Motorsports has had over 25 years of experience tuning and working with nitrous oxide. Before joining Edelbrock, he spent 7 years as a rep for Nitrous Oxide Systems. Prior to that, he raced Pro Modified and Pro Street where he was ranked in the top ten in Pro Modified, finishing fifth in 1993 and seventh in 1995. He's a familiar face



Steve Johnson

at drag strips around the country and brings along his vast knowledge of the sport and has no problem getting down and dirty with his "hands on" attitude when it comes to offering his services. Look for Steve at 30+ races around the country working the pits to assist racers with nitrous tuning, or any other Edelbrock or Russell component throughout the season.



Edelbrock has five display trailers offering expert advice and support at hundreds of events across the country



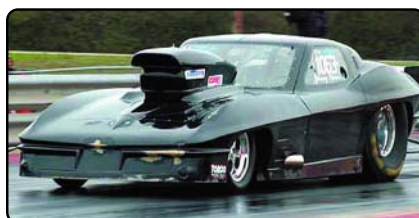
Multi-event winner Bill Travato's Olds StarFire runs in the sevens in NSCA Limited Street with help from an Edelbrock intake and E2 direct port kit



Bert Heck is a national event winner in PSCA Real Street using 2 stages of Edelbrock nitrous with E2 nozzles and our QwikData data acquisition system



Jimmy Byrne's Edelbrock-equipped Mustang may be the world's quickest S/B Ford on drag radials, running 8.27 in PRO Edelbrock Xtreme Street



Johnny and Bill Pilcher run this '63 Vette in ADRL and IHRA Pro Mod competition using 3 stages of Edelbrock nitrous on their Sonny's 737-inch Hemi



2004 World Champion Mark Morales uses Edelbrock nitrous and intake manifold to dominate the NMRA Truck/Lightning class



Bob Curran, two time PRO Edelbrock Xtreme Street world champion, uses an Edelbrock nitrous system with E1 nozzles and Edelbrock manifold

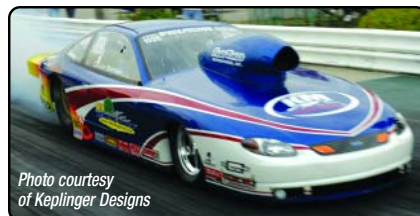


Photo courtesy of Keplinger Designs

Chuck Samuel's Pro 5.0 Ford Escort runs deep in the 6's in Fun Ford Weekend competition with help from 2 stages of Edelbrock nitrous with E2 nozzles



Multi-event winner John Schroeder uses an Edelbrock EFI dry system in NSCA Nostalgia Pro Street competition



At the 2005 Hot Rod magazine Pump Gas Drags, Ken Close's '34 Ford was the "Fastest Street Car in America" running 8.72 with Edelbrock nitrous



Joe Morgan's Pro 5.0 Mustang relies on 2 stages of Edelbrock nitrous with E3 nozzles to win multiple NMRA national events



**NITROUS
MADE
BETTER**

EDELBROCK NITROUS SYSTEMS

Edelbrock is known for innovative products, and our new Nitrous Systems are no exception... All Edelbrock Nitrous Systems are dyno-tested and calibrated to deliver accurate and safe horsepower gains with even distribution to each cylinder.

Our nitrous calibrations are determined through dyno-testing, not simple mathematical formulas, which do not take into account real-world variables.

Available from 20 to 500+ horsepower, Edelbrock Nitrous Systems and components are the quickest and easiest way to get large horsepower increases with a minimum of engine modifications and expense. With the Performer and Performer RPM Line of

Nitrous Systems, you get a 50 to 250 horsepower increase at the flip of a switch with an installation time of approximately four hours. New Performer RPM II systems include high-flow solenoids and stainless steel spray bars for 400+ hp capability. Victor Jr. racing systems produce serious horsepower with jetting supplied from 200 to 400+ horsepower. If you want to take it up to the extreme level we have the Edelbrock Series 1, Series 2 and Series 3 Direct-Port Nitrous Systems which yield a huge gain of up to 500+ horsepower! **Check out these advanced features...**

High-Flow Bottle Valve Included with All Systems

- Capable of Handling 500+ HP

Hinged Steel Red Powder-Coated Bottle Brackets

- Rubber Insulators Included to Protect the Nitrous Bottle

Pre-Terminated Wiring Harness

- Longer Leads and Covered Fuse Holder for Better Corrosion Resistance

High-Quality, Powder-Coated or Anodized Aluminum Nitrous Plates

- Work on Both Dual-Plane and Single-Plane Intakes

Detailed Installation Instructions

- Expert Technical Support and Toll-Free Tech Hotline

Precision-Machined Stainless Steel Nitrous and Fuel Solenoids

- Flow Matched to the Horsepower Range of Edelbrock Nitrous Systems

- Fully Repairable and Serviceable

- Durable Teflon® Plunger Withstands Seal Expansion

Precision CNC-Machined Stainless Steel Jets

- Won't Erode Like Brass Jets

Edelbrock Nitrous Systems Configuration and Features...

CARB/PLATE SYSTEMS	Page	HP Added	Injector/Plate Type	Solenoids/Quantity	Nitrous Bottle	Brackets
Performer	4	50-75-100	Square-bore or Spread-Bore	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	5	100-150-175-200-250	Square-bore	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	5	100-150-175	Spread-Bore	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM	5	100-150-200-250	4500 Series	Performer RPM (2)	10 lb. Powder Coated or Polished	Hinged Steel
Performer RPM Dual-Stage	6	100-150-200-250+	Square-bore or 4500 Series	Performer (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM II	7	200-400+	Square-bore or 4500 Series	Victor Pro (2)	10 lb. Powder Coated	Hinged Steel
Performer RPM II Dual-Stage	8	100-400+	Square-bore or 4500 Series	Victor Pro (2), Perf. RPM (2)	10 lb. Powder Coated	Hinged Steel
Victor Jr.	9	200-400+	Square-bore or 4500 Series	Performer RPM (4)	10 lb. Powder Coated	Hinged Steel
EFI SYSTEMS	Page	HP Added	Injector/Plate Type	Solenoids/Quantity	Nitrous Bottle	Brackets
Performer RPM Pro-Flo	10	100-150	Edelbrock Pro-Flo only	Performer RPM (2)	10 lb. Powder Coated	Hinged Steel
Universal Performer EFI (wet & dry)	11	50-70	E1 or Dry (Nitrous-only) Nozzle	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
Ford Performer EFI (dry)	12	40-150	Dry (Nitrous-only) Nozzle	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
Ford Performer RPM 5.0L (plate)	13	150-300	Edelbrock 5.0L only	Performer RPM (2)	Bottle Kits Sold Separately	-
GM Performer EFI (dry)	14	40-150	Dry (Nitrous-only) Nozzle	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
Sport Compact Performer EFI (wet & dry)	15	50-70	E1 or Dry (Nitrous-only) Nozzle	Performer (2)	10 lb. Powder Coated or Polished	Hinged Steel
CONCEALED KIT	Page	HP Added	Injector/Plate Type	Solenoids/Quantity	Nitrous Bottle	Brackets
Concealed Kit for Carbs/EFI	10	20-30	Dry (Nitrous-only) Nozzle	Performer (1)	12 oz. Polished	-

Engine Configuration Tips for Edelbrock Nitrous Systems

1 When using an Edelbrock Nitrous System, extra fuel is required to make the added horsepower. We recommend Edelbrock fuel pumps (page 37) to supply the needed fuel for all Edelbrock Nitrous Systems. Call the Edelbrock Tech Line at 1-800-416-8628 for more information in determining your fuel system needs.

2 Because of the high cylinder pressures generated with nitrous systems, we recommend high-strength internal engine components such as forged pistons and crankshaft, high-performance connecting rods, etc. with power increases of 150 horsepower or more.

3 Since many standard ignition systems experience misfire at high cylinder pressures and/or high RPM, we recommend using a high-quality performance ignition system. All performance upgrades such as Edelbrock Performer and Performer RPM Power Packages, fresh air systems, cams, cylinder heads, etc. will work with the Performer and Performer RPM Nitrous Systems. Victor Jr. and direct port systems are for competition level engines only.

See the Tech Tips on page 40 for more info

Carb/Plate Nitrous Systems

**LISTINGS IN
RED ARE NEW!**
Performer (100HP) • Performer RPM (100-250HP) • Performer RPM II (100-400HP) • Victor Jr. (200-400+ HP)

Performer Plate System Features:

- Designed for carbureted V6s & V8s with dual-plane or single-plane manifolds
- Power increases from 50-100 HP
- Ideal for stock or crate engines with cast or hypereutectic pistons
- Simple to install — a low-profile 1/2" thick aluminum injector plate fits between the carb and the manifold
- Precision EDM machined spray bars for the best flow characteristics available

- Available with silver powder coated or polished aluminum 10-lb. bottle

Performer Nitrous Systems include:

- 10-lb. capacity nitrous bottle (shipped empty)
- Performer nitrous and fuel solenoids
- aircraft quality steel braided hose
- spray bar plate
- nitrous and gasoline filters
- stainless steel jet selection
- fittings • switches • brackets
- hardware • owner's manual



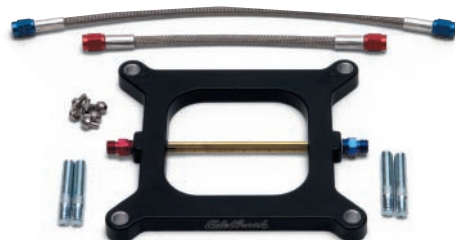
Optional polished 10-lb. bottle

Engine Modifications

	Recommended	Required
Premium Fuel	-	X
Ignition Retard	X	-
Upgraded Fuel System	X	-

Matching Edelbrock Parts

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Performer Plate Kit #70011

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Edelbrock

PERFORMER NITROUS PLATE SYSTEMS

Single-Stage: 50-100 Horsepower

Edelbrock Nitrous Plate Systems give you the horsepower numbers you are looking for in a system that's easier to install than other systems on the market. Designed to be the best carb/plate kits available, they have more jets than other brands giving you greater tuneability and our spray bars are precision machined on an EDM machine instead of standard drilling, giving you the best flow characteristics available.

Performer single-stage nitrous systems are designed for use on carbureted V6 and V8 engines. Power increases can be adjusted from 50-100 horsepower. Edelbrock nitrous systems are simple to install with a 1/2" thick aluminum plate that fits between the carburetor and the intake manifold.

Performer Nitrous Plate Systems

Application	with Silver Powder-Coated Bottle	with Polished Aluminum Bottle
Standard-Flange carbs (50-75-100 HP).....	#70001	#70031
Spread-Bore (Q-Jet) carbs (50-75-100 HP).....	#70002	#70032


50-100 Added Horsepower

Nitrous System #70001



All Edelbrock nitrous systems use precision CNC-machined stainless steel jets

low-profile 1/2" thick aluminum plate with 8-hole spray bars

Hinged bottle brackets are standard in all Edelbrock kits

NITROUS PLATE KITS

Use Edelbrock Nitrous Plate Kits to upgrade existing nitrous systems. Nitrous plate kits include high-quality, powder-coated aluminum nitrous plates, stainless steel jet assortment and stainless steel lines from plate to solenoids. Available for square-bore and spread-bore carburetors.

Performer Plate Kits

For standard-flange square-bore carburetors (50-100 HP).....	#70011*
For spread-bore (Q-Jet) carburetors (50-100 HP).....	#70012*

*Not legal for sale or use on pollution controlled motor vehicles.

**LISTINGS IN
RED ARE NEW!**

Carb/Plate Nitrous Systems

Performer (100HP) • Performer RPM (100-250HP) • Performer RPM II (100-400HP) • Victor Jr. (200-400+ HP)

PERFORMER RPM NITROUS PLATE SYSTEMS

Single-Stage: 100-250 Horsepower

Performer RPM single-stage nitrous systems are designed for use on carbureted V8s. The solenoids are larger than our Performer systems and power increases can be adjusted from 100-250 horsepower. Edelbrock Nitrous Systems are simple to install with a 1/2" thick aluminum plate that fits between the carburetor and the manifold.

Performer RPM Nitrous Plate Systems

Application	with Silver Powder-Coated Bottle	with Polished Aluminum Bottle
Standard-Flange carbs (100-150-175-200-250 HP).....	#70050.....	#70033
Spread-Bore (Q-Jet) carbs (100-150-175 HP).....	#70051.....	#70034
4500 Series carbs (100-150-200-250 HP).....	#70053.....	#70035



**100-250 Added
Horsepower**

Performer RPM Nitrous System #70050 includes
1/2" thick aluminum plate with 20-hole spray bars

Performer RPM Plate System Features:

- Designed for carbureted V8s
- Power increases from 100-250 HP
- Simple to install — a low-profile 1/2" thick aluminum injector plate fits between the carb and the manifold
- Precision EDM machined spray bars for the best flow characteristics available
- Available with silver powder coated or polished aluminum 10-lb. bottle
- Performer RPM Nitrous Systems include:

- 10-lb. capacity nitrous bottle (shipped empty)
- Performer RPM nitrous and fuel solenoids
- aircraft quality steel braided hose
- spray bar plate • nitrous and gasoline filters
- stainless steel jet selection
- fittings • switches • brackets
- hardware • owner's manual

Performer RPM
Nitrous Systems
are also available
with carb plates
for Q-Jet and
4500 series carbs
(shown here)



Engine Modifications

	Recommended	Required
Single Plane Intake Manifold	X	
Premium Fuel	-	X
Race Fuel	X	-
Upgraded Fuel System	X	-
Upgraded Ignition System	X	-
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	X	-
Upgraded/Aftermarket Rods & Crank	X	-

UPGRADE KITS

Performer to Performer RPM

Upgrade Kits include everything needed to upgrade Performer nitrous systems to a Performer RPM system including plates, solenoids, jets and all hardware.

Performer RPM Square-Flange Upgrade Kit (100-250 HP).....	#70021
Performer RPM Spread-Bore (Q-Jet) Upgrade Kit (100-175 HP).....	#70022

Matching Edelbrock Parts

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Electric Fuel Pumps.....	page 37
Billet Aluminum 2-Solenoid Brackets.....	page 23
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Blow-Down Tube #72960.....	page 28



Performer RPM Square-Flange
Upgrade Kit #70021

*Not legal for sale or use on pollution controlled motor vehicles.

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CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

FUEL PUMPS & REGS

DEALER

TECH TIPS

INDEX

Carb/Plate Nitrous Systems

LISTINGS IN
RED ARE NEW!

Performer (100HP) • Performer RPM (100-250HP) • Performer RPM II (100-400HP) • Victor Jr. (200-400+ HP)

Performer RPM Dual-Stage Plate System Features:

- Designed for carbureted V8s
- Power increases from 100-250 HP
- Add power in stages to soften the "hit" of the nitrous system
- Simple to install — a low-profile 1/2" thick aluminum injector plate fits between the carb and the manifold
- Precision EDM machined spray bars for the best flow characteristics available
- Powder coated aluminum nitrous bottle

Performer RPM Nitrous Systems include:

- 10-lb. capacity nitrous bottle (shipped empty)
- Performer RPM nitrous and fuel solenoids
- aircraft quality steel braided hose
- spray bar plate • nitrous and gasoline filters
- stainless steel jet selection
- fittings • switches • brackets
- hardware • owner's manual

Engine Modifications

Recommended Required

Single Plane Intake Manifold	X	
Premium Fuel	-	X
Race Fuel	X	-
Upgraded Fuel System	X	-
Upgraded Ignition System	X	-
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	X	-
Upgraded/Aftermarket Rods & Crank	X	-

Matching Edelbrock Parts

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Nitrous Bottle Heater.....	page 27
Remote Electric Arming Valve #72950.....	page 28
Electric Fuel Pumps.....	page 37
Time Delay Relay #71907.....	page 31
Blow-Down Tube #72960	page 28
Flow Test Tool #76506.....	page 25

Nitrous Bottle Heater
#72700 installed on a
polished 10 pound bottle



PERFORMER RPM NITROUS PLATE SYSTEMS

Dual-Stage: 100-250 Horsepower

Performer RPM Dual-Stage Nitrous Systems are designed for those who want to add power in stages to soften the "hit" of the nitrous system. This is one of the best ways to control excessive tire spin or violent chassis reaction. Performer RPM Dual-Stage Systems allow you to adjust the first stage to supply 100-150 additional horsepower, then trigger the second stage for 150-250+ horsepower. They include all the high quality features of single stage Performer RPM systems with the additional solenoids and spray bar plate to add a second stage of nitrous to your engine.

Performer RPM Dual-Stage

Application

with Silver Powder-Coated Bottle

Square-Bore carbs (100-250 HP)	#70003
4500 Series carbs (100-250 HP)	#70004



Performer RPM Dual-Stage Nitrous System #70003 includes 1/2" thick aluminum plate with 20-hole spray bars

UPGRADE & PLATE KITS

Performer RPM Single- to Dual-Stage Upgrade Kit

Includes everything needed to upgrade from a Performer RPM Single-Stage nitrous system to a Performer RPM Dual-Stage system: Performer RPM fuel and nitrous solenoids, lines, gaskets, studs, stainless steel jets and Y-fittings.

Performer RPM Dual-Stage Upgrade Kit (100-250 HP).....#70005

Performer RPM Nitrous Plate Kits

Plate kits include high-quality, powder-coated aluminum nitrous plates, stainless steel jet assortment and stainless steel lines from plate to solenoids.

For standard-flange square-bore carburetors (100-250 HP)	#70060*
For spread-bore (Q-Jet) carburetors (100-175 HP)	#70061*
For 4500 Series carburetors (100-250 HP)	#70063*

*Not legal for sale or use on pollution controlled motor vehicles.

**LISTINGS IN
RED ARE NEW!**

Carb/Plate Nitrous Systems

Performer (100HP) • Performer RPM (100-250HP) • Performer RPM II (100-400HP) • Victor Jr. (200-400+ HP)

PERFORMER RPM II NITROUS PLATE SYSTEMS

With Stainless Steel Spray Bars

Performer RPM II Nitrous Carb/Plate Systems are available in single- or dual-stage configurations for power gains from 100 to 400+ horsepower. Using stainless steel spray bars rather than standard brass for maximum durability, these systems also utilize our Victor Pro fuel solenoids and Victor Pro bottom discharge nitrous solenoids for enhanced flow capacity.

Single-Stage: 200-400+ Horsepower

Performer RPM II single-stage nitrous systems are designed for use on carbureted V8 engines. They feature Victor Pro fuel solenoids and Victor Pro bottom discharge nitrous solenoids for enhanced flow capacity. Power increases can be adjusted from 200-400+ horsepower. The 1/2" thick aluminum spray bar plate fits between the carburetor and the intake manifold and features stainless steel spray bars with more discharge holes than Performer RPM systems for more flow and superior atomization.

Performer RPM II Single-stage

Application

with Silver Powder-Coated Bottle

Square-Bore carbs (200-400+ HP).....	#70080
4500 Series carbs (200-400+ HP).....	#70081



**200-400+
Added Horsepower**

Performer RPM II Nitrous System #70080 includes 1/2" thick aluminum plate with 70-hole stainless steel spray bars (90 holes for #70081)

Performer RPM II Nitrous Plate System Features:

- Designed for carbureted V8s
- Power increases from 200-400+ hp
- Stainless steel spray bars for maximum durability
- Simple to install — a low-profile 1/2" thick aluminum injector plate fits between the carb and the manifold
- Precision EDM machined spray bars for the best flow characteristics available
- Powder coated aluminum nitrous bottle
- Performer RPM II Nitrous Systems include:

- 10-lb. capacity nitrous bottle (shipped empty)
- Victor Pro nitrous and fuel solenoids
- aircraft quality steel braided hose
- spray bar plate • nitrous and gasoline filters
- stainless steel jet selection
- fittings • switches • brackets
- hardware • owner's manual

Engine Modifications

Recommended Required

Single Plane Intake Manifold	X	
Premium Fuel	-	X
Race Fuel	X	-
Upgraded Fuel System	X	-
Upgraded Ignition System	X	-
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	X	-
Upgraded/Aftermarket Rods & Crank	X	-

Matching Edelbrock Parts

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Electric Fuel Pumps.....	page 37
Blow-Down Tube #72960	page 28
Flow Test Tool #76506.....	page 25

UPGRADE KITS

Performer RPM to Performer RPM II Nitrous Plate

Includes everything to upgrade existing Performer RPM kits to Performer RPM II specs: Victor Pro solenoids, plate with stainless steel spray bars, and jets.

Square-Bore carbs (200-400+ HP) converts #70050 or #70033.....	#70085
4500 Series carbs (200-400+ HP) converts #70053 or #70035.....	#70086

*Not legal for sale or use on pollution controlled motor vehicles.

Blow-Down Tube #72960

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CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

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FITTINGS & HOSES

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Carb/Plate Nitrous Systems

**LISTINGS IN
RED ARE NEW!**

Performer (100HP) • Performer RPM (100-250HP) • Performer RPM II (100-400HP) • Victor Jr. (200-400+ HP)

Performer RPM II Dual-Stage Plate System Features:

- Designed for carbureted V8s
- Power increases from 100-400+ HP
- Add power in stages to soften the "hit" of the nitrous system
- Stainless steel spray bars for maximum durability
- Simple to install — a low-profile 1/2" thick aluminum injector plate fits between the carb and the manifold
- Precision EDM machined spray bars for the best flow characteristics available

Performer RPM II Nitrous Systems include:

- 10-lb. capacity nitrous bottle (shipped empty)
- Victor Pro nitrous and fuel solenoids
- aircraft quality steel braided hose
- spray bar plate • nitrous and gasoline filters
- stainless steel jet selection
- fittings • switches • brackets
- hardware • owner's manual

Engine Modifications

Recommended Required

Single Plane Intake Manifold	X	
Premium Fuel	-	X
Race Fuel	X	-
Upgraded Fuel System	X	-
Upgraded Ignition System	X	-
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	X	-
Upgraded/Aftermarket Rods & Crank	X	-

Matching Edelbrock Parts

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Nitrous Bottle Heater.....	page 27
Remote Electric Arming Valve #72950.....	page 28
Electric Fuel Pumps.....	page 37
Blow-Down Tube #72960	page 28
Flow Test Tool #76506	page 25


 Flow Test Tool
#76506

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PERFORMER RPM II NITROUS PLATE SYSTEMS

With Stainless Steel Spray Bars

Performer RPM II Nitrous Carb/Plate Systems are available in single- or dual-stage configurations for power gains from 100 to 400+ horsepower. Using stainless steel spray bars rather than standard brass for maximum durability, these systems also utilize our Victor Pro fuel solenoids and Victor Pro bottom discharge nitrous solenoids for enhanced flow capacity.

Dual-Stage: 100-400+ Horsepower

Performer RPM II Dual-Stage Nitrous Systems are designed for those who want to add power in stages to soften the "hit" of the nitrous system. This is one of the best ways to control excessive tire spin or violent chassis reaction. Performer RPM Dual-Stage Systems allow you to tune the first stage to supply 100-250 additional horsepower, then switch to the second stage for 200-400+ horsepower.

Performer RPM II Dual-Stage

Application

with Silver Powder-Coated Bottle

Square-Bore carbs (100-400+ HP).....	#70082
4500 Series carbs (100-400+ HP).....	#70083

100-400+ Added Horsepower

Performer RPM II Dual-Stage Nitrous System #70082 includes 1/2" thick aluminum plate with 70-hole stainless steel spray bars



UPGRADE KITS

Performer RPM II Single- to Dual-Stage

Performer RPM II Dual-Stage Upgrade Kits allow you to upgrade to a Performer RPM II Dual-Stage System, which is capable of 100-400+ added horsepower in two stages. These kits include everything needed for installation including Performer RPM fuel and nitrous solenoids, lines, gaskets, studs and stainless steel jets.

Dual-Stage Upgrade Kit for Square-Bore or 4500 Series carbs (100-400+ HP) converts #70080 & #70081	#70087
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*Not legal for sale or use on pollution controlled motor vehicles.

**LISTINGS IN
RED ARE NEW!**

Carb/Plate Nitrous Systems

Performer (100HP) • Performer RPM (100-250HP) • Performer RPM II (100-400HP) • Victor Jr. (200-400+ HP)

VICTOR JR. NITROUS PLATE SYSTEMS

Single-Stage: 200-400+ Horsepower

Dyno tests on a 500-inch Chevy proved that even at 400 HP settings, EGTs varied less than 5% from cylinder-to-cylinder. Features include shorter spray bars allowing more liquid nitrous to be injected into the intake for more even distribution across the plenum, a more balanced air/fuel ratio and a quicker response time. With four nitrous and four fuel jets, the Edelbrock Victor Jr. Plate System has more tuning capabilities than any plate system currently available. This efficient design, with a billet aluminum plate that's only 9/16" thick, uses less nitrous than conventional plate systems at the same power levels. Kits include everything shown to the right including a 10-lb. nitrous bottle (shipped empty), stainless steel jet selection, hardware and owner's manual for a complete installation. Add billet aluminum Solenoid Brackets #72286 or #72287 (see page 23) for an even more professional looking installation.



**200-400+
Added HP**

Victor Jr. Nitrous Plate System

Application	with Silver Powder-Coated Bottle
Standard Flange Square-Bore carbs (200-300-400+ HP).....	#70056
4500 Series carbs (200-300-400+ HP).....	#70055

UPGRADE & PLATE KITS

Victor Jr. Upgrade Kits

Victor Jr. Upgrade Kits allow you to upgrade from a Performer RPM Nitrous System or similar system from other manufacturers to a Victor Jr. Nitrous System, which is capable of 200-400+ added horsepower. These kits include everything needed for installation including Performer RPM fuel and nitrous solenoids, lines, gaskets, studs, stainless steel jets, 9/16" thick billet aluminum black anodized injection plate with intersecting "Dead Head" spray bars and owner's manual. This design has proven to produce the best nitrous and fuel distribution of any spray bar plate on the market, with adjustable power levels of 200, 300, and 400+ horsepower.

Square-Bore carbs (200-400+ HP).....	#70024
4500 Series carbs (200-400+ HP).....	#70025

Victor Jr. Plate Kits

Victor Jr. Plate Kits are for those who already have a bottle kit and solenoids and want to add our unique spray bar plate. Plate Kits include only the spray bar plate, solenoid lines, gaskets, studs and stainless steel jets.

Square-Bore carbs	#70014
4500 Series carbs	#70015

Victor Jr. Plate System Features:

- Designed for carbureted V8s
- Power increases from 200-400+ HP
- Simple to install — a low-profile 9/16" thick billet aluminum injector plate fits between the carb and the manifold
- Precision EDM machined spray bars for the best flow characteristics available
- Powder coated aluminum nitrous bottle
- Includes:
 - 10-lb. capacity nitrous bottle (shipped empty)
 - Victor Pro nitrous and fuel solenoids
 - aircraft quality steel braided hose
 - spray bar plate • nitrous and gasoline filters
 - stainless steel jet selection • fittings
 - switches • brackets • hardware • owner's manual

Engine Modifications

Recommended Required

Single Plane Intake Manifold	-	X
Race Fuel	-	X
Upgraded Fuel System	-	X
Dedicated Fuel Pump	X	-
Upgraded Ignition System	-	X
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	-	X
Upgraded/Aftermarket Rods & Crank	X	-

Matching Edelbrock Parts

Description	Page No.
Nitrous and Fuel Pressure Gauges.....	page 29
Billet Aluminum 4-Solenoid Brackets	page 23
Nitrous Bottle Heater	page 27
Remote Electric Arming Valve #72950.....	page 28
Electric Fuel Pumps.....	page 37
Blow-Down Tube #72960	page 28
Flow Test Tool #76506.....	page 25



Edelbrock

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*Not legal for sale or use on pollution controlled motor vehicles.

CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

FUEL PUMPS & REGS

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EFI Plate and Concealed Kits

**LISTINGS IN
RED ARE NEW!**

Performer RPM Pro-Flo EFI System Features:

- 10-lb. nitrous bottle
- Nitrous and fuel solenoids
- Spray bar plate
- Quality steel braided hose
- Nitrous and gas filters
- Stainless steel jets for longevity and tighter tolerances
- System and jetting capable of 100 to 150 additional horsepower
- Hardware and owner's manual for complete installation

Engine Modifications

Recommended Required

Premium Fuel	-	X
Ignition Retard	X	-
Colder Spark Plugs	X	-

Matching Edelbrock Parts

Description	Page No.
Nitrous and Fuel Pressure Gauge	page 29
Nitrous Bottle Warmer.....	page 27
Remote Bottle Arming Valve	page 28

Stainless steel jets
won't erode like
typical brass



Concealed Nitrous Kit Features:

- Nitrous solenoid
- Easy installation and quick removal
- Stainless steel jets for longevity and tighter tolerances
- Includes polished 12 oz. bottle
- Hardware and owner's manual for complete installation

PERFORMER RPM PRO-FLO EFI SYSTEM

For Use with Edelbrock Pro-Flo EFI Single-Stage: 100-150 Horsepower

Designed for Edelbrock Performer RPM Pro-Flo EFI systems using our 4V air valve, these Nitrous Systems include a 10-lb. capacity nitrous bottle (shipped empty), nitrous and fuel solenoids, spray bar plate, aircraft quality steel braided hose, nitrous and gasoline filters, stainless steel jet selection, aircraft quality fittings and all necessary switches, brackets, hardware and owner's manual for a complete installation.

Pro-Flo 4V EFI Systems (100-150 HP).....#70070
Pro-Flo 4V EFI Plate Kit (includes stainless steel jets and lines from plate to solenoid).....#70071

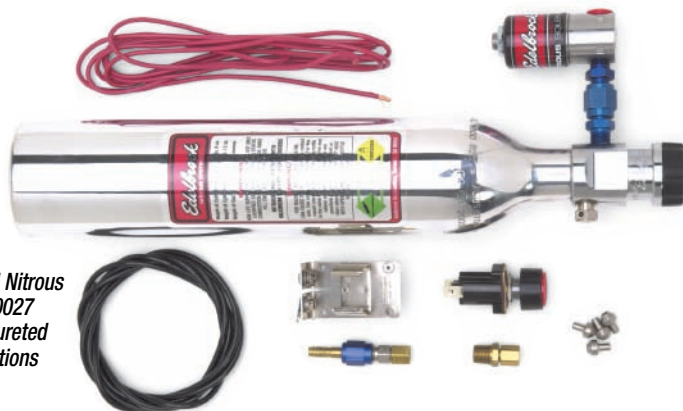


Nitrous System #70070

CONCEALED NITROUS KITS

These easily concealable kits are for carbureted and EFI applications. They can be installed in a matter of minutes and removed in even less, leaving no obvious signs of installation or use. Includes all necessary fittings, wiring, jets, solenoid and polished 12 oz. bottle for a complete installation.

Concealed Nitrous Kits for carbureted applications (20-30 HP).....#70027
Concealed Nitrous Kits for EFI applications (20-30 HP).....#70028



Concealed Nitrous
Kit #70027
for carbureted
applications

**LISTINGS IN
RED ARE NEW!**

Universal EFI Nitrous Kits

EFI NITROUS SYSTEMS

Performer EFI Nitrous Systems are the best way to get a major power increase in your fuel injected late-model street machine. These systems work with your stock ECU for a simple installation.

EFI Wet Systems: 40-80 Horsepower

"Wet" systems use a direct-port style nozzle to introduce nitrous and fuel into the intake runner. Includes nitrous pressure gauge.

Universal Performer EFI Wet Systems

Application

Fits any 4 or 6 cylinder engine (40, 60, 80 HP).....#71820.....#71008

with Silver
Powder-Coated

with Polished
Aluminum



Universal EFI Dry
Nitrous System
#71006

Stainless steel jets don't
erode like typical brass

Universal Performer EFI Wet System Features:

- 10-lb. nitrous bottle
- Nitrous solenoids
- Quality steel braided hose
- Nitrous filter
- Aircraft quality fittings
- Stainless steel jets for longevity and tighter tolerances
- System and jetting capable of 40 to 80 additional horsepower
- Hardware and owner's manual for complete installation

Engine Modifications

	Recommended	Required
Premium Fuel	-	X
Ignition Retard	X	-
Upgraded Fuel System	X	-

Matching Edelbrock Parts

Description	Page No.
Nitrous and Fuel Pressure Gauges	page 29
Billet Aluminum 2-Solenoid Brackets	page 23
Nitrous Bottle Warmer	page 27
Remote Bottle Arming Valve	page 28

Universal Performer EFI Dry Systems

Application

Fits any 4-, 6- and 8-cylinder engine
with return style fuel system (50, 60, 70 HP).....#71000.....#71006

with Silver
Powder-Coated

with Polished
Aluminum

Dry and Wet Conversion Kits

Conversion Kits includes nozzle, solenoid and nitrous regulator where applicable to change your system to either a wet or dry application.

Dry to Wet Nitrous System Conversion Kit.....#71883
Wet to Dry Nitrous System Conversion Kit.....#71884



Remote Bottle Arming Valve #72950

Edelbrock

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CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

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EFI Nitrous Kits

**LISTINGS IN
RED ARE NEW!**



Nitrous System
#70410 for 2005-06
Mustang GT

Performer EFI System Features:

- 10-lb. nitrous bottle
- Nitrous solenoids
- Quality steel braided hose
- Nitrous filter
- Aircraft quality fittings
- Stainless steel jets for longevity and tighter tolerances
- System and jetting capable of 50 to 150 additional horsepower
- Hardware and owner's manual for complete installation

Engine Modifications

	Recommended	Required
Premium Fuel	-	X
Ignition Retard	X	-
Upgraded Fuel System	X	-



Dry Nitrous Systems use a nitrous nozzle in the air intake plus added fuel from the original injectors to make more horsepower

Matching Edelbrock Parts

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Ford EFI Systems: 50-150 HP

Performer EFI Nitrous Systems supply nitrous directly into the intake stream. The extra fuel is supplied through the injectors by raising the pressure or changing the duty cycle, making them the safest and most reliable way to get power gains.

2005-06 Mustang GT (50, 100 HP)	#70410
1986-95 Mustang 5.0L & 1996-98 4.6L (80 HP)	#70400
1986-95 Mustang 5.0L & 1996-98 4.6L (125, 150 HP)	#70402
2003-04 Mustang Cobra SVT (80-100 HP)	#70404
1999-04 Mustang 4.6L (80 HP)	
Includes a fuel pump voltage booster for additional fuel delivery	#70405
1999-05 Ford F-150 SVT Lightning (60, 80 HP)	#70403
2000-04 Ford Focus Z-Tec (50 HP)	#70408
2003 Mercury Marauder (80 HP)	#70406



Nitrous System #70405 for 1999-02 4.6L Mustang (80 HP)

EFI NITROUS UPGRADE KIT FOR FORD EFI

Upgrade Kit includes everything needed to upgrade Performer EFI nitrous systems including solenoids, jets and all hardware.

Upgrade for the Ford 5.0/4.6L System #70400 (125, 150 HP)	#70401
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EFI Dry Nitrous Kit installed on a 1994 Ford Mustang 5.0L

PERFORMER RPM 5.0L FORD NITROUS KIT

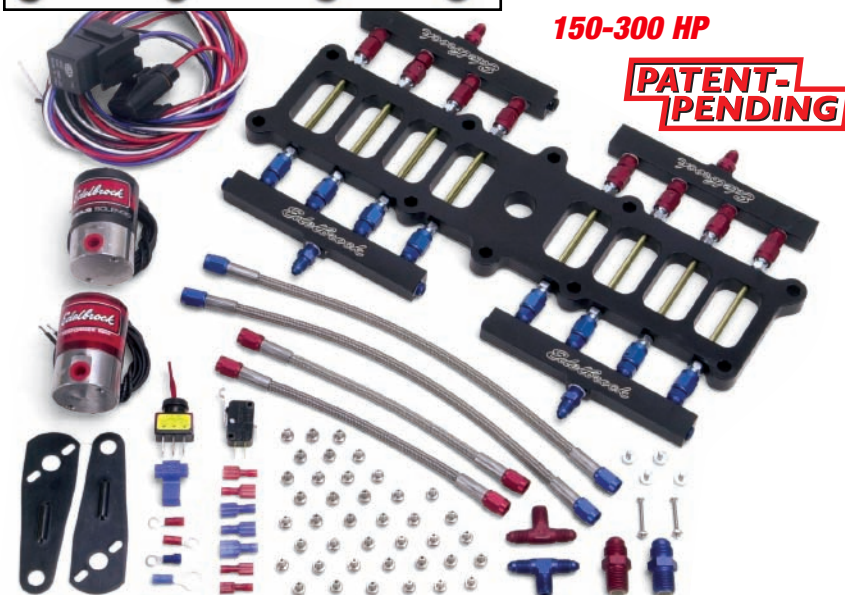
Single-Stage: 150-300 Horsepower

These nitrous kits use a patent-pending, 9/16" thick, billet aluminum spray-bar plate between the upper and lower manifold of our Performer 5.0 #3821, Performer RPM 5.0 #7126 or Performer RPM II 5.0 #7123 for power increases of 150, 200 or 300 hp in 5.0L-based Ford engines. Each cylinder is individually tunable for maximum power. Comes with everything for an easy installation including owner's manual. Match with a Nitrous Bottle Kit (see page 26) for a complete system.

Performer RPM 5.0 Nitrous Kit for #3821 and #7126 (150-300 HP)#70057
Performer RPM 5.0 Nitrous Kit for #7123 (150-300 HP)#70058

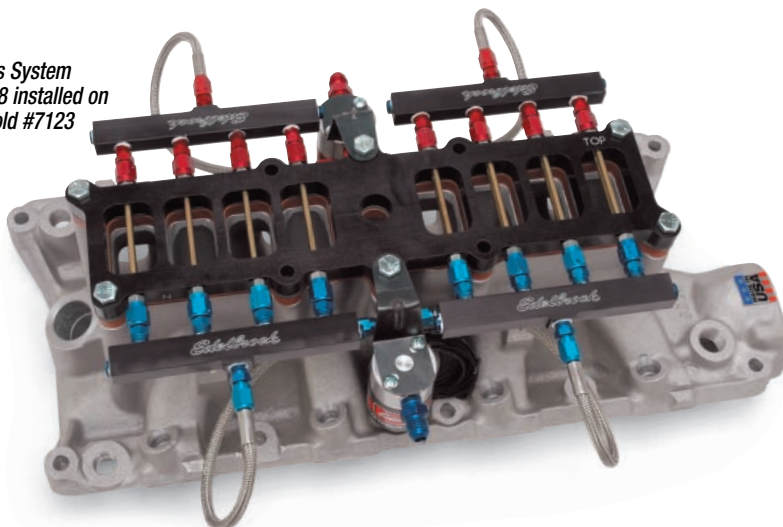


5.0L Nitrous Kits include a wood fiber laminate spacer



Performer Nitrous System #70057

Nitrous System
#70058 installed on
manifold #7123



Performer RPM 5.0L Ford Kit Features:

- 9/16" billet aluminum spray-bar plate
- Nitrous solenoids
- Quality steel braided hose
- Compatible with our manifolds #3821, #7126 or #7123
- Aircraft quality fittings
- Stainless steel jets for longevity and tighter tolerances
- System and jetting capable of 150 to 300 additional horsepower
- Hardware and owner's manual for complete installation

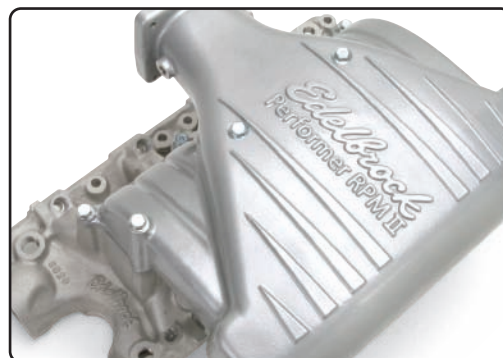
Engine Modifications

Recommended Required

Race Fuel	X	-
Premium Fuel	-	X
Upgraded Fuel System	-	X
Upgraded Ignition System	-	X
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	-	X
Upgraded/Aftermarket Rods & Crank	X	-

Matching Edelbrock Parts

Description	Page No.
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Nitrous Bottle Warmer.....	page 27
Remote Bottle Solenoid.....	page 28



Manifold #7123 for Ford 5.0L

EFI Nitrous Kits

**LISTINGS IN
RED ARE NEW!**

Performer EFI Dry System Features:

- 10-lb. nitrous bottle (shipped empty)
- Nitrous solenoids
- Quality steel braided hose
- Nitrous filter
- Aircraft quality fittings
- Stainless steel jets for longevity and tighter tolerances
- System and jetting capable of 40 to 150 additional horsepower
- Hardware and owner's manual for complete installation

Engine Modifications

Recommended Required

Premium Fuel	-	X
Ignition Retard	X	-
Upgraded Fuel System	X	-



Dry Nitrous Systems use a nitrous nozzle in the air intake plus added fuel from the original injectors to make more horsepower

Matching Edelbrock Parts

Description	Page No.
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Nitrous Bottle Warmer	page 27
Remote Bottle Arming Valve	page 28



Fuel gauge #73828 and bottle warmer #72700 (bottle not included)

GM EFI Dry Systems: 50-150 HP

Performer EFI Dry Nitrous Systems supply nitrous directly into the intake stream. The extra fuel is supplied through the injectors by raising the pressure or changing the duty cycle, making them the safest and most reliable way to get power gains.

C5 Corvette with LS1 or LS6 (80-100-125 HP)	#70202
2004 Pontiac GTO (80-100-125 HP)	#70203
Camaro/Firebird LS1 (80-100-125 HP)	#70200
Camaro/Firebird LT1 (80 HP)	#70205
Camaro/Firebird LT1 (150 HP) Includes a blow-down tube and booster fuel pump to support 150+ HP	#70207
2002-04 Chevy Cavalier with Ecotec 2.2L (50-60 HP)	#70211
1987-04 GM Quad-Four (50-65 HP)	#70212

GM EFI Wet Systems: 40-60 HP

2005 Cobalt (40-60 HP)	#70214
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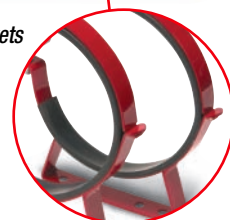


Performer Nitrous System #70207

All Edelbrock nitrous systems use precision CNC-machined stainless steel jets



Hinged bottle brackets are standard in all Edelbrock kits



EFI NITROUS UPGRADE KIT FOR GM EFI

Upgrade Kit includes everything needed to upgrade Performer EFI nitrous systems including solenoids, jets and all hardware.

Upgrade for the LT1 Camaro/Firebird System #70205 (150 HP)	#70206
--	--------

SPORT COMPACT PERFORMER WET & DRY NITROUS SYSTEMS

40-75 Additional Horsepower at the Wheels

Performer Nitrous Systems are the best way to get a major power increase in your Sport Compact. The nitrous system interfaces with the OE fuel system and increases fuel flow to the existing fuel injectors when the system is armed and triggered. The Nitrous Systems listed below include:

- 10-lb. nitrous bottle (shipped empty, powder-coated silver finish unless noted otherwise)
- brackets
- aircraft quality steel braided hose
- nitrous filter
- jet selection
- aircraft quality fittings
- switches
- hardware and owner's manual for a complete install. Power increases are shown in parenthesis.

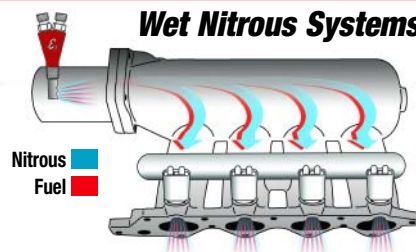


Dry Nitrous System
#70211 with Powder
Coated Bottle and Gauge

Sport Compact Performer Wet & Dry System Features:

- 10-lb. nitrous bottle
- Nitrous solenoids
- Nitrous filter
- Quality steel braided hose
- Nitrous and gas filters
- Stainless steel jets for longevity and tighter tolerances
- System and jetting capable of 40 to 75 additional horsepower
- Hardware and owner's manual for complete installation

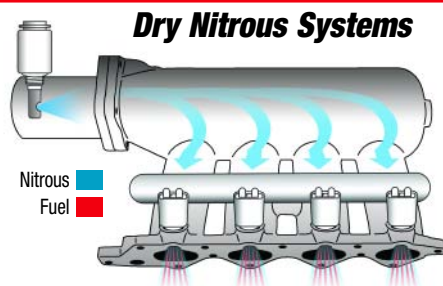
Wet Nitrous Systems



Nitrous & Supplemental Fuel

One direct-port style nozzle injects both nitrous and additional fuel metered by tuning jets into the incoming air charge.

Dry Nitrous Systems



Nitrous:

Nitrous is metered by tuning jets and injected through a dry nozzle (no fuel) into the incoming air charge.

Supplemental fuel:

The nitrous system interfaces with the OE fuel system and increases fuel flow to the existing fuel injectors when the system is armed and triggered.

Wet Systems: 40-70 HP

2002-05 Acura RSX, including Type S (40-70 HP)	#71001
2003-05 Honda Civic Si (40-70 HP)	#71001
2001-03 Honda Civic EX (40-60 HP)	#71002
2002-05 Subaru WRX (50 HP)	#71003

Dry Systems: 40-75 HP

2002-04 Chevy Cavalier with Ecotec 2.2L (50-60 HP)	#70211
1987-04 GM Quad-Four (50-65 HP)	#70212
2000-04 Ford Focus Z-Tec (50 HP)	#70408
2001-05 Chrysler PT Cruiser (50 HP)	#70600
2001-03 Dodge Neon (50 HP)	#70600
2003-05 Nissan 350Z (50-75 HP)	#71007

Intercooler Spray Bar Kits

**LISTINGS IN
RED ARE NEW!**

Intercooler Spray Bar Kit Features:

- Aluminum spray bar
- Stainless steel solenoid
- Stainless steel braided hose
- Anodized aluminum fittings
- All necessary wiring including switches for a complete installation

INTERCOOLER SPRAY BAR KITS

For Turbo/supercharged Vehicles

These systems purge N₂O or CO₂ on an air-to-air style intercooler of a turbocharged vehicle. This results in a colder, denser air charge increasing engine horsepower and lowering the chances of detonation. These systems include all necessary wiring, solenoid, switches, 1 foot stainless steel braided hose and brackets for a complete installation. Match with an Edelbrock Bottle Kit on page 26. Rings measure 5" x 7" and can be oriented to fit most intercoolers.

Intercooler Spray Bar Kit (natural finish)#70072
Intercooler Spray Bar Kit (polished finish)#70073



Intercooler Spray Bar Kit #70072

Matching Edelbrock Parts

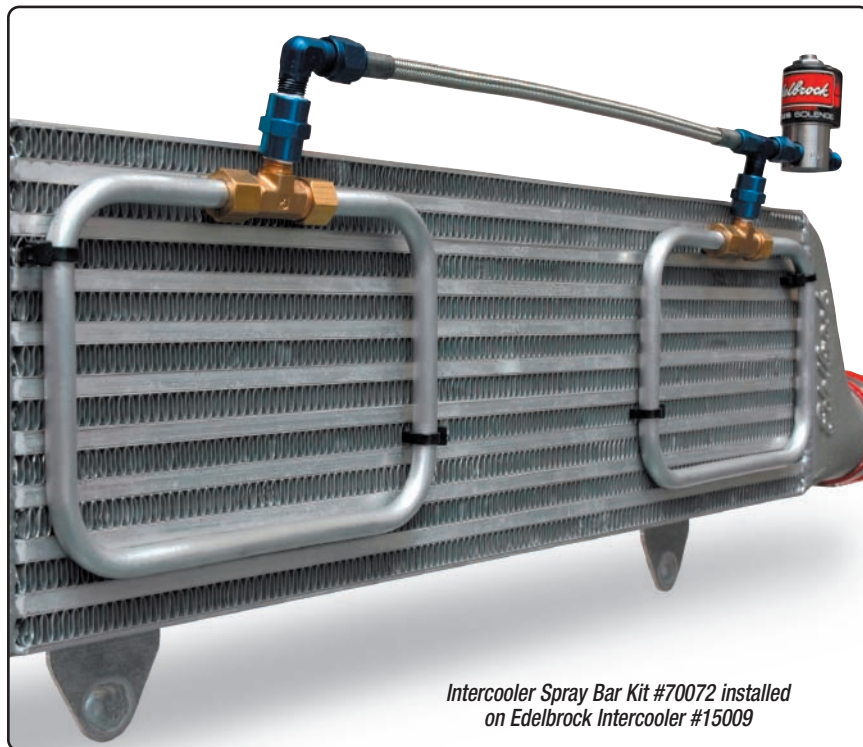
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Timed Delay Relay	page 31
Billet Aluminum Bottle Brackets	page 27
Remote Bottle Arming Valve	page 28



Nitrous Bottle Kit
#72305



Billet Brackets
#72603



Intercooler Spray Bar Kit #70072 installed
on Edelbrock Intercooler #15009

Direct Port Nitrous Kits

CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

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DEALER

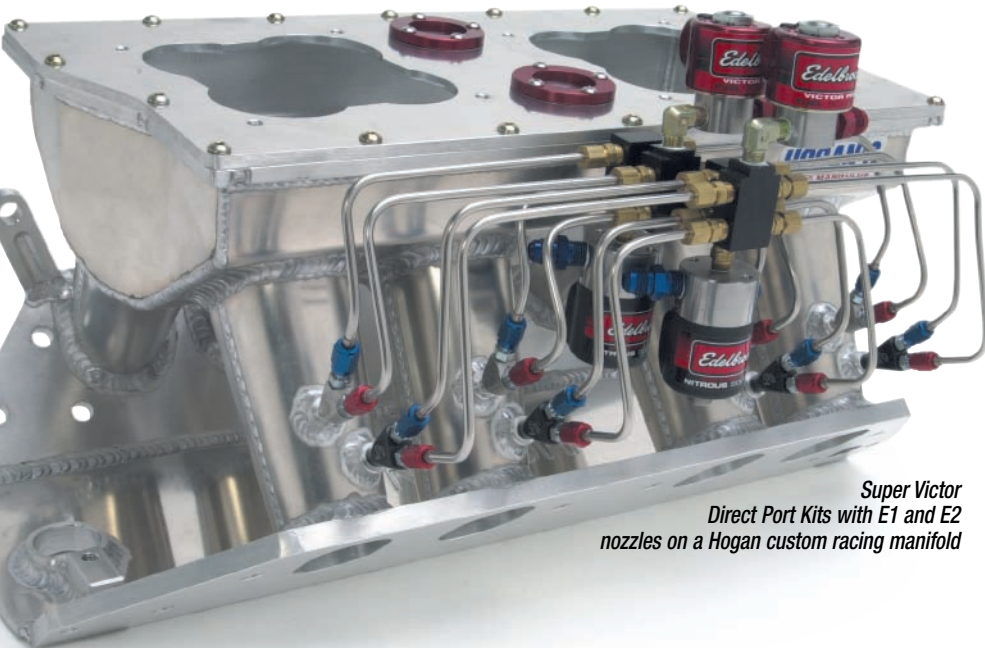
TECH TIPS

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EDELBROCK DIRECT PORT NITROUS KITS

Race-Winning Performance with Your Choice of Four Nozzle Designs

Our most sophisticated nitrous systems allow you to tune each individual cylinder for superior performance! Utilizing your choice of either Edelbrock E1, Edelbrock/Glidden E2 stainless steel, our unique E3 titanium "Straight-Shot" nozzles, or new Stainless Steel Dry nozzles for EFI applications, these direct port kits are designed for serious competition with power increases of up to 500 horsepower or more. To build a new system, match these kits with an Edelbrock Bottle Kit (see page 26) for maximum race-level performance with the bottle/bracket combination you want. For racers with an existing system, our manifold Plumb Kits include everything to plumb a manifold only (no wiring harness, relays, or thread tap).

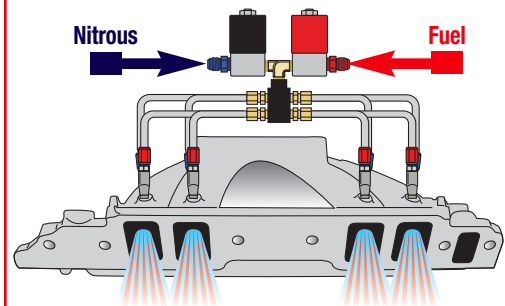


Super Victor
Direct Port Kits with E1 and E2
nozzles on a Hogan custom racing manifold

Edelbrock Direct Port Nitrous Kits

- Victor Kits provide entry level power for street and strip applications
- Super Victor kits include high capacity solenoids for improved flow and greater power potential
- Four nozzle choices to fit your requirements
- Distribution blocks and hard lines included to fit tight engine compartments
- Stainless steel jets for longevity and tighter tolerances
- Expert racer support at many events

Direct Port Nitrous Kits



Nitrous & Supplemental Fuel

Each intake runner is equipped with its own direct-port style nozzle which injects both nitrous and additional fuel metered by tuning jets into the incoming air charge. This type of system is ideal for individual cylinder tuning and developing maximum horsepower.

Edelbrock Nitrous Nozzles are the Key to Superior Performance

Four different nozzle designs make Edelbrock Direct Port Nitrous Kits among the most versatile competition systems on the market today. Three designs use a 90° outlet configuration for ease of installation and plumbing, and our unique E3 titanium nozzle features a patented "Straight-Shot" configuration with an in-line discharge. With thread sizes of 1/8" NPT or 1/16" NPT, there's an Edelbrock nozzle for every racing application, whether you're building a new system or replacing outdated competitor's nozzles.

E1 Series:

- Black anodized lightweight aluminum
- Unique fuel passage design for extremely high atomization
- Direct bolt-on upgrade for other brands that use a 90° 1/8" NPT design



E2 Series:

- Durable stainless steel construction
- Designed with noted drag racer Billy Glidden
- Direct bolt-on upgrade for other brands that use a 90° 1/16" NPT design



E3 Series:

- Exclusive titanium construction
- "Straight-Shot" configuration produces excellent fuel atomization
- Direct upgrade for other brands that use a 1/16" NPT "annular discharge" design



SS Dry Series:

- Durable stainless steel construction
- Nitrous only nozzle for use with Electronic Fuel Injection
- Direct upgrade for other brands that use a 90° 1/16" NPT "dry" design

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Direct Port Nitrous Kits

**LISTINGS IN
RED ARE NEW!**

EDELBROCK DIRECT PORT NITROUS KITS CONFIGURATION & FEATURES...

Part #	Description	Page	Horsepower Added	Qty. Jets Included	Nozzles see pgs. 24-25 (qty.)
#71841	Victor Direct Port Kit for V8 (E1)	19	100-150-200-250	40	E1 aluminum, 1/8" NPT (8)
#71840	Victor Direct Port Kit for V8 (E2)	19	100-150-200-250	40	E2 stainless steel, 1/16" NPT (8)
#71846	Victor Direct Port Kit for 4-cyl. (E1)	19	50-75-100-125	28	E1 aluminum, 1/8" NPT (4)
#71845	Victor Direct Port Kit for 4-cyl. (E2)	19	50-75-100-125-150	40	E2 stainless steel, 1/16" NPT (4)
#71831	Super Victor Direct Port Kit for V8 (E1)	20	200-300-400-500	56	E1 aluminum, 1/8" NPT (8)
#71850	Super Victor Direct Port Kit for V8 (E2)	20	200-300-400-500	56	E2 stainless steel, 1/16" NPT (8)
#71836	Super Victor Direct Port Kit for 4-cyl. (E1)	20	100-150-200-250	28	E1 aluminum, 1/8" NPT (4)
#71835	Super Victor Direct Port Kit for 4-cyl. (E2)	20	100-150-200-250	28	E2 stainless steel, 1/16" NPT (4)
#71852	Super Victor Direct Port Plumb Kit for V8 (E3)	20	200-300-400-500	56	E3 titanium, 1/16" NPT (8)
#71851	Custom Manifold Plumb Kit for V8 (E2)	21	300	16	E2 stainless steel, 1/16" NPT (8)
#71853	Custom Manifold Plumb Kit for V8 (E3)	21	300	16	E3 titanium, 1/16" NPT (8)
#71810	Super Victor EFI Dry Plumb Kit for V8 (SS Dry)	21	250-300	16	stainless steel dry, 1/16" NPT (8)
#71813	2 Stage Super Victor EFI Dry Plumb Kit for V8 (E3)	21	250-300	16	E3 titanium, 1/16" NPT (8)



Matching Edelbrock Parts for all Direct Port Nitrous Kits

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Nitrous and Fuel Pressure Gauges.....	page 29
Remote Electric Arming Valve Kit #72950.....	page 28
Electric Fuel Pumps.....	page 37
Tube Bending Tool #76503.....	page 25
Blow-Down Tube #72960.....	page 28
Flow Test Tool #76506.....	page 25

Engine Modifications for all Direct Port Nitrous Kits

	Recommended	Required
Premium Fuel	-	X
Race Fuel	X	-
Upgraded Fuel System	-	X
Dedicated Fuel Pump	X	-
Upgraded Ignition System	-	X
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	-	X
Upgraded/Aftermarket Rods & Crank	X	-



Bottle Heater #72700



Flow Test Tool #76506



Bottle Kit
#72305

Match any Victor or Super Victor Direct Port
Kit with your choice of bottle kits

Direct Port Nitrous Kits

CARB/PLATE KITS

E1 KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

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Solenoids (see page 23)		Distribution Blocks (qty.)	Wiring Harness & Relays	Bottle & Brackets (see page 26)
Nitrous (qty.)	Fuel (qty.)			
Performer (2)	Performer (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Performer (2)	Performer (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Performer (1)	Performer (1)	1/8" NPT 5-port (2)	Included	Sold Separately
Performer (1)	Performer (1)	1/8" NPT 5-port (2)	Included	Sold Separately
Victor Pro (2)	Victor Pro Bottom Exit (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Victor Pro (2)	Victor Pro Bottom Exit (2)	1/8" NPT 5-port (4)	Included	Sold Separately
Victor Pro (1)	Victor Pro Bottom Exit (1)	1/8" NPT 5-port (4)	Included	Sold Separately
Victor Pro (1)	Victor Pro Bottom Exit (1)	1/8" NPT 5-port (4)	Included	Sold Separately
Victor Pro (2)	Victor Pro Bottom Exit (2)	1/8" NPT 5-port (4)	-	Sold Separately
Victor Pro (2)	Victor Pro Bottom Exit (2)	1/8" NPT 5-port (4)	-	Sold Separately
Victor Pro (2)	Victor Pro Bottom Exit (2)	1/8" NPT 5-port (4)	-	Sold Separately
Victor Pro (2)	-	1/8" NPT 5-port (2)	-	Sold Separately
Victor Pro (4)	-	1/8" NPT 5-port (4)	-	Sold Separately

VICTOR DIRECT PORT NITROUS KIT

50-250 Added Horsepower

The Victor Direct Port Nitrous Kit is an entry level kit designed for street/strip and competition. This kit features high-quality components with your choice of either Edelbrock E1 or Edelbrock/Glidden E2 stainless steel nitrous nozzles. Match with an Edelbrock Bottle Kit for maximum race-level performance with the bottle/bracket combination you want. Victor Kits include Edelbrock Performer solenoids and stainless jetting, precision CNC machined billet distribution blocks, plus all necessary fittings and electrical components for unmatched durability and quality.

	E1 Nozzle	E2 Nozzle
Victor V8 Direct Port (100-150-200-250 HP).....	#71841	#71840
Victor 4-cyl. Direct Port (street/strip, 50-75-100-125 HP).....	#71846	
Victor 4-cyl. Direct Port (street/strip, 50-75-100-125-150 HP)	#71845	



Victor Kit #71840

Victor Nitrous Kit Features:

- Unique nozzle designs for better delivery of nitrous and fuel
- Billet distribution blocks with hard lines for many different tight fit options
- V8 kits include two Performer fuel solenoids and two Performer nitrous solenoids (4-cyl. kits include one each)
- V8 kits include 40 jets for gains of 100-200-300 horsepower
- 4-cylinder kits include jets for gains from 50 to 150 horsepower

Edelbrock

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Direct Port Nitrous Kits

Super Victor Direct Port Nitrous Kit Features:

- Choice of three unique nozzle designs for better nitrous and fuel delivery
- Victor Pro bottom exit nitrous solenoid for improved flow characteristics
- Billet distribution blocks with hard lines for many different tight fit options
- Stainless steel jets for longevity and tighter tolerances
- V8 kits include 8 each jets in 7 sizes for gains of 200-300-400-500 HP
- 4-cylinder kits include 4 each jets in 7 sizes for gains of 100-150-200-250 horsepower

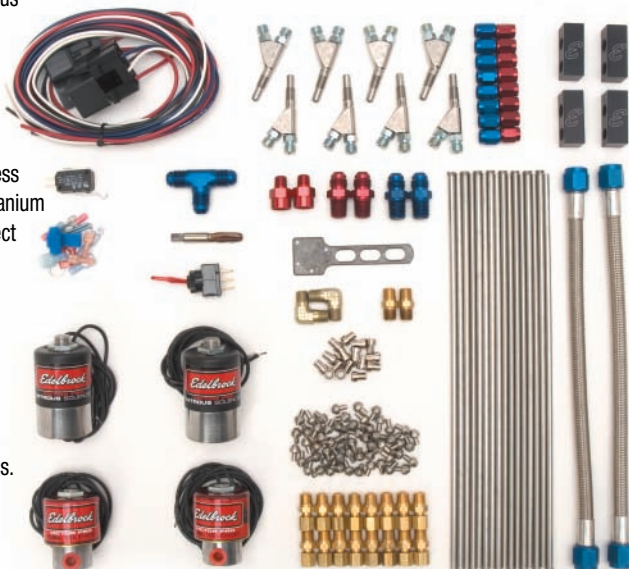


Match our direct port kits with the bottle kit of your choice (page 26)

SUPER VICTOR DIRECT PORT NITROUS KIT

100-500+ Added Horsepower

Our most sophisticated nitrous system allows you to tune each individual cylinder for superior performance! Utilizing your choice of either Edelbrock E1, Edelbrock/Glidden E2 stainless steel, or E3 Straight-Shot titanium nitrous nozzles, this is a direct port kit designed for serious competition with power increases of 200-500+ horsepower (V8 kits). They include Victor Pro Bottom Exit nitrous solenoids and Victor Pro fuel solenoids for improved flow characteristics. Match with an Edelbrock Bottle Kit for maximum race-level performance with the bottle/bracket combination you want. V8 kits include 56 stainless steel jets, 8 each of 7 sizes. Four cylinder kits include 28 jets, 4 each of 7 sizes.



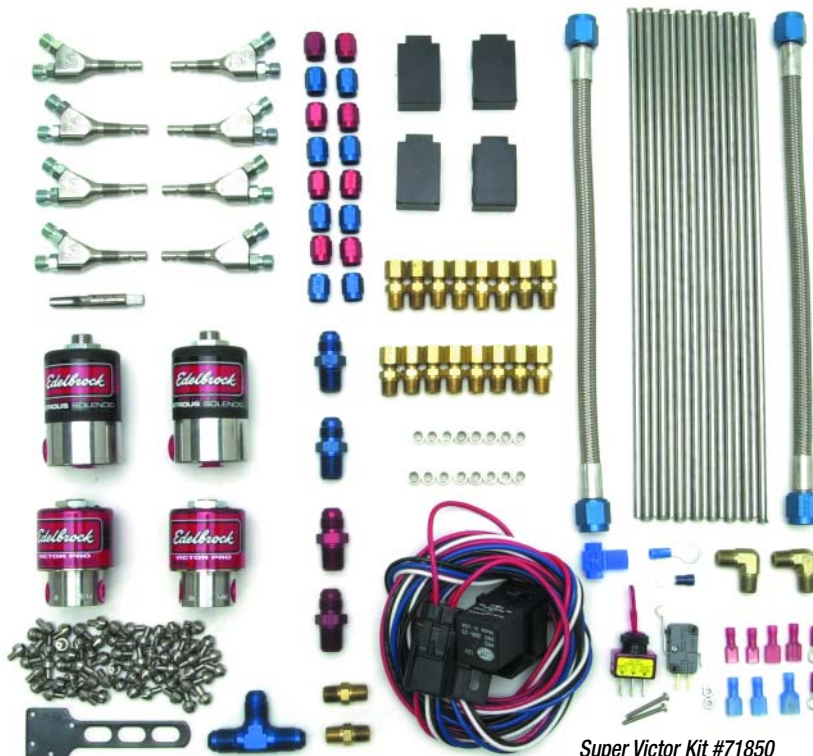
Super Victor Kit #71852 with E3 titanium nozzles

Super Victor V8 Direct Port (200-300-400-500+ HP)#71831#71850#71852
 Super Victor 4-cyl. Direct Port (100-150-200-250+ HP)...#71836#71835

E1 Nozzle E2 Nozzle E3 Nozzle

Engine Modifications for all Direct Port Nitrous Kits

	Recommended	Required
Premium Fuel	-	X
Race Fuel	X	-
Upgraded Fuel System	-	X
Dedicated Fuel Pump	X	-
Upgraded Ignition System	-	X
Ignition Retard	-	X
Colder Spark Plugs	-	X
Forged Pistons	-	X
Upgraded/Aftermarket Rods & Crank	X	-



Super Victor Kit #71850

**LISTINGS IN
RED ARE NEW!**

Direct Port Nitrous Kits

CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

FUEL PUMPS & REGS

DEALER

TECH TIPS

INDEX

CUSTOM MANIFOLD PLUMB KITS

**200-500
Added HP
(300 supplied)**

Developed with racers in mind, this kit contains the very basics for a direct port nitrous system installation on an existing manifold. This kit is for racers who already have their wiring done, or who want to configure their wiring to custom specifications. This helps keep the cost down while still giving you all of the outstanding features of an Edelbrock Direct Port Nitrous Kit with either our stainless steel E2 nozzles or our unique E3 titanium "Straight-Shot" nozzles. To form a complete system, match with an Edelbrock Bottle Kit (page 26) and Relay Assembly #72270 (page 32).



Custom Manifold V8 Plumb Kit #71851 with E2 nozzles

Custom Manifold V8 Plumb Kit (300 HP)**E2 Nozzle #71851****E3 Nozzle #71853**

SUPER VICTOR EFI DIRECT PORT PLUMB KITS

100-1,000 Added HP

The Super Victor EFI Single Stage and 2 Stage

Direct Port Plumb Kits are designed for use on modified V-8 engines.

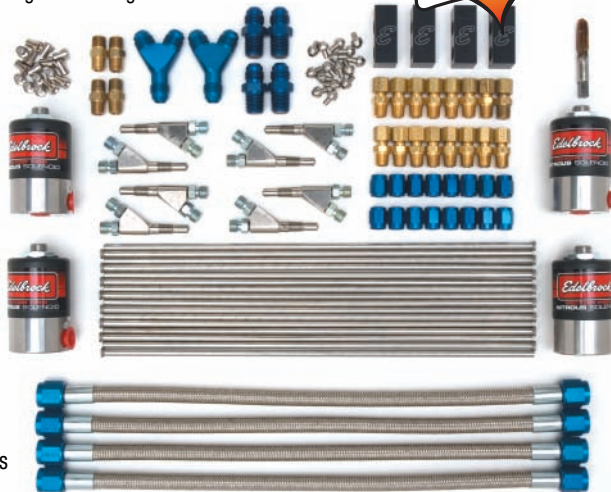
Both systems include our Victor Pro Nitrous Solenoids, stainless steel lines, stainless steel jets and most hardware to complete the installation.

The Super Victor Single Stage EFI kit #71810 features our unique stainless steel 90° Dry Nozzles, and EFI Plumb Kit #71813 features our patented E3 titanium nozzles for two stages of nitrous injection. Both of these kits rely

on the ECM for fuel enrichment via

the fuel injectors. Super Victor Single Stage EFI kit #71810 is capable of supplying an additional 100-500+HP, and 2 Stage Direct Port Plumb Kit #71813 is capable of 100 to 1,000+ HP. Both kits are supplied with jetting for 250HP and 300HP so any jetting over 300HP must be purchased separately. To form a complete system, match with an Edelbrock Bottle Kit (page 26) and Relay Assembly #72270 (page 32).

Super Victor EFI Direct Port Plumb Kit (V8) (250 & 300 HP)**#71810**
2 Stage Super Victor EFI Direct Port Plumb Kit (V8) (250 & 300 HP).....**#71813**

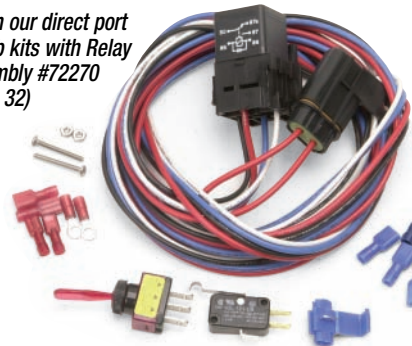


2 Stage Super Victor EFI Direct Port Plumb Kit #71813 with E3 titanium nozzles

Custom Manifold Plumb Kits feature:

- System capable of adding 200 to 500 horsepower, includes jetting for 300 HP
- Victor Pro bottom exit nitrous solenoids for improved flow characteristics
- 1/16" NPT nozzle size for a compact installation
- Choice of E2 stainless steel or unique E3 titanium "Straight-Shot" nozzles for better nitrous and fuel delivery
- Billet distribution blocks with hard lines for many different tight fit options
- 16 stainless steel jets for longevity and tighter tolerances (8 each of 2 sizes)

Match our direct port plumb kits with Relay Assembly #72270 (page 32)



Super Victor EFI Direct Port Nitrous Kits Feature:

- New Stainless Steel Dry nozzles or E3 titanium nozzles with a "Straight-Shot" outlet and unique tip design
- Victor Pro bottom exit nitrous solenoid for improved flow characteristics
- Billet distribution blocks with hard lines for many different tight fit options
- 16 stainless steel jets for longevity and tighter tolerances (8 each of 2 sizes)
- Single stage system capable of adding 100 to 500 horsepower, includes jetting for 250 & 300 HP
- Two stage system capable of adding 100 to 1,000 horsepower, includes jetting for 250 & 300 HP

Edelbrock

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Nitrous Accessories

**LISTINGS IN
RED ARE NEW!**



*Tuner Jet
Kit #73003*



MATCHING PARTS FOR EDELBROCK NITROUS KITS

Although our nitrous systems are among the most complete systems available, the accessories play a crucial role as well. In this section, you'll find replacement and rebuild parts for solenoids, bottles and nozzles. In addition to replacement parts, this section also includes accessories for those looking to enhance their existing system with helpful features like gauges, or performance enhancing features like controllers and switches.

Tuner Jet Kits

Edelbrock CNC-machined stainless steel jets are available in Tuner Kits packaged in indexed, heavy-duty plastic cases. They include a variety of Edelbrock jets to fine tune your nitrous system for maximum performance.

- Master Kit - 328 jets, 8 each of 41 sizes**
(.018" to .120")#73003
- Race Kit - 216 jets, 8 each of 27 sizes**
(.028" to .120")#73004
- Street Kit - 80 jets, 4 each of 20 sizes**
(.014" to .059")#73005



*Super Victor
Direct Port Jet
Pack #73012*



Super Victor Direct Port Jet Pack

This kit was developed for the Super Victor Direct Port Nitrous System and includes 56 jets, 8 each of .020", .024", .028", .032", .034", .038", and .042". Edelbrock CNC-machined stainless steel jets won't erode like brass jets and maintain precise dimensions for accurate and safe horsepower gains. Use this kit to fine tune your nitrous system for maximum performance. Will also work with most other brands of nitrous systems (except NX).

- Super Victor Direct Port Jet Pack**#73012

Individual Taper Face Jets

A full range of Edelbrock nitrous oxide and fuel taper face jets are available in virtually any size for your power and tuning requirements. Jets are available individually. To order jets, add the jet size desired to #73 (#73014 is a .014" jet).

- Taper Face Jet Undrilled Blank**#73013
- Last 3 digits indicate size (.014" thru .120")**#73014 thru #73120

Individual Funnel Jets

Designed for use with 1/8" tubing, Edelbrock funnel jets are available for small nitrous systems such as those used on motorcycles, snowmobiles, etc. These stainless steel jets won't erode like brass jets and maintain precise dimensions for accurate and safe horsepower gains. May be used with other manufacturer systems designed for 1/8" funnel jets. Jets are available individually. To order jets, add the jet size desired to #74 (#74011 is an .011" jet).

- Funnel Jets Undrilled Blank**#74000
- Last 3 digits indicate size (.009" thru .050")**#74009 thru #74050



*Precision CNC-machined
stainless steel jets won't
erode like brass jets*



New

Nitrous Accessories

CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

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Edelbrock Solenoids

Designed for Edelbrock nitrous systems, these stainless steel solenoids have a very low amp draw. They feature a stainless steel base for corrosion resistance and tighter tolerances, a low current-consumption coil, a Teflon® plunger for reliability and longevity, and a powder-coated coil cover for durability and appearance. The **Victor Pro nitrous solenoid** is perfect for racers because the bottom outlet design restricts flow much less than a standard design solenoid. This feature, combined with a .115" internal metering orifice, make this our **highest flowing nitrous solenoid**. The **Victor Pro fuel solenoid** features a shorter body with a smaller diameter stainless steel base for use where space is limited.

Important note about Amp Draw: All ratings listed below are under a load condition (for example: 950 psi nitrous and a minimum of 6 psi fuel pressure). Please note that other manufacturers may list amp draw under a "no load" condition which is not realistic.

Nitrous Solenoids - Amp Draw: 9.2 amps @ 13.8 volts and 11 amps @ 12.6 volts

Performer Nitrous Solenoid - up to 150 HP with 1/8" NPT inlet & outlet.....#72000

Performer RPM Nitrous Solenoid - 400+ HP with 1/4" NPT inlet & 1/8" NPT outlet#72001

Victor Pro "Bottom Exit" Nitrous Solenoid - 500+ HP with 1/4" NPT inlet & 1/8" NPT outlet#72002

Fuel Solenoids - Amp Draw: 1.29 amps @ 13.8 volts and 1.5 amps @ 12.6 volts

Performer Fuel Solenoid - up to 150 HP at 6 PSI with 1/8" NPT inlet & outlet#72050

Performer RPM Fuel Solenoid - 250+ HP at 6 PSI with 1/4" NPT inlet & 1/8" NPT outlet.....#72051

Victor Pro "Small Base" Fuel Solenoid - 500+ HP at 6 PSI with 1/8" NPT inlet & outlet.....#72052

Alcohol Fuel Solenoid

Because it takes twice as much alcohol to make the same power as gasoline, nitrous racers need a solenoid with twice the flow capacity. This Alcohol Fuel Solenoid will support nitrous system flow requirements to 600+ HP, yet features a low amperage draw to ease the drain on your electrical system.

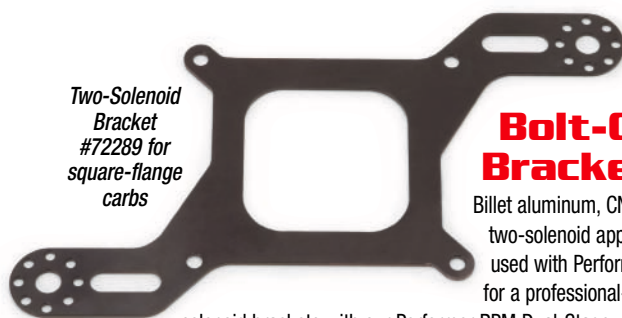
Alcohol Fuel Solenoid#72054

Solenoid Rebuild Kits & Coils

Rebuild Kits include Teflon® plunger, O-ring, plunger spring, and stem wrench.

Replacement coils sold separately.

Solenoid Description	Rebuild Kits	Replacement Coils
Performer Nitrous Solenoid	#72200	#72204
Performer RPM Nitrous Solenoid	#72202	#72205
Victor Pro Nitrous Solenoid	#72219	#72217
Performer Fuel Solenoid	#72201	#72206
Performer RPM Fuel Solenoid	#72203	#72207
Victor Pro Fuel Solenoid	#72218	#72216



Two-Solenoid
Bracket
#72289 for
square-flange
carbs

Bolt-On Solenoid Brackets

Billet aluminum, CNC-machined plate mounts four- and two-solenoid applications. Two-Solenoid kits can be used with Performer and Performer RPM systems for a professional-looking installation. Match the four-

solenoid brackets with our Performer RPM Dual-Stage, or Victor Jr. Plate System on page 9.

Note: Not for use with Victor Pro "small base" fuel solenoid.

4-Solenoid Bracket for 4500 Series carbs.....#72286

4-Solenoid Bracket for square-flange carbs#72287

2-Solenoid Bracket for 4500 Series carbs.....#72288

2-Solenoid Bracket for square-flange carbs#72289

2-Solenoid Bracket for Q-Jet carbs#72290

Edelbrock

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Nitrous Accessories

PATENTED

Fuel exits here and hits Nitrous for total atomization

Nitrous exits here

E1 Nozzle
#72550

E1 Series Nozzles

Used in all Performer EFI "wet" nitrous systems, the patented Edelbrock E1 nozzle is one of the most advanced in the industry. With its unique fuel passage design, this nozzle gives extremely high atomization and is the key to the outstanding performance. Machined from light-weight aluminum and anodized black for durability, the E1 nozzle allows the use of up to 60 lbs. of fuel pressure for a more complete combustion process in the chamber that results in more horsepower. Specially designed fuel outlets enhance atomization, even at lower fuel pressures. Multiple radiuses are used at the nitrous outlet to give the least amount of turbulence and a more precise nitrous spray. The unique fuel delivery angle ensures a complete mixing of nitrous and fuel for optimum atomization. Edelbrock E1 nozzles are a direct bolt-on upgrade for other brands that use a 90° 1/8" NPT design.

E1 Nozzle 90° (1/8" NPT, 1 only).....#72550

E1 and E2 series
nozzles installed in a
custom racing manifold



E2 Series Nozzles

Designed with noted drag racer Billy Glidden, stainless steel Edelbrock/Glidden E2 Nitrous Nozzles are used in Victor and Super Victor Direct Port nitrous kits and are capable of as much as 500+ horsepower gains in V8 engines using a single-stage direct-port injection system. This exclusive, patented Edelbrock/Glidden design precisely atomizes the nitrous and fuel mixture for consistent and accurate power gains with 5 to 20 lbs. of fuel pressure. **Replace your outdated nozzles**... they're a direct bolt-on upgrade for other brands that use a 90° 1/16" NPT design.

E2 Nozzle (1/16" NPT, 1 only).....#72552

E3 Series Titanium Nozzles

The **Titanium Direct Port Nozzles**, otherwise known as the "E3", are the latest design for all out competition, producing the highest power output of any nozzle currently available. The "Straight-Shot" configuration and unique tip design produce excellent fuel atomization, and exclusive titanium construction makes this the lightest, strongest, and simply the best nozzle available. 1/16" NPT threads make this an easy upgrade for existing nitrous systems. Competitively priced, individual nozzles are available now!

E3 Titanium Nozzle (1/16" NPT, 1 only).....#72553

Precision CNC-machined
stainless steel construction
for maximum performance
and reliability

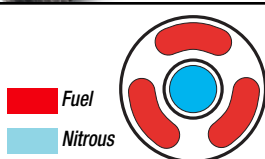
PATENTED

Fuel is pre-atomized
before mixing with
nitrous for complete
combustion and safer
power levels

E2 Nozzle
#72552

Nitrous exits here

E3 Nozzle
#72553



Detail of E3 nozzle design



E3 Nozzles Installed

COMPETITOR'S
NOZZLE

EDELBROCK
E1 NOZZLE



Patented E1 Nozzles deliver
superior atomization using multiple
radiuses to give the least amount of
turbulence and a more precise spray pattern

**LISTINGS IN
RED ARE NEW!**

Nitrous Accessories

CARB/PLATE KITS

EI KITS

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GAUGES

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Dry EFI Nozzles

Used in all Performer EFI "dry" nitrous systems, the Edelbrock dry nitrous nozzle is one of the most advanced in the industry. The unique nitrous passage design gives extremely high atomization and is the key to the outstanding performance. Specially designed nitrous outlet enhances atomization.

Aluminum EFI 90° Nozzle (1/16" NPT, 1 only).....#72551

Stainless Steel EFI 90° Nozzle (1/16" NPT, 1 only)#72556



Dry Nitrous
Nozzle #72551



Nitrous exits here

Nozzle Installation Bungs

These aluminum bungs allow installation of Edelbrock nozzles in the intake tract in thin walled sheetmetal manifolds. Requires welding, drilling and tapping for installation.

Nozzle Installation Bungs (4 per package).....#72555



#72555 installed on cold air intake tube

Nitrous Nozzle Pipe Taps

Use these NPT taps to cut threads for custom installation of Edelbrock nitrous nozzles.

Use Pipe Tap #76549 for Edelbrock E2, E3, and dry nozzles, #76559 is designed for E1 nozzles.

1/16" NPT Pipe Tap (for E2, E3, and dry nozzles)#76549

1/8" NPT Pipe Tap (for E1 nozzles).....#76559



1/16" NPT Nitrous Nozzle Pipe Tap #76549



1/8" NPT Nitrous Nozzle Pipe Tap #76559

Billet Distribution Blocks

Use these high-quality distribution blocks to build a custom nitrous system. Machined from billet aluminum and anodized, they deliver even distribution and optimum flow. Inlets/outlets are 1/8" NPT.

One-in, four-out Distribution Block (black)#76574

One-in, four-out Distribution Block (blue, -6 for nitrous or fuel lines)#76538

One-in, eight-out Distribution Block (black)#76578

One-in, six-out Distribution Block (black)#76576

3/16" Tube Bending Tool

Makes installation of those tough-to-bend direct port nitrous lines a breeze. Get a professional looking installation every time. Can also be used on other 3/16" hard lines.

Tube Bending Tool.....#76503



Use the Edelbrock
Tube Bending Tool
for a professional
looking installation



Billet Distribution Blocks
#76578 & #75674



Edelbrock Flow Test Tool

The only way to ensure that you have adequate fuel pressure for your nitrous system is to measure the "flowing pressure" using a flow test tool like our #76506. This tool features an easy-to-read fuel pressure gauge, a variety of jets to set the correct flow restriction, and easy attachment to your existing fuel line.

Edelbrock Flow Test Tool.....#76506

Edelbrock Flow Test Tool #76506 includes an assortment of easy-to-change calibration jets

Edelbrock

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Bottles & Bottle Kits

LISTINGS IN
RED ARE NEW!



Carbon Fiber Bottle #72500



Match our Nitrous Bottle Kit with an Edelbrock Direct Port Nitrous Kit (see page 17) for maximum race-level performance with the bottle/bracket combination you want... right off the shelf!



Nitrous Bottle Kit #72305

Carbon Fiber Nitrous Bottle

Edelbrock's 12.5-lb. carbon fiber wrapped aluminum bottle has a larger storage capacity with less weight than standard aluminum 10-lb. bottles... about half the weight (empty). A high-quality 1-1/2" nitrous pressure gauge and Racer Blow-Off Adapter #72961 are included. The Edelbrock carbon fiber bottle is D.O.T. approved and comes with a CGA-approved bottle valve and a built-in siphon tube. All nitrous bottles are shipped empty.

Carbon Fiber 12.5-lb. Nitrous Bottle (23-3/4" x 6-5/8")#72500

Aluminum Nitrous Bottles

Edelbrock nitrous bottles are made of aluminum alloy, are D.O.T. approved and include an Edelbrock high-flow CGA approved valve with a built-in siphon tube (unless noted otherwise) for consistent performance. In seven sizes to suit any application, Edelbrock bottles are polished to a high luster. They include a pressure venting system to prevent pressure increases beyond the safety level. Note: All bottles are shipped empty.

Bottle Capacity	Gauge Included	Dimensions (length x diameter)	Silver Powder-Coated	Polished Aluminum
12-oz. unsiphoned.....no		10-2/3" x 2-5/16"	N/A	#72470
2-lb. unsiphoned.....no		10-1/4" x 4-3/8"	#72360	#72460
2-lb. ....no		10-1/4" x 4-3/8"	N/A	#72461
2-1/2 lb. ....no		11-1/2" x 4-3/8"	#72302	N/A
5-lb. ....no		16-3/4" x 3-1/4"	#72304	N/A
10-lb. ....no		21" x 7"	#72300	#72400
10-lb. ....yes		21" x 7"	#72301	#72401
15-lb. ....no		27" x 7"	#72316	#72416
15-lb. ....yes		27" x 7"	#72317	#72417
20-lb. ....no		27.5" x 8"	#72318	N/A

Bottle Kits

These Nitrous Bottle Kits include an Edelbrock aluminum or carbon fiber bottle along with standard, quick-release or polished billet aluminum bottle brackets, plus a 14-foot 6AN supply line and bottle adapter. Match one of these kits with a Direct Port Nitrous Kit on page 17 for a complete system. Go to page 27 for bottle bracket photos and complete descriptions.

Silver Powder-Coated Nitrous Bottle Kits	10-lb. bottle	15-lb. bottle
With red powder coated hinged steel brackets.....	#72305	#72309
With quick-release brackets.....	#72320	#72330
With polished billet aluminum brackets.....	#72321	#72331

Polished Nitrous Bottle Kits	10-lb. bottle	15-lb. bottle
With red powder-coated hinged steel brackets	#72306	#72307
With quick-release brackets.....	#72322	#72334
With polished billet aluminum brackets.....	#72323	#72335

Carbon Fiber Nitrous Bottle Kits - includes Racer Safety Blow-Off Adapter and Gauge	12.5-lb. bottle
With quick-release brackets.....	#72308
With polished billet aluminum brackets.....	#72340

Bottles with Racer Safety Adapter and Gauge

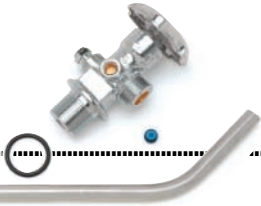
These nitrous bottles come with the Racer Safety Blow-Off Adapter and a liquid-filled nitrous pressure gauge pre-installed. This is a popular item for the racing community since many associations require the use of a Racer Safety Adapter if the bottle is installed in the passenger compartment.

10-lb. Silver Powder-Coated Bottle with Racer Safety Adapter & Liquied-filled Gauge	#72311
15-lb. Silver Powder-Coated Bottle with Racer Safety Adapter & Liquied-filled Gauge	#72315

Bottle Valve

Replacement high-flow valve and heavy-duty siphon tube for all Edelbrock 10-pound bottles.





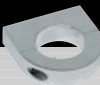
Standard 10-lb. Bottle Valve with Siphon Tube.....#72310



**LISTINGS IN
RED ARE NEW!**

Bottles & Bottle Kits

NITROUS BOTTLE BRACKETS

BOTTLE SIZE	RED HINGED STEEL	GRAY HINGED STEEL	QUICK RELEASE	BILLET ALUMINUM (POLISHED)	ROLL-CAGE MOUNT (FOR BILLET BRACKETS ONLY)
					
12-oz. (2-5/16" dia)				#72665	1-3/4" 1-5/8"
2-lb. (4-3/8" dia)	—	—	—	#72664	#72614 #72615
2.5-lb. (4-3/8" dia)	—	—	—	#72664	#72614 #72615
5-lb. (3-1/4" dia)	—	—	—	#72607	— —
10-lb. (7" dia)	#72600	#76204	#72602	#72603	#72614 #72615
12.5-lb. (6-5/8" dia) carbon fiber	—	—	#72621	#72623	#72614 #72615
15-lb. (7" dia)	#72600	#76204	#72605	#72603	#72614 #72615
20-lb. (8" dia)	#72319	—	—	—	— —

Hinged Steel Brackets

Powder-coated and made of steel, these hinged brackets are designed for use with Edelbrock or other brands of 10- and 15-lb., 7" diameter aluminum bottles. Includes rubber isolators to protect the finish.

Red Hinged Steel Brackets (for 20-lb. aluminum bottles).....#72319

Red Hinged Steel Brackets (for 10-lb. and 15-lb. aluminum bottles).....#72600

Gunmetal Gray Hinged Steel Brackets (for 10-lb. and 15-lb. aluminum bottles)#76204

Quick Release Brackets

Made from CNC-machined aluminum, these Edelbrock Quick Release Brackets are black powder coated for a unique high-tech look. They support the bottle at its strongest point... around the neck where the valve screws in. Convenient thumb screw allows for quick bottle changes.

Quick Release Brackets (for 15-lb. aluminum bottles)#72605

Quick Release Brackets (for 10-lb. aluminum bottles)#72602

Quick Release Brackets (for 12.5-lb. carbon fiber bottles).....#72621

Polished Billet Aluminum Brackets

Made from polished billet aluminum, these great looking brackets are hinged for easy installation and removal. Designed for either aluminum or carbon fiber bottles, each bracket is sized to fit. **Roll Cage Mount Adapters** are made of polished billet aluminum to match our billet bottle brackets. They work with brackets #72603, #72623 and #72664 to mount your bottle on your roll cage or chassis tubing.

Polished Billet Brackets (for 12.5-lb. carbon fiber bottles)#72623

Polished Billet Brackets (for 10-lb. and 15-lb. aluminum bottles)#72603

Polished Billet Brackets (for 5-lb. aluminum bottles).....#72607

Polished Billet Brackets (for 2-lb and 2.5-lb. aluminum bottles).....#72664

Polished Billet Brackets (for 12-oz. bottles).....#72665

1-3/4" Roll Cage Mount Adapter.....#72614

1-5/8" Roll Cage Mount Adapter.....#72615

Nitrous Bottle Heater

Consistent bottle pressure (900-950 psi) is an important element for proper operation of your nitrous system. The Edelbrock Nitrous Bottle Heater thermostatically raises the pressure when necessary by applying heat to the bottle. Comes with all necessary hardware and includes velcro straps for quick and easy bottle removal.

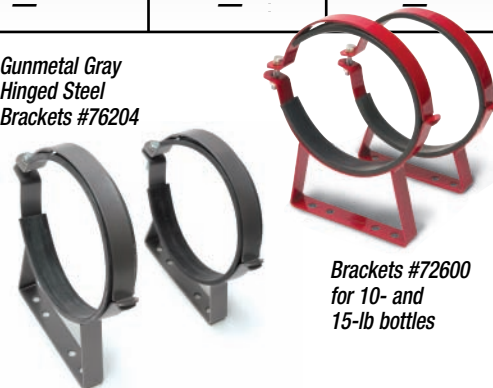
Bottle Heater (for 10-lb. and 15-lb. bottles).....#72700

Nitrous Bottle Blanket

Made of 1680 Denier nylon, this bottle blanket helps to maintain more consistent bottle pressure two ways: by keeping heat in the bottle when it's cold outside, and by protecting the bottle from direct sunlight and the possibility of over-pressurization.

Bottle Blanket (for 10-lb. bottles).....#72705

Gunmetal Gray
Hinged Steel
Brackets #76204

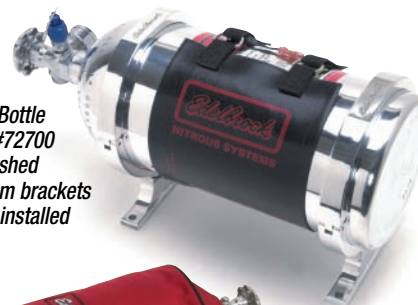


Brackets #72600
for 10- and
15-lb bottles

Quick Release
Bottle Bracket #72621
(bottle sold separately)



Nitrous Bottle
Heater #72700
and polished
aluminum brackets
#72603 installed



Bottle
Blanket
#72705

Edelbrock

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CARB/PLATE KITS

EET KITS

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Bottles & Bottle Kits

Remote Electric Arming Valve Kit
#72950



Remote Electric Arming Valve Kit

Allows you to open and close the bottle valve with the flip of a switch from inside the driver's compartment.

Remote Electric Arming Valve Kit#72950

1/4-Turn Ball Valve Kit

Our 1/4-Turn Ball Valve Kit is designed as an emergency shut off to isolate the nitrous in the bottle from the engine compartment in case of an emergency. The valve is typically installed in the driver's compartment within reach of the driver. If an accident or fire occurs, the driver or emergency personnel need only turn the handle a 1/4 of a turn to shut off nitrous flow to the solenoids.

1/4-Turn Ball Valve Kit (.375 orifice, rated to 2,000 psi)#72952

Bottle Nut Combo Wrench

This is one handy item to keep with your bottle. Compatible with all nitrous brands, fits in your glove box, under your seat, or even in your pocket. This wrench features 3AN, 4AN, 6AN, and 1-1/4" bottle nut wrenches all in one package. Black anodized aluminum and laser etched for a sharp, clean look!

Bottle Nut Combo Wrench#76504



Purge Valve Kits

Keeps the supply of fresh liquid nitrous at the solenoid(s) for instant and repeatable nitrous injection. This purge kit bleeds accumulated nitrous vapor from the supply lines. Includes solenoid, activation switch, filter, aircraft-quality fittings and wiring.

4AN Purge Valve Kit.....#72176

6AN Purge Valve Kit.....#72178



1/4-Turn Ball Valve Kit #72952

Bottle Nut & Washer

These kits contain a replacement -6AN or -4AN bottle nut and Teflon® washer to seal the bottle nut to the bottle valve.

4AN Bottle nut and Teflon® washer.....#76507

6AN Bottle nut and Teflon® washer.....#76505

Teflon® washer for 6AN & 4AN bottle nuts#77580



Nitrous Blow-Down Tube, Racer Safety Blow-Off Adapter & Safety Valve

CNC-machined Racer Safety Blow-Off Adapter replaces the standard safety valve to allow for the use of a hard line blow-down tube like the Edelbrock Nitrous Blow-Down Tube. At 22" long, our blow-down tube is longer than most competitors' tubes for easier installation. #72901 is a direct replacement for the safety valves that come with all Edelbrock nitrous bottles (5-lb. and larger). A blow-down tube is an essential safety feature for hatchbacks or cars with the bottle mounted in the passenger compartment. The blow-down tube will safely vent the nitrous outside the car should the safety blow.

Nitrous Blow-Down Tube (22" long).....#72960

Racer Safety Blow-Off Adapter (for use with Blow-Down Tube)#72961

Standard Replacement Safety Valve#72901



6AN Purge Valve Kit #72178



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

Nitrous Blow-Down Tube
#72960

Nitrous Gauges

CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

FUEL PUMPS & REGS

DEALER

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INDEX

Nitrous & Fuel Pressure Gauges

Pressure gauges are an important element in getting maximum performance and consistency from your nitrous system. The 1-1/2" nitrous gauges may be fitted onto a nitrous bottle or just in front of the nitrous solenoid. Braided stainless steel lines are required for all remote mounted nitrous gauges, see page 36 for more info. 2-5/8" gauges are illuminated and come with adapter fittings. **Liquid-filled gauges offer additional vibration dampening for durability and long-term accuracy.** They are the best choice for competition or severe duty applications.

- **1-1/2" nitrous gauges may be fitted onto a nitrous bottle or just in front of the nitrous solenoid**
- **Braided stainless steel lines required for all remote mounted nitrous gauges**
- **2-5/8" gauges are illuminated and come with adapter fittings**
- **Liquid-filled gauges offer additional vibration dampening for durability and long-term accuracy**



1-1/2" Nitrous Pressure Gauge #73800



1-1/2" Fuel Pressure Gauge #73831



1-1/2" Fuel Pressure Gauge #73825



1-1/2" Liquid-Filled Nitrous Pressure Gauge #73801



1-1/2" Liquid-Filled Fuel Pressure Gauge #73832



1-1/2" Liquid-Filled Fuel Pressure Gauge #73826



2-5/8" Nitrous Pressure Gauge #73802



2-5/8" Fuel Pressure Gauge #73827



2-5/8" Fuel Pressure Gauge #73829



2-5/8" Liquid-Filled Fuel Pressure Gauge #73828



2-5/8" Liquid-Filled Fuel Pressure Gauge #73830

Nitrous Pressure Gauges, 0-1400 psi

1-1/2" Standard Gauge.....	#73800
1-1/2" Liquid-Filled Gauge	#73801
2-5/8" Standard Gauge.....	#73802

Fuel Pressure Gauges, 0-100 psi

1-1/2" Standard Gauge.....	#73825
1-1/2" Liquid-Filled Gauge	#73826
2-5/8" Standard Gauge.....	#73829
2-5/8" Liquid-Filled Gauge	#73830

Fuel Pressure Gauges, 0-15 psi

1-1/2" Standard Gauge.....	#73831
1-1/2" Liquid-Filled Gauge	#73832
2-5/8" Standard Gauge.....	#73827
2-5/8" Liquid-Filled Gauge	#73828



Electrical Accessories

- Utilizes pulse width modulation to regulate the amount of nitrous being delivered over time to the solenoids
- Select and individually program nitrous parameters to optimize traction and chassis control
- Quicker ETs and less risk of engine and chassis abuse
- Full digital circuitry with easy to read LCD display
- Integrated battery voltage monitor
- +12-volt timer output for auxiliary output such as ignition retard or additional nitrous stages
- Single or dual ramp feature adjustable from 0 to 9.9 seconds
- Non-volatile data memory retains your settings
- Complete with wiring harness and manual
- Great for automotive and motorcycle applications

EDELBROCK ACCESSORIES FOR THE RACE TRACK

Progressive Nitrous Controller

The Edelbrock Nitrous Controller (#71900) offers complete control over your nitrous system in a powerful yet compact package. The system utilizes pulse width modulation to regulate the amount of Nitrous being delivered over a specified period of time to the nitrous and fuel solenoids. The digital display is easy to read and extremely precise, while the touch switch programming is exceptionally user-friendly. You have the ability to select and individually program the nitrous parameters that you need in order to optimize traction, control your chassis and ramp up your nitrous system safely. The end result leads to quicker ETs and lessens the risk of engine and chassis abuse. The compact controller is also great for automotive and motorcycle applications.

Progressive Nitrous Controller#71900



Progressive Nitrous Controller #71900 (actual size)



Top racers like Manny Figueroa and Bert Heck rely on the Edelbrock Nitrous Controller for race-winning performance—Heck uses an Edelbrock Nitrous System, Progressive Controller and QwikData data acquisition system



Manny Figueroa won the first time out with the new Edelbrock Progressive Nitrous Controller at the PSCA race in Las Vegas!

Electrical Accessories

CARB/PLATE KITS

EET KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

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Digital Delay Timer

The Digital Delay Timer is used to activate a second or third stage of nitrous at adjustable pre-set intervals. Timer activation begins when the unit receives a 12V trigger signal, such as transbrake release, and is adjustable in increments of 1/10th of a second or less.

Digital Delay Timer#71907

- **Used to activate a second or third stage of nitrous at adjustable preset intervals**
- **Timer activation begins when the unit receives a 12V trigger signal**
- **Use DIP switches to add or subtract time from 1/10th of a second to almost two minutes**
- **Great for Bracket Racing**
- **Can also be used to activate other electronic devices**
- **Lightweight, compact design allows for mounting almost anywhere**



Time Delay Relay #71907



Top Racers like NMRA World Champion Mark Morales use Edelbrock Nitrous Systems and accessories

RPM Activation Switch

This all-digital switch can activate and deactivate the nitrous system at any desired rpm. Adjustments are made with the touch of a button—no chips to hassle with!

RPM Activation Switch#71905



RPM Activation Switch #71905

- **All-digital switch can activate and deactivate the nitrous system at any desired rpm**
- **Adjustments are made with the touch of a button**
- **No chips to hassle with!**
- **Ensures consistent runs each time**
- **Additional measure of safety in over-rev situation**
- **More advanced than our competitors**

Customers Report

"With the performer RPM system, I honestly feel that it gave me the edge I needed to win rounds, and eventually the championship. I'm confident it is a reliable product and safe for my engine."

— Dan Reaume, PSCA program

"Just wanted to drop you a line. I have a 79 Malibu that I just had A&W Speed Shop of New Jersey put one of your RPM Nitrous Systems on. I'm starting at 100 HP and then bumping up another 50 or so later. The reason I am letting you know is that the only reason I chose Edelbrock was because of the advice from my friend Mark Morales. We have been friends for a long time and he speaks highly of you and your help at the track with his Ford Ranger. I look forward to meeting you myself and having more dealings with Edelbrock in the future. The Edelbrock products on my Malibu are making 11 second runs possible for me now. Thanx!"

— John A. Harrison, New Jersey

"Recently I purchased your Performer RPM Nitrous system for my 1970 Camaro. My daughter, Jennifer races it on Thursday evenings at Irwindale. The car has the original 350 cu. in. engine - Turbo 350 Trans and 3:73 gears with a mild 272° cam, 450 lift. Not only did your Nitrous system meet the claims made, but exceeded them on the very first run. Using the 100 HP jets the E.T. dropped by 9/10 of a second and miles per hour increased by 7. This was beyond my expectations! Both I and Jennifer were quite pleased."

— Paul Halber, San Pedro CA

Edelbrock

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Electrical Accessories

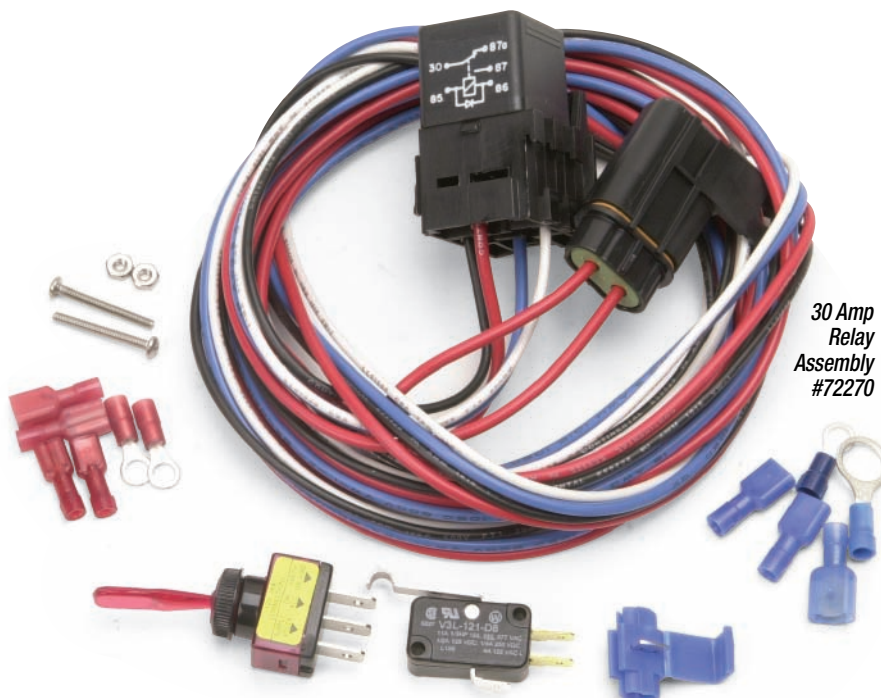


TRACK TESTED, STREET SMART EDELBROCK ACCESSORIES

Relay Assembly

Use the Edelbrock Relay Assembly as a replacement harness if you are transferring a nitrous system into a different vehicle or with many other devices which require a wide open throttle activation.

30 Amp Relay Assembly (includes switches, relay, wiring and connectors)#72270



30 Amp
Relay
Assembly
#72270

Toggle Switches

These toggle switches can be used either with your nitrous system as a replacement component or upgrade, or they can be used as stand alone items to activate other accessories you might have!

Lighted Toggle Switch#72271

Covered Toggle Switch#72272

Miniature Lighted Rocker Switch.....#72273



Covered
Toggle Switch
#72272

Lighted Toggle Switch
#72271

Push Button Switch

Momentary contact push button switch can be used as a purge button or in conjunction with a microswitch to activate the nitrous system.

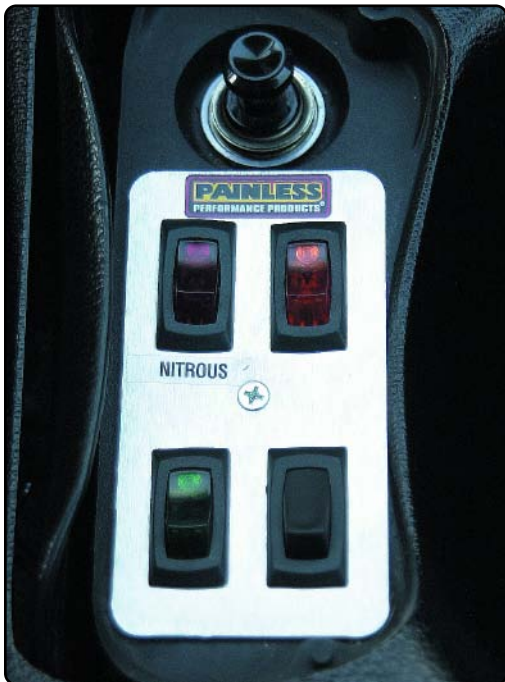
Push Button Switch#72274



Nitrous Power Panel for 1987-97 Mustangs

Perfect for street or strip, this brushed aluminum power panel hides in the ashtray of your Mustang. It contains the highest quality switches available, plus high-temp TXL wire for maximum durability and performance. Fully fused & insulated.

Nitrous Power Panel
(for 1987-97 Mustangs)#72283



Nitrous Power Panel
for 5.0L Mustangs #72283



Edelbrock Nitrous Bottle installed
in a 1994 Ford Mustang 5.0L

Electrical Accessories

CARB/PLATE KITS

EFI KITS

DIRECT PORT KITS

ACCESSORIES

BOTTLES & KITS

GAUGES

ELECTRICAL

FITTINGS & HOSES

FUEL PUMPS & REGS

DEALER

TECH TIPS

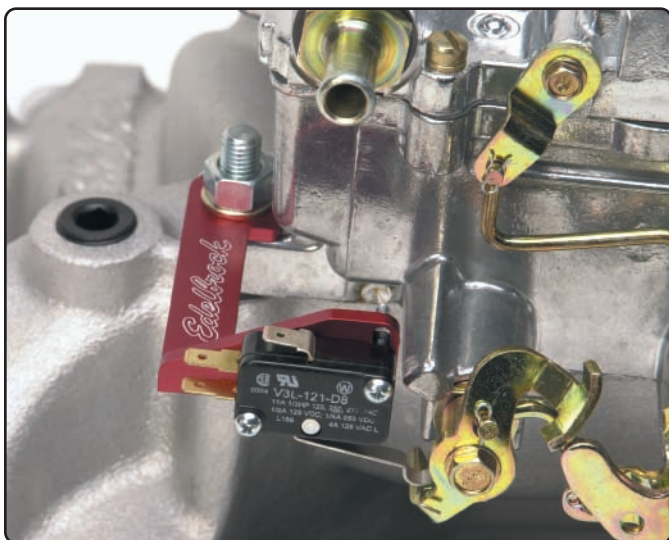
INDEX

Microswitch and Bracket Kits

Designed especially for Edelbrock, Barry Grant and Holley carburetors, these kits include a snap-action microswitch, mounting hardware and a CNC-machined, red anodized billet aluminum bracket.

#72279 comes with a bendable universal bracket for easy installation.

Microswitch with Universal Bracket	#72279
For Edelbrock Performer and Thunder Series AVS carburetors	#72280
For Holley 4500 Series carburetors	#72281
For Holley standard-flange carburetors without choke (will not fit H.P. series).....	#72282
For Barry Grant Race Demon carburetors	#72284
For Barry Grant King Demon carburetors	#72285



Microswitch with Universal Bracket #72280 for Edelbrock Performer and Thunder Series AVS carburetors



Microswitch with universal bracket #72279



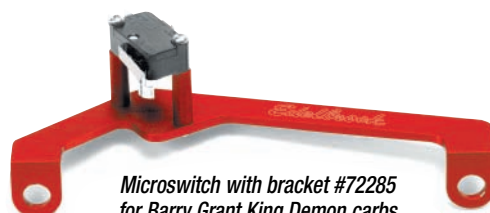
Microswitch with bracket #72281 for Holley 4500 series carbs



Microswitch with bracket #72282 for Holley standard-flange carbs without choke



Microswitch with bracket #72284 for Barry Grant Race Demon carbs



Microswitch with bracket #72285 for Barry Grant King Demon carbs

Pressure Deactivation Switch

This new Pressure Deactivation Switch is adjustable from 3 to 25 psi to disengage the nitrous system once the turbo has achieved the set boost pressure level. Factory pre-set at 7 psi, this switch is ideal for hard-core racing applications to prevent wheel spin and over-boost.

Pressure Deactivation Switch (adjustable from 3-25 psi)..... **#72209**



Fuel Pressure Safety Switches

Maintaining adequate fuel pressure is critical when it comes to nitrous. These fuel pressure safety switches can be used in conjunction with your nitrous systems to safeguard against inadequate fuel pressure.

5 psi Switch	#72210
7 psi Switch	#72211
15 psi Switch	#72212
30 psi Switch	#72213
50 psi Switch	#72214



Customers Report

"I would like to thank you for your fantastic products. After installing an Edelbrock Performer nitrous kit, I cut a full 2 seconds off my best time, with no other changes. Needless to say my 73 2wd Blazer turned some heads when it ran 13.9 with a mild small block."

— Ed Espinosa, AZ

Edelbrock

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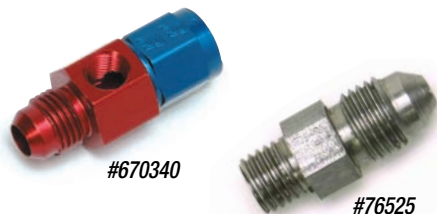
Fittings & Hoses



#76515

Filter
Assembly
#76513

- Precision machined to ensure precise thread engagement
- Lightweight fittings match up with all Russell performance hose and hose ends
- 37° AN flare sealing angle guarantees a positive seal at maximum operating pressures
- Aluminum fittings anodized for greater corrosion resistance



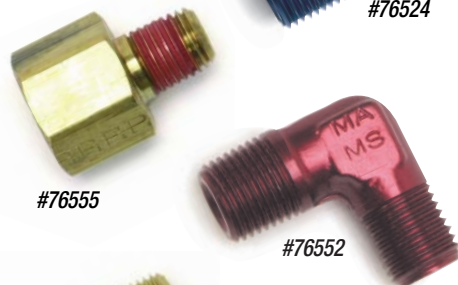
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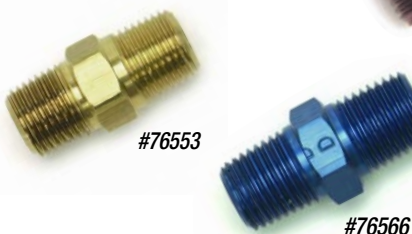
#76531

#76524



#76555

#76552



#76553

#76566

ADAPTERS & FITTINGS

Filter Fittings

Filters are a key element to prevent debris from clogging nitrous or fuel jets and causing solenoids to leak. These filter fittings are designed to be used in-line with your nitrous system in place of standard fittings to help filter your nitrous and fuel.

- 4AN to 1/8" NPT Filter Fitting, Blue.....#76514
6AN to 1/4" NPT Filter Fitting, Blue.....#76515

Fuel Filter Assembly

Comprised of a black anodized aluminum main body, mesh-style element, and o-ring seal, the element is washable and reusable. The 1/8" NPT female inlet/outlet is adaptable for AN or pipe thread.

- Fuel Filter Assembly#76513

ADAPTER FITTINGS

Manufactured by Russell, our wide variety of lightweight aluminum, stainless and brass adapter fittings allow for the connection of Russell nitrous hose ends to almost any component. Use the AN size that matches your hose and the NPT (National Pipe Thread) size that matches the component you are plumbing.

Part No.	Description	Finish
Purge Kit/Nitrous Gauge Adapters		
670290	4AN Purge/Nitrous Gauge Adapter, Indexable	Red/Blue
670340	6AN Purge/Nitrous Gauge Adapter, Indexable	Red/Blue
76512	4AN Purge/Nitrous Gauge Adapter	Brass
76510	6AN Purge/Nitrous Gauge Adapter	Brass
Flare Jet Fittings		
76520	3AN - 1/8" NPT straight	Blue
76521	3AN - 1/8" NPT straight	Red
Flare to Pipe Fittings: 90°		
76524	3AN x 1/8" NPT 90°	Blue
76534	4AN x 1/8" NPT 90°	Blue
Flare to Pipe Fittings: Straight		
76522	3AN - 1/8" NPT	Blue
76523	3AN - 1/8" NPT	Red
76525	3AN - 5/16" -24	Stainless
76530	4AN - 1/8" NPT	Blue
76531	4AN - 1/8" NPT	Red
76532	4AN - 1/4" NPT	Blue
76540	6AN - 1/4" NPT	Blue
76541	6AN - 1/4" NPT	Red
76542	6AN x 3/8" NPT	Blue
76543	6AN x 1/2" NPT	Blue
Pipe Reducer Bushings		
76555	1/8" NPT Female - 1/16" NPT Male	Brass
76567	1/4" NPT Male - 1/8" NPT Female	Blue
76568	1/4" NPT Female - 1/8" NPT Male	Red
Male Pipe Nipple: 90°		
76551	1/8" NPT x 1/8" NPT 90°	Blue
76552	1/8" NPT x 1/8" NPT 90°	Red
76554	1/8" NPT x 1/8" NPT 90°	Steel
Male Pipe Nipple: Straight		
76553	1/8" NPT x 1/8" NPT	Brass
76566	1/4" NPT x 1/4" NPT	Blue

Part No.	Description	Finish
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Flare-to-Pipe "T" Fittings

76526	3AN - 3AN - 1/8" NPT	Red
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Flare-to-Flare Reducer Union

76527	3AN - 4AN	Blue
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Flare-to-Flare "T" Fittings

76545	6AN - 6AN - 6AN	Blue
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Flare-to-Flare "Y" Fittings

76519	3AN - 3AN - 3AN	Red
76536	4AN - 4AN - 4AN	Blue
76537	4AN - 4AN - 4AN	Red
76546	6AN - 6AN - 6AN	Blue
76547	6AN - 6AN - 6AN	Red
76570	8AN - 8AN - 8AN	Blue
76571	8AN - 8AN - 8AN	Red
76573	10AN - 10AN - 10AN	Red

1/8" NPT to Flare Jet Adapter Y-Fitting

76557	1/8" NPT - Flare Jet - Flare Jet	Blue
76558	1/8" NPT - Flare Jet - Flare Jet	Red

Allen Pipe Plugs

76550	1/8" NPT	Black
76565	1/4" NPT	Red

High Pressure Nitrous & Fuel Filter Fittings: Straight

76514	4AN x 1/8" NPT (nitrous)	Blue
76533	4AN x 1/8" NPT (fuel)	Red
76556	1/8" NPT x 1/8" NPT (nitrous)	Blue
76515	6AN x 1/4" NPT (nitrous)	Blue
76544	6AN x 1/4" NPT (fuel)	Red

DIRECT PORT KIT FITTINGS

Compression Fittings

76560	1/8" NPT - 3/16" Tube (includes Ferrule)	Brass
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Tubing

76562	3/16" Stainless Steel Tube Bundle, 12" long (qty. 16)	Stainless
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Ferrules

76561	3/16" Tube Barrel Ferrule (qty. 4)	Brass
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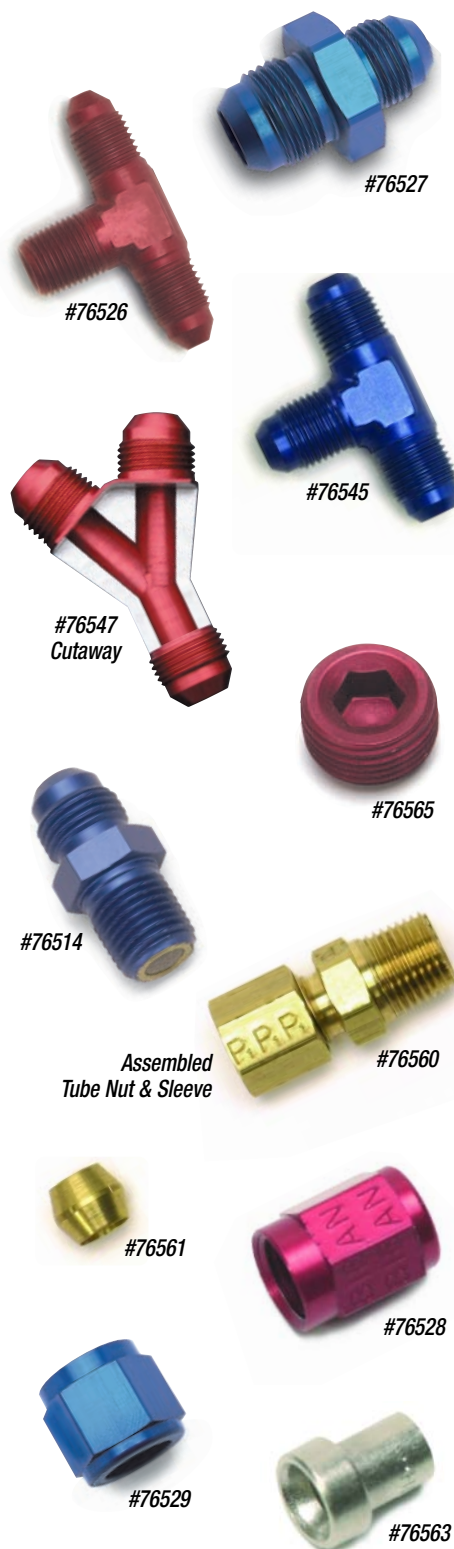
Tube Nuts

76528	3AN - 3/16" Tube	Red
76529	3AN - 3/16" Tube	Blue

Tube Sleeves

76563	3/16" Tube Sleeve (2 per pkg.)	Endura
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Adapters & Fittings (continued)



Fittings & Hoses

**LISTINGS IN
RED ARE NEW!**



Russell Performance Products... An Edelbrock Company

STAINLESS STEEL LINES FOR NITROUS SYSTEMS

Russell Nitrous system hose assemblies are constructed using Russell Power-Flex stainless steel braided hose. They feature a Teflon® inner liner and 308 stainless steel outer braid for the ultimate in strength, corrosion resistance and appearance. The Russell hose ends feature precision crimp installation using a hydraulic crimping method that provides a leak-free connection. All lines feature straight AN hose ends on both ends unless noted otherwise. Some hoses have 1/8" NPT male threads on one end to thread directly into solenoids with 1/8" NPT ports. Use lines with blue fittings for nitrous, and red fittings for fuel.

Russell braided stainless steel nitrous and fuel lines are available in a variety of lengths, sizes and configurations

-3 AN Nitrous/Fuel Lines

Part No.	Length/Color	Description
#658000	8-1/2" Blue	Nitrous Line
#658010	8-1/2" Red	Fuel Line
#658020	8-1/2" Blue	-3 AN x 1/8" NPT
#658030	8-1/2" Red	-3 AN x 1/8" NPT
#658780	10" Red	Fuel Line
#658040	12" Blue	Nitrous Line
#658070	12" Red	Fuel Line
#658050	12" Blue	-3 AN x 1/8 NPT
#658060	12" Red	-3 AN x 1/8 NPT
#658080	15" Blue	Nitrous Line
#658090	15" Red	Fuel Line
#658100	18" Blue	Nitrous Line
#658110	18" Red	Fuel Line
#658120	2-foot Blue	Nitrous Line
#658150	2-foot Red	Fuel Line
#658130	2-foot Blue	-3 AN x 1/8" NPT
#658140	2-foot Red	-3 AN x 1/8" NPT
#658160	3-foot Blue	Nitrous Line
#658170	3-foot Red	Fuel Line
#658180	4-foot Blue	Nitrous Line
#658190	4-foot Red	90° to Straight

-4 AN Nitrous/Fuel Lines

Part No.	Length/Color	Description
#658200	8-1/2" Blue	Nitrous Line
#658210	8-1/2" Red	Fuel Line
#658220	1-foot Blue	Nitrous Line
#658230	1-foot Red	Fuel Line
#658240	15" Red	90° to Straight
#658250	18" Blue	Nitrous Line
#658260	18" Red	Fuel Line
#658270	2-foot Blue	Nitrous Line
#658300	2-foot Red	Fuel Line
#658280	2-foot Blue	-4 AN x 1/8" NPT
#658290	2-foot Red	-4 AN x 1/8" NPT
#658310	3-foot Blue	Nitrous Line
#658320	3-foot Red	Fuel Line
#658330	4-foot Blue	Nitrous Line
#658340	6-foot Blue	Nitrous Line
#658350	8-foot Blue	Nitrous Line
#658360	10-foot Blue	Nitrous Line
#658370	12-foot Blue	Nitrous Line
#658380	14-foot Blue	Nitrous Line
#658390	16-foot Blue	Nitrous Line
#658400	18-foot Blue	Nitrous Line
#658410	20-foot Blue	Nitrous Line
#658420	1-foot Blue	-4 AN to -3AN
#658430	1-foot Red	-4 AN to -3AN
#658440	18" Blue	-4 AN to -3AN
#658450	18" Red	-4 AN to -3AN
#658460	1-foot Blue	-4 AN to -6AN
#658470	18" Blue	-4 AN to -6AN
#658480	18" Red	-4 AN to -6AN

-6 AN Nitrous/Fuel Lines

Part No.	Length/Color	Description
#658490	1-foot Blue	Nitrous Line
#658500	1-foot Red	Fuel Line
#658510	2-foot Blue	Nitrous Line
#658520	2-foot Red	Fuel Line
#658530	4-foot Blue	Nitrous Line
#658540	6-foot Blue	Nitrous Line
#658550	8-foot Blue	Nitrous Line
#658560	10-foot Blue	Nitrous Line
#658570	12-foot Blue	Nitrous Line
#658580	14-foot Blue	Nitrous Line
#658590	16-foot Blue	Nitrous Line
#658600	20-foot Blue	Nitrous Line



Russell nitrous and fuel lines have a working pressure rating of 1500 psi



For top-of-the-line fittings, hose ends, braided stainless steel or rubber hose and brake lines choose Russell Performance Products.
www.russellperformance.com

Matching Edelbrock Parts

Description	Page No.
Nitrous Systems	page 3
Nitrous and Fuel Pressure Gauges	page 29
Adapters and Fittings	page 34

**LISTINGS IN
RED ARE NEW!**

Fuel Pumps & Regulators

QUIET-FLO™ ELECTRIC FUEL PUMPS

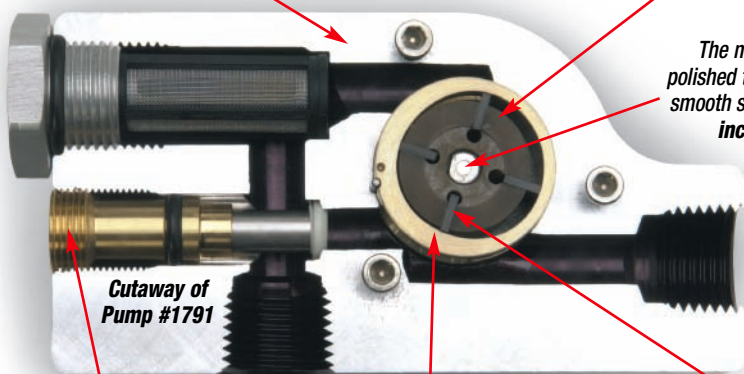
Manufactured by Essex Industries, one of the most renowned fuel system manufacturers, these state-of-the-art Electric Fuel Pumps offer maximum performance in a compact package. With anodized aluminum housings and high-quality internals, they are both strong and durable. Each pump is factory-tested and includes mounting brackets. The carbon fiber vanes and composite rotors give these pumps the added boost for **maximum** performance. The high quality construction results in a pump that is **4 to 14 dB quieter than competitors pumps** at the same pressure. **#1791 is factory preset to 6.5 psi and no regulator is required.** With a replaceable screen type inlet filter and the free flow rate of 120 GPH is sufficient to supply 600 hp. **#1792 has a free flow rate of 160 GPH, enough to feed a 1000 hp engine.** This pump is factory preset to 12 psi and requires an external regulator such as the new Edelbrock regulator #1727.

120 GPH (free flow), 3/8" NPT inlet/outlet for carbureted applications#1791
160 GPH (free flow), 1/2" NPT inlet/outlet for carbureted applications#1792

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

*Precision molded composite rotors rev. inertia loads for **longer fuel pump li.***

*The motor shafts are polished to an extremely smooth surface finish to **increase seal life***



Cutaway of Pump #1791

*Accurately set to factory specs, but can be **easily adjusted** with this screw if needed*

*Internal race is elliptically machined to minimize wear, **improve performance, and reduce noise***

*Lightweight carbon-fiber vanes reduce the centrifugal force for **less friction & wear***



Electric Fuel Pump #1791



Electric Fuel Pump #1792

Essex Industries manufactures fuel system components for the F/A 15 Eagle fighter jet, B-2 Stealth Bomber and all Boeing 700 Series aircraft!

FUEL PRESSURE REGULATOR

This new Fuel Pressure Regulator is machined from aircraft quality aluminum for those who demand the best. Manufactured by Essex Industries, this regulator has fluorosilicone diaphragm material for extended life and high temperature protection. It is compatible with all grades of gasoline/methanol and have 1/8" NPT gauge ports. Mounting bracket, fittings and hardware are included. **#1727 has 3/8" NPT inlet/outlets and is adjustable from 5 to 10 psi providing extremely consistent pressure regulation for carbureted applications.**

160 GPH w/ single 3/8" NPT inlet and dual 3/8" NPT (outlets for carbureted applications)#1727

Fuel Pressure Regulator #1727



UNIVERSAL FUEL PUMP RELAY KIT

Universal fuel pump relay kit for use with Edelbrock #1791 and #1792 fuel pumps. Installation of this relay kit will ensure proper wiring which will reduce the risk of damaging the fuel pump and result in consistent fuel pressure.

Fuel Pump Relay Kit#1795



Fuel Pump Relay Kit #1795

*Not legal for sale or use on pollution controlled motor vehicles.

Edelbrock

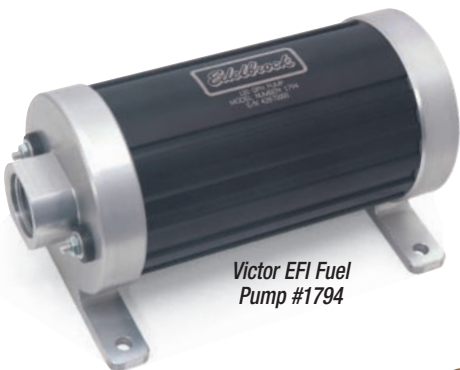
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CARB/PLATE KITS
EFI KITS
DIRECT PORT KITS
ACCESSORIES
BOTTLES & KITS
GAUGES
ELECTRICAL
FITTINGS & HOSES
FUEL PUMPS & REGS
DEALER
TECH TIPS
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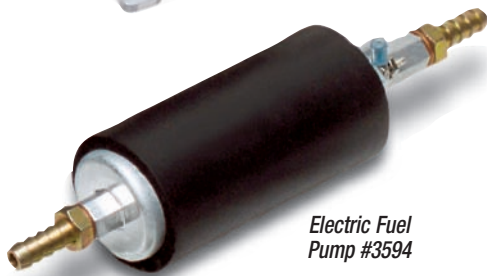
EFI Fuel Pumps & Regulators



Electric Fuel Pump #1790



Victor EFI Fuel Pump #1794



Electric Fuel Pump #3594



Fuel Pressure Regulator #1728



In-Tank Fuel Pump #17935

ELECTRIC FUEL PUMPS FOR EFI

These EFI fuel pumps are also manufactured by Essex Industries. With anodized aluminum housings and high-quality internals, they are both strong and durable. Each pump is factory-tested and includes mounting brackets. #1790 features a -10 AN inlet/outlet and a flow rate of 80 GPH at 45 psi for use with high-hp fuel injected applications. The in-line design keeps the pump motor and components cool even under harsh conditions. The new Victor EFI fuel pump #1794 is rated at 120 GPH at 45 psi and has -12 AN inlet/outlets and is compatible with all grades of gasoline and methanol type fuels.

80 GPH at 45 psi, -10 AN inlet/outlet (for EFI applications)#1790
120 GPH at 45 psi, -12 AN inlet/outlet (for EFI applications)#1794

STREET/STRIP ELECTRIC FUEL PUMP

Street/Strip fuel pumps can be utilized as an inline booster pump or as a stand-alone unit. These pumps are continuous duty rated and are ideal for EFI applications that require additional pumping capabilities from upgrade modifications such as high compression pistons, high flow intake manifold, big bore throttle bodies, cams, turbo kits, supercharger and nitrous applications up to 600 HP. Includes mounting brackets, 3/8" barb fittings. Match with EFI regulator #1728 for adjustability from 35 to 90 psi.

57 GPH (215 liter/hr), 3/8" hose barb fittings#3594

FUEL PRESSURE REGULATORS

These new Fuel Pressure Regulators are machined from aircraft quality aluminum for those who demand the best. Manufactured by Essex Industries, these regulators have a diaphragm made of fluorosilicone for extended life and high temperature protection. They are compatible with all grades of gasoline/methanol and have 1/8" NPT gauge ports. Mounting bracket, fittings and hardware are included. #1728 is adjustable from 35 to 90 psi and has two -6 AN inlet ports plus a single -6 AN outlet. #1729 offers the same flow performance but with a longer body and -10 AN inlet ports. Both are capable of handling the flow from pump #1794 or two #1790 pumps for systems well beyond 1000 HP.

180 GPH w/ dual -6 AN inlet, single -6 outlet & -6 external bypass (for EFI applications)#1728
180 GPH w/ dual -10 AN inlet, single -10 outlet & -6 external bypass (for EFI applications)#1729

HIGH PERFORMANCE IN-TANK FUEL PUMPS

These OE in-tank upgrade pumps are ideal for supporting performance improvements such as a high performance intake manifold, cams, turbo, direct port nitrous systems, big-bore throttle body, etc. They replace your original pump exactly and include all necessary hardware for an easy installation.

For 1985-97 Ford Mustang (exc. 1996-97 Cobra)

155 liter/hr. (41 GPH)#17930
190 liter/hr. (50 GPH)#17931
255 liter/hr. (67 GPH)#17932
255 liter/hr. (67 GPH) high pressure for Turbo or Nitrous#17935

For 1985-92 fuel-injected GM vehicles, non-TBI

255 liter/hr. (67 GPH)#17933

For 1984-90 front wheel drive Chrysler vehicles

255 liter/hr. (67 GPH)#17934

For 1994-99 Acura Integra & 1992-00 Honda Civic

190 liter/hr. (50 GPH)#17938
255 liter/hr. (67 GPH)#17936
255 liter/hr. (67 GPH) 60+ psi for Turbo, Supercharger or Nitrous#17937

Dealer

**LISTINGS IN
RED ARE NEW!**

Nitrous Bottle Refill Pump Station Features:

- Industrial style pneumatic driven transfer pump
- 20" bottle stand for threaded neck bottles
- Anodized fuel filter assembly
- Compressed air on/off valve
- Nitrous tee valve
- 1-1/2" nitrous pressure gauge
- 2x3' "Refills Here" dealer banner
- "Refills Here" dealer decal
- "Nitrous Refills Sold Here" label
- Operating manual and instruction sheet



Refill Pump
Station #78000

NITROUS BOTTLE REFILL PUMP STATION

The Refill Pump Station comes complete with all the plumbing, hoses, gauge, valve, fittings and bottle stand necessary to transfer nitrous from a mother cylinder to the receiving bottle. The pump runs off compressed air and requires no electrical hook-up. Every kit includes a **dealer decal and banner** to let others know that you support the high-quality Edelbrock nitrous program. Don't forget the Water Separator/Regulator #78003, shown at right, to extend the life of your pump.

Refill Pump Station.....#78000
Replacement Pump only.....#78001



Water
Separator/Regulator
#78003

WATER SEPARATOR/REGULATOR

This combination water separator and air pressure regulator is designed to be used as an accessory with our nitrous refill pump station. Besides regulating the air pressure to the correct level, it prevents water from entering the nitrous pump and causing damage, thereby extending the life of your transfer pump.

Water Separator/Regulator.....#78003

NITROUS PLAN-O-GRAM

This Nitrous Plan-O-Gram showcases the most popular Edelbrock Nitrous products; you will see an immediate improvement in sales. In addition, the Plan-O-Gram can be an important training tool for sales personnel and educating customers by showing them that Edelbrock is more than just manifolds. The results — a well-equipped staff and customers that are confident that they have made the right decision when they chose Edelbrock.

Nitrous Plan-O-Gram#0310

FREE POINT- OF-PURCHASE

6" x 9-1/2" red, black and white decal that tells your customers that you refill Edelbrock nitrous bottles.

Edelbrock "Nitrous Refills Sold Here" Dealer Decal#0209

24" x 36" plastic banner screened with "Edelbrock Nitrous Refills Sold Here." Rolled for mailing.

Edelbrock Nitrous Refill Banner#0208



Dealer Decal #0209

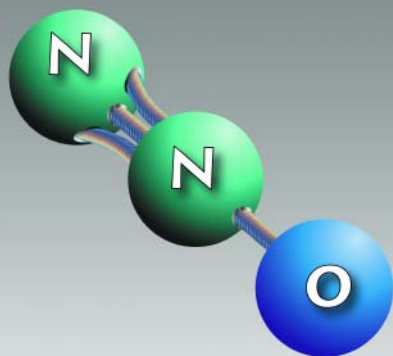


Nitrous Plan-O-Gram #0310

Edelbrock

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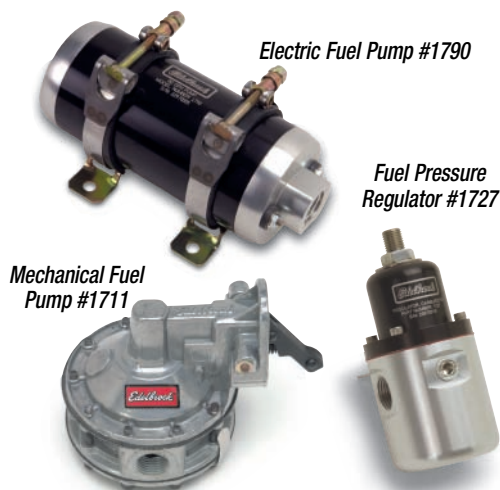
Tech Tips



Nitrous oxide molecule

Benefits of Nitrous Oxide

- **Lowers engine intake air temperature, producing a dense inlet charge**
- **Increases the oxygen content of the inlet charge (air is only 22-percent oxygen by weight while nitrous oxide is 36-percent oxygen by weight)**
- **Increases the rate at which combustion occurs in the engine's cylinders**
- **Nitrogen acts as a buffer by remaining attached to the oxygen molecule until the bond is broken in the heat of combustion. Otherwise, the free oxygen molecule could cause premature combustion before it reaches the cylinder, which would make nitrous oxide extremely flammable!**



TECHNICAL DISCUSSION

From a performance standpoint, nitrous oxide is one of the most cost-effective methods of increasing horsepower on the market today. In addition, nitrous is compact, so it doesn't stand out, and it's only used when needed. To understand how nitrous oxide works, let's review how an engine operates.

A gasoline engine's operation depends on three factors: fuel, air and spark. The engine takes in air and fuel and ignites it with the spark. The ignited mixture results in hot, expanding gasses that push the piston down the cylinder, thus causing the engine to run and transfer power throughout the drivetrain. When it comes to increasing engine performance, there are a wide variety of performance parts on the market, and most are designed to do one thing: increase the amount of air and fuel the engine can gulp into the cylinder on the intake stroke. The more air and fuel the engine can pack into the cylinders on the intake stroke, the greater the horsepower level.

WHAT IS NITROUS OXIDE?

Nitrous oxide is a cryogenic gas composed of two nitrogen molecules bonded to one oxygen molecule, hence, the chemical name of N_2O . It stays in liquid form under pressure and converts to a gaseous state when released into the atmosphere. Being 36% oxygen by weight, nitrous oxide is considered to be an oxidizer, not a fuel, and is non-flammable by itself. Because nitrous oxide is a cryogenic gas, the same safety methods in handling dry ice apply to nitrous. Direct contact with the skin will cause a burn similar to contact with dry ice.

Nitrous Oxide is offered for sale in two common grades, which are U.S.P., and Nitrous Plus. U.S.P. nitrous oxide is medical grade nitrous oxide. Its common use is dental and veterinary anesthesia as well as use as a propellant in food such as canned whip cream.

U.S.P. is not available to the public and would provide no advantage in the making of horsepower over the automotive grade nitrous oxide. Nitrous Plus was specifically designed for automotive consumption and differs from U.S.P. in that it contains trace amounts of sulfur dioxide (100 parts per million or "PPM") added to prevent substance abuse. The Sulfur Dioxide is an irritant to all of your breathing passageways and will cause sore throats and sore nasal passages. Nitrous Plus was specifically created for automotive applications and is available for sale to the public at many speed shops across the USA and abroad.

HOW DOES NITROUS OXIDE WORK?

As stated before, nitrous oxide is an oxidizer. An oxidizer supports combustion by supplying additional oxygen. Initially, the nitrous doesn't help the process. This is because as long as the one oxygen molecule is bonded to the two nitrogen molecules, the oxygen isn't free to aid combustion at all. Only after they've been exposed to the heat of the combustion process will the chemical bond be broken (the bond breaks around 570 degrees), allowing the free oxygen molecule to then contribute to the combustion process. Additional fuel is added along with the nitrous to maintain a stoichiometric air/fuel ratio. The end result is more horsepower being created pretty much the same way a blower or turbocharger does.

TECH TIPS

Engine Configuration Tips For Edelbrock Direct Port Systems

- 1 When using an Edelbrock Direct Port Nitrous System, extra fuel is required to make the additional horsepower. Call the **Edelbrock Tech Line at 1-800-416-8628** from 7am to 5pm PST Monday-Friday for more information regarding Edelbrock fuel pumps.
- 2 In extreme horsepower applications, such as with our Victor Jr., Victor & Super Victor Series Nitrous Systems, extremely high cylinder pressures can be generated. We recommend high-strength internal engine components such as forged pistons and crankshaft, high performance connecting rods, etc. Please contact the Edelbrock Tech Line for more information regarding your engine configuration for the power gains you are looking to achieve.
- 3 For race engine applications, there are cams specifically designed for use with nitrous. Typically, these cams will feature a wider-than-normal lobe separation angle, usually around 112° to 114° to keep the nitrous-enhanced intake charge from being purged out through the exhaust valve. Cam changes such as these are only to be performed on racing engines, not stock or near stock applications.
- 4 For race engine applications, many standard ignition systems experience misfires at high cylinder pressures and/or high RPM. We recommend using a high-quality performance ignition system for such racing applications.

SYSTEM TUNING

This technical information is to be used as an aid in helping to tune our nitrous oxide systems. Before addressing the nitrous variables, be sure that you have properly tuned your engine and that it's working at peak efficiency without nitrous. Our goal is to provide reliable horsepower gains without sacrificing dependability or reliability. To achieve the gains that we did, you need to eliminate variables that could cause less-than-ideal operation.

Keep it Simple...

There are only four engine tuning variables to keep in mind when dealing with nitrous oxide. They are:

- **Bottle Pressure** – *Bottle Pressure should be between 900-950 psi*
- **Fuel Pressure** – *As a general rule, do not exceed 6% fuel pressure drop when the nitrous system is activated. For example, if the OEM states that 45 psi is an acceptable fuel pressure for a given vehicle, the fuel pressure drop seen when the nitrous system is activated should be no more than 2.7 psi on EFI-equipped vehicles. On carbureted applications with 7.5 psi, a drop of no more than .5 psi is acceptable*
- **Timing** – *Retard ignition timing 1-1/2° to 2° for every 50 hp of nitrous used (may vary by application)*
- **Spark Plugs** – *1 heat range colder for every 100 hp, non-projected type plug with a gap of .025 to .035. Use non platinum plugs only!*

Bottle Pressure

Bottle pressure is one of the most important factors in tuning a nitrous oxide system. Many people feel that if a bottle is full then the pressure must be right, however, that isn't always true. Pressure has a direct relationship to temperature. A full bottle can vary from 750 to 1200 psi depending of the method used to fill the bottle. All Edelbrock nitrous systems are tuned utilizing liquid nitrous, which is denser than gaseous nitrous and more stable. Nitrous becomes a liquid at a temperature of -127°F at atmospheric pressure. Since this temperature is nearly impossible to sustain and there would be no pressure to carry the nitrous where it needs to go, we use the alternate method to change the phase to a liquid by pressurizing it to a level of 735 psi or greater, ideally 950 psi. At 950 psi nitrous has a density of 5.44 lb/gal., bottle pressure is more stable and can easily be sustained with the use of a **bottle heater**. Many people also feel that running pressure greater than 950 psi will generate much higher flow of nitrous, however, this is not the case. Figure 1 on the right illustrates the relationship between bottle temperature and bottle pressure. Note that as volume decreases it is harder to maintain pressure and a **bottle heater** can help ensure better consistency. A consistent bottle pressure provides a consistent amount of nitrous delivered during a given period of time. It's also good practice to top off the bottle when it reaches a volume of less than 40%. Although a pressure of 950 psi can be achieved at almost any volume, the problem is that the pressure drop will be much greater than when a bottle is full, and consistency can be affected.

Six-Second Performance with Edelbrock Nitrous

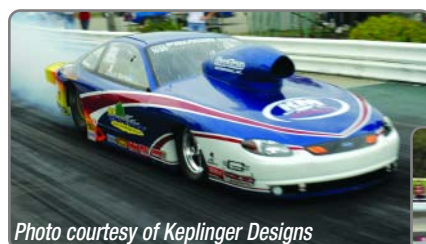


Photo courtesy of Keplinger Designs

FFW & PRO racer **Chuck Samuels** and IHRA & ADRL Pro Mod racer **John Pilcher** both use Edelbrock Nitrous to pilot their cars down the quarter mile consistently in the six-second range!



Relationship Between Nitrous Bottle Temperature & Pressure

Temp. (F)	Press. (psi)	Temp. (F)	Press. (psi)
-40°	122	40°	490
-20°	188	50°	565
-10°	225	60°	655
0°	260	70°	735
10°	315	80°	840
20°	365	90°	945
30°	430	98°	1040

Figure 1 - Nitrous Temperature/Pressure Table



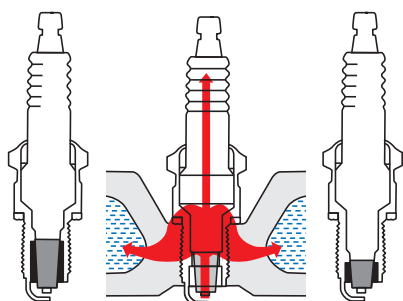
Our Nitrous Bottle Heater is the best way to maintain proper nitrous temperature and pressure

Tech Tips



To make sure your fuel system has adequate fuel pressure, use an Edelbrock Flow Test Tool #76506 to measure your fuel system's "flowing pressure".

Spark Plug Heat Rating



Heat Range Types

Hot Type

- Large exposure surface to combustion gasses
- Dissipates heat slowly
- Firing end heats up quickly

Cold Type

- Smaller exposure surface to combustion gasses
- Dissipates heat quickly
- Firing end does not heat as quickly

Courtesy of NGK Corporation

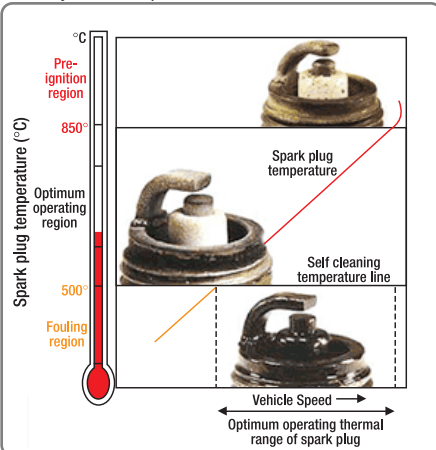


Figure 2 - The appearance of your spark plugs after a nitrous pass tells you a lot about the condition and state of tune of your engine

TECH TIPS

Fuel Pressure

A commonly overlooked problem is insufficient fuel pressure. To maintain consistent fuel pressure and delivery we must determine if it is adequate for the task. Most modifications will be fine on factory fuel delivery systems. On highly modified engines that horsepower levels exceed 40% over the manufacturer rated hp level, modifications like the addition of an in-line booster pump or dedicated fuel system is recommended. The purpose of a booster pump is to work in conjunction with the stock pump and maintain a more consistent fuel pressure. The booster pump allows the factory pump to provide its maximum volume capacity; the booster pump then increases the fuel pressure. In racecar applications with a direct port nitrous system or wet nitrous system, a dedicated fuel system is recommended. A dedicated fuel system consists of a fuel pump, fuel pressure regulator and feed line to the fuel solenoid. The purpose of a dedicated fuel system is to provide fuel enrichment for the nitrous system independent of the primary fuel system. A dedicated fuel system offers a greater degree of tune-ability and eliminates problems that might arise from sharing a fuel pump with the engine.



Electric Fuel Pump #1791

Timing

When we set the timing on a car we are actually finding the point in which the engine will initiate the burn so that at about 10° After Top Dead Center (ATDC) peak cylinder pressure can occur. Depending on combustion chamber design and cylinder filling, this point can be anywhere between 30° and 45° Before Top Dead Center (BTDC). The reason we retard timing with nitrous injection is that the air charge becomes more oxygen dense, causing the air/fuel mixture to burn at a much higher rate. In other words, accelerated combustion occurs. This acceleration in combustion causes peak cylinder pressure to happen much earlier. The problem with this is that instead of using the energy generated by combustion to give the piston momentum we are transferring that heat energy onto the rotating and reciprocating assemblies, and possibly hurting them. In the process we are losing torque and Horsepower. To prevent this, we recommend that you retard the ignition timing 1-1/2° to 2° for every 50 hp added through the nitrous system. This will ensure that peak cylinder pressure occurs at the same point it did before the nitrous was injected into an engine. Also keep in mind that retarding too much timing will also hurt you. If you retard more than the recommended amount, peak cylinder pressure can occur much later in the combustion cycle and that energy will be wasted. In most cases, avoid aftermarket chips or computers that are not designed for use with nitrous. They typically add more ignition timing, which could lead to power loss and engine damage.

Spark Plugs

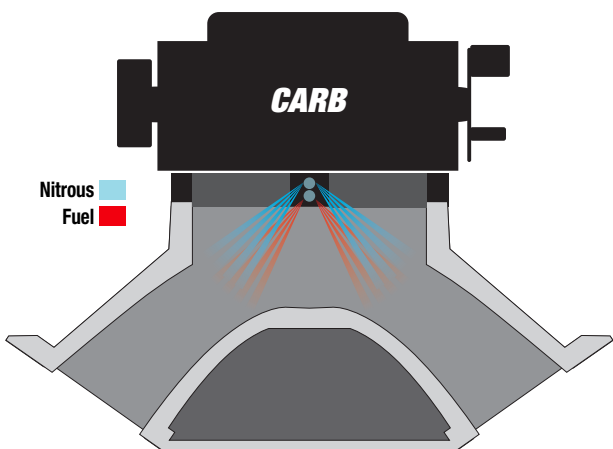
The last frequently misunderstood factor in adapting a nitrous system to your engine is the spark plug. Three important aspects of spark plugs must be looked at: their heat range, reach and gap. We advise lowering the heat range of your spark plugs 1 step for every 100 hp added with nitrous. The other aspects of a plug that must be looked at are the reach and gap. It is best to use a non-projected type plug. Projected plugs allow a greater portion of the electrode to be exposed to combustion gases and possibly cause pre-ignition. The spark plug gap also plays a large roll in nitrous engine performance, because increased cylinder pressure from the additional nitrous and fuel makes it harder for the spark to jump the gap. The same gap that worked for a non-nitrous set-up may be too much for nitrous, leading to excessive misfires and loss of power. Also, we recommend that you **do not** use platinum plugs. The platinum tips can get extremely hot and will cause detonation. Plus, there is a chance the tip may break off in even cases of mild detonation and can severely damage the engine.

Ideally a gap between .025" and .035" should be used on high horsepower applications where an inductive style ignition system is utilized. Engines equipped with capacitive discharge ignition systems may use gaps larger than .035". It's very important to learn how to read the plugs after a pass. A plug can tell you a lot of what is happening in the combustion chamber. See Figure 2 to the left for more on this important detail.

Types of Nitrous Systems

The following diagrams illustrate how four common systems inject nitrous and supplemental fuel to increase horsepower.

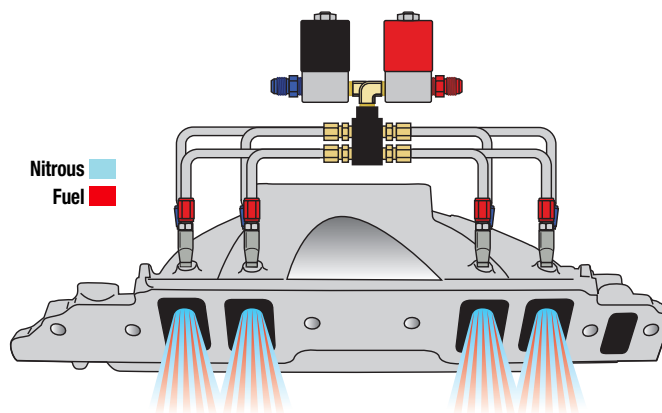
Spray Bar Plate Nitrous Systems



Nitrous & Supplemental Fuel

Our most common system. One carburetor plate injects both nitrous and additional fuel using one nitrous spray bar and one fuel spray bar. Both sides are metered by tuning jets as they're sprayed into the incoming air charge.

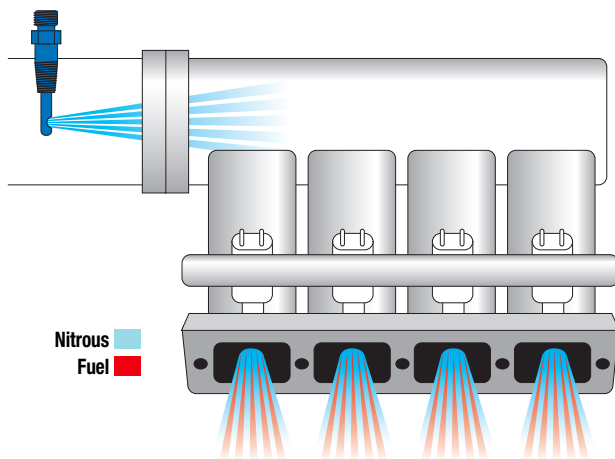
Direct Port Nitrous Systems



Nitrous & Supplemental Fuel

Each intake runner is equipped with its own direct-port style nozzle which injects both nitrous and additional fuel metered by tuning jets as they're sprayed into the incoming air charge. This type of system is ideal for individual cylinder tuning and developing maximum horsepower.

Dry EFI Nitrous Systems



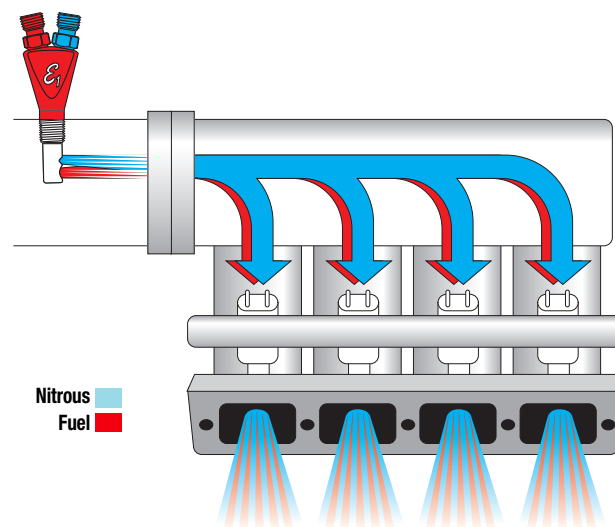
Nitrous:

Nitrous is metered by tuning jets and injected through a dry nozzle (no fuel) into the incoming air charge.

Supplemental fuel:

The nitrous system interfaces with the stock EFI system and increases fuel flow to the existing fuel injectors when the system is armed and triggered.

Wet EFI Nitrous Systems

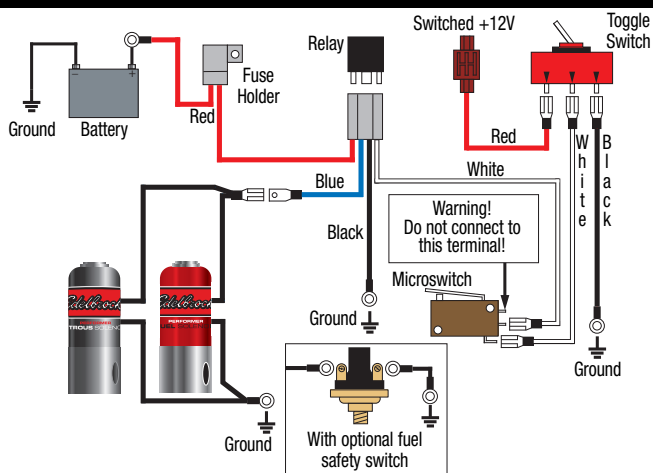


Nitrous & Supplemental Fuel

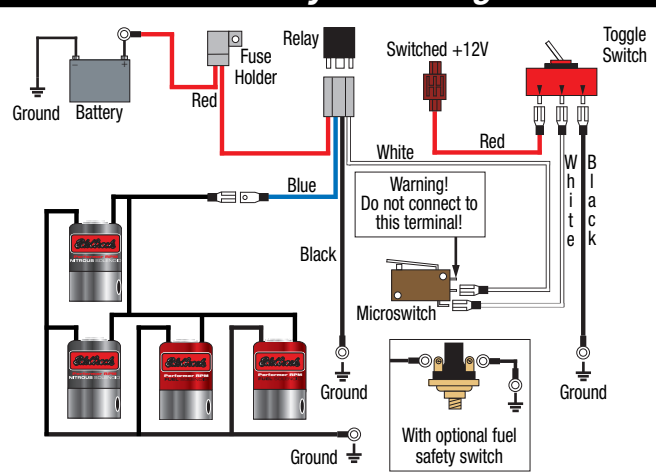
One direct-port style nozzle injects both nitrous and additional fuel metered by tuning jets as they're sprayed into the incoming air charge.

Wiring Diagrams

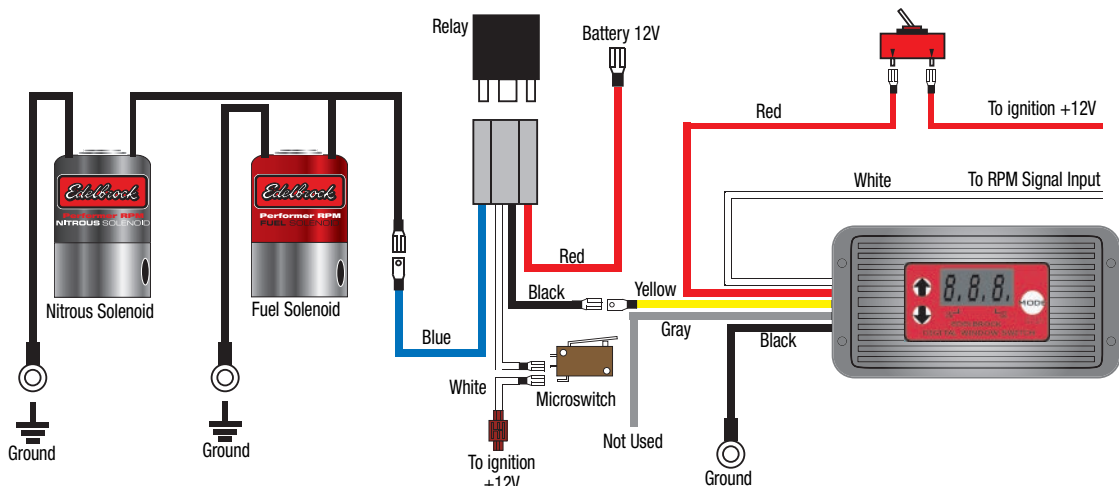
Carb Plate Svstem Diagram



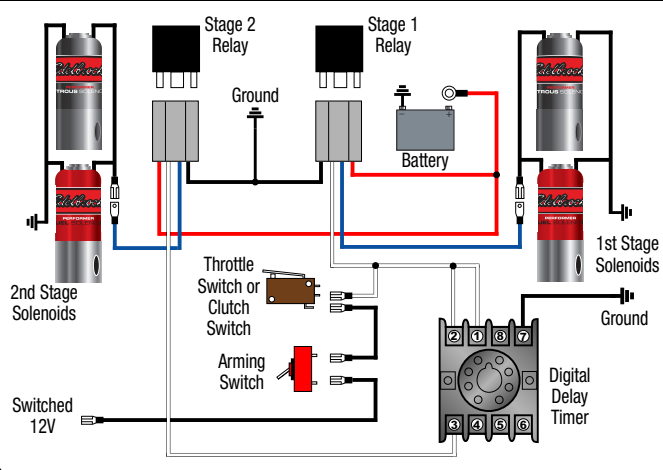
Direct Port System Diagram



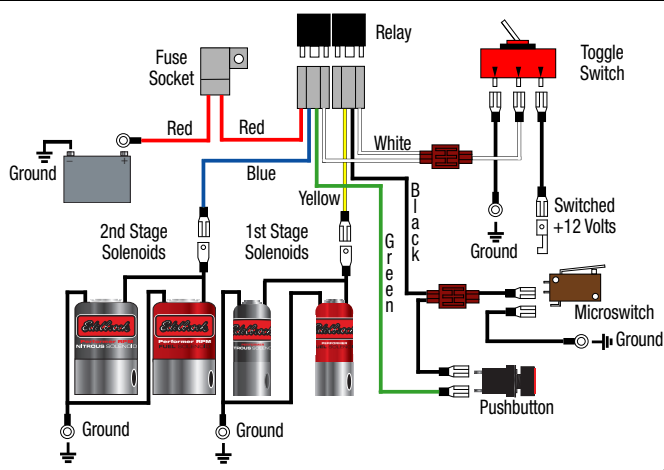
RPM Activation Switch Diagram



Digital Delay Timer Diagram

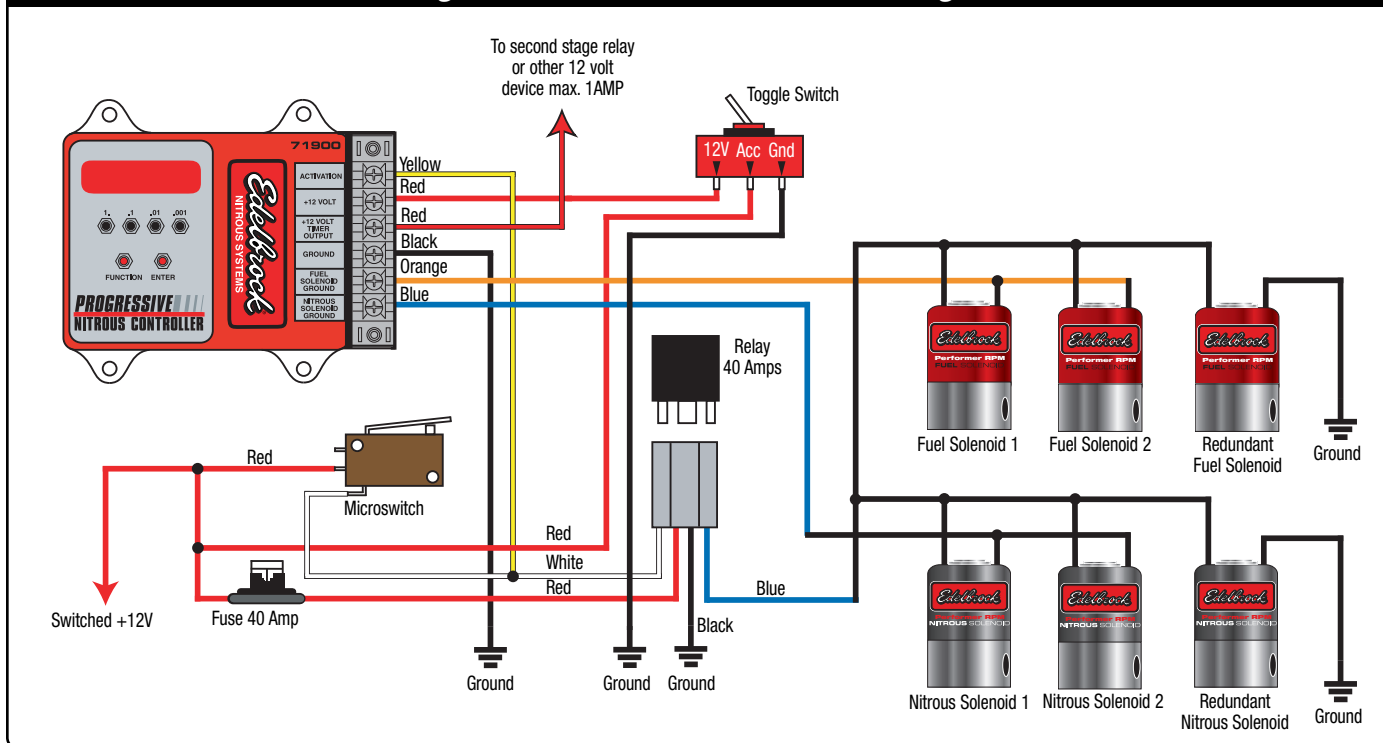


Dual Stage Svstem Diagram



Diagrams Warranty & Index

Progressive Nitrous Controller Diagram



General Warranty

It is the constant endeavor of the Edelbrock Corporation to give our customers the highest quality products obtainable. Edelbrock warrants each new product, except Edelbrock Crate Engines, Performer Series Carburetors, Race Division Parts, Stainless Steel Tubular Exhaust Systems and Edelbrock IAS Shock Absorbers which are warranted separately, to be free from defects in both workmanship and material for a period of one (1) year from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer or used for racing or competition purposes. Our warranty service and

repair facility is located at 2700 California Street, Torrance, California 90503. Customers who believe they have a defective product should either return it to the dealer from which it was purchased or ship it directly to Edelbrock Corporation along with proof of purchase and a complete description of the problem. The product must be returned freight prepaid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product. Warranty covers only the product itself and not the cost of installation or removal.

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Plate Systems

Direct Port Systems

EFI Systems

Jets & Solenoids

Nozzles

Bottles

Gauges & Switches

Stainless Steel Lines

Fittings & Adapters



Edelbrock

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Brochure #03715

www.edelbrock.com





The Edelbrock water pump on Camee & Christi Edelbrock's '32 Roadster kept the 435 hp Edelbrock crate engine running cool on the Hot Rod Power Tour

WATER PUMPS ARE AVAILABLE IN 3 FINISHES:

- **As-Cast**
 - Natural satin finish
- **Polished**
 - Traditional good looks
- **EnduraShine® Finish**
 - Brilliant luster matches polished aluminum with the durability of a powder coated finish
 - Resists discoloration from heat
 - Clear top coat enhances polished aluminum for a great appearance



S/B Chrysler #8877 with As-Cast Finish



Ford 5.0L #8845 with Polished Finish

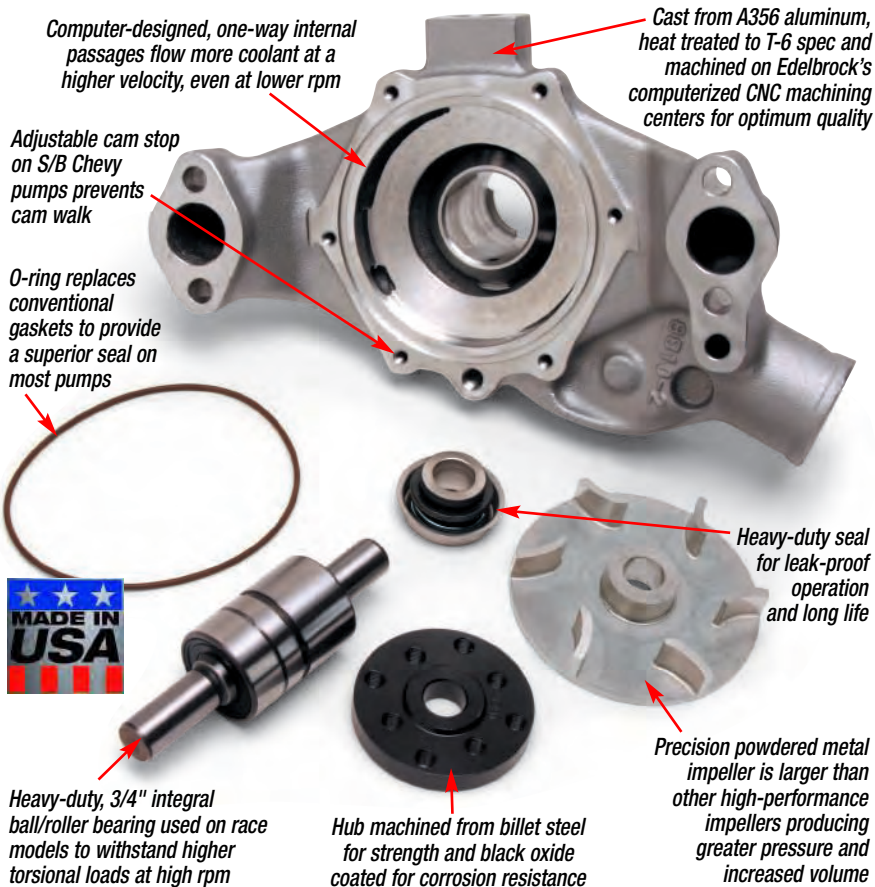


S/B Chevy #88104 with EnduraShine Finish

VICTOR SERIES ALUMINUM WATER PUMPS

OPTIMUM COOLING FOR AMC/JEEP, CHEVY, CHRYSLER, FORD & PONTIAC

Edelbrock Victor Series water pumps provide maximum cooling for the street and the race track. They're ideal to prevent overheating in street rods and street machines, as well as in tow rigs and motorhomes. Using state-of-the-art racing technology, Edelbrock has designed these "super cooling" water pumps to provide maximum flow, maximum pressure and equal distribution to both sides of the block within 1%. Available for most popular applications, these high-performance pumps flow in only one direction for optimum efficiency. The casting's computer-designed internal passages and precision powdered metal impeller produce the maximum flow rate possible.



SHORT- OR LONG-STYLE WATER PUMP?

To make sure that your pulleys line up correctly in custom small- and big-block Chevy applications, it's important that you choose the right water pump. Whether you need a short or long length pump, Edelbrock has both to fit just about any engine.

Using a tape measure and a straightedge, place the pump on a flat surface and the straightedge on the mounting surface of the hub. Then, measure straight up from the flat surface to the straight edge. This is the same height as the mounting surface on the hub. Match your measurement to our "Dimension from block surface to hub" on following pages to choose the right pump.



Long-style pump #8811 (left) is 1-5/16" longer than short-style pump #8810

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

WATER PUMPS HIGH-PERFORMANCE

NEW

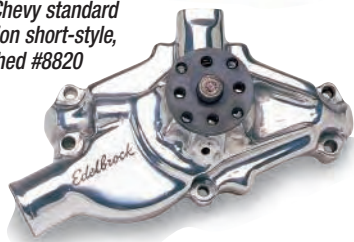


AMC/Jeep
standard rotation,
short-style #8831



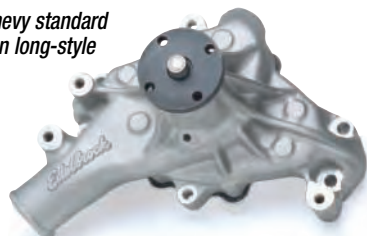
S/B Chevy standard
rotation short-style
#8810

S/B Chevy standard
rotation short-style,
polished #8820



S/B Chevy standard
rotation short-style
#88104 with EnduraShine finish

S/B Chevy standard
rotation long-style
#8811



Corvette reverse
rotation short-style #8815

S/B Chevy reverse
rotation long-style
#88814 with
EnduraShine
finish



AMC/JEEP

Standard Rotation

As-Cast Polished EnduraShine

Short-Style Pump for 1968-72 304-360-401

(5/8" pilot shaft)**NEW**.....#8831N/AN/A

Fits all 1968-72 AMC 290-401 and 1971-72 Jeep 304 and 360 V8.

Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-7/16". Inlet diameter: 1.80".

Long-Style Pump for 1973-91 304-360-401

(5/8" pilot shaft)**NEW**.....#8832N/AN/A

Fits all 1973-91 AMC 304, 360, and 401 V8 engines and 1973-91 Jeep 304, 360, and 401 V8.

Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-13/16". Inlet diameter: 1.80".

SMALL-BLOCK CHEVY

Standard Rotation

As-Cast Polished EnduraShine

Short-Style Pump for most 1955-72

cars & trucks (5/8" pilot shaft)#8810#8820#88104

Fits all 1955-68 S/B Chevy passenger cars, 1969-70 350 c.i.d. Corvettes and 1955-72 light duty trucks.

Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8". Inlet diameter: 1.80".

Long-Style Pump for 1969-87 V8,

90° V6 & 1973-86 truck (5/8" pilot shaft)#8811#8821#88114

Fits all 1969-87 S/B Chevy or 90° V6 passenger cars and 1973-86 light duty trucks. Does not fit Corvettes

(use #8810 or #8812) or late-model vehicles with serpentine accessory drive belts (use #8881). Has

heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16". Inlet diameter: 1.80".

Short-Style Pump

for 1971-82 Corvettes (3/4" pilot shaft)#8812#8822N/A

Fits all 1971-82 S/B Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block

surface to hub: 5-13/16". Inlet diameter: 1.80".



Corvette
standard rotation
short-style, polished #8822



S/B Chevy reverse
rotation long-style #8881

SMALL-BLOCK CHEVY

Reverse Rotation

As-Cast Polished EnduraShine

Long-Style Pump for 1987-95 V8

& 90° V6 (5/8" pilot shaft)#8881#8891#88814

Fits 1987-95 S/B Chevy V8s and 90° V6s using serpentine drive belt. Does not fit LT1 or Vettes. Heavy-duty

3/4" ball/roller bearing. Dimension from block surface to hub: 6-15/16". Inlet diameter: 1.80".

Short-Style Pump for 1984-91

Corvettes (3/4" pilot shaft)#8815#8825N/A

Fits all 1984-91 350 c.i.d. Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension

from block surface to hub: 5.80". Inlet diameter: 1.54".

Short-Style Pump for use with aftermarket

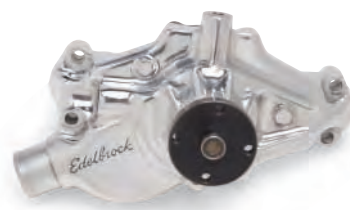
serpentine belts (5/8" pilot shaft)#8882#8892#88824

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty

3/4" ball/ball bearing. Dimension from block surface to hub: 5-5/8". Inlet diameter: 1.84".



S/B Chevy reverse
rotation short-style #8882



Corvette reverse rotation
short-style, polished #8825

HIGH-PERFORMANCE WATER PUMPS



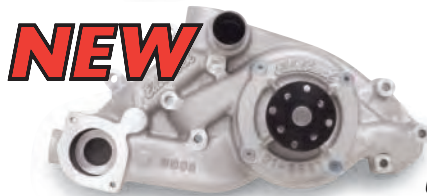
409 Chevy standard rotation #8858

B/B Chevy standard rotation long-style #88514 with EnduraShine Finish



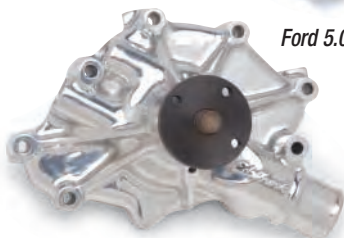
B/B Chevy reverse rotation short-style, polished #8864

B/B Chevy reverse rotation long-style #8853



GM/LS standard rotation short-style #8896

Ford 5.0L polished #8845



Ford 5.0L polished #8046

BIG-BLOCK CHEVY

Standard Rotation

Short-Style Pump (5/8" pilot shaft)#8850#8860#88504

Fits all 1965-68 B/B Chevy passenger cars, 1966-72 trucks and 1969-70 B/B Corvettes. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.95".

Long-Style Pump (5/8" pilot shaft)#8851#8861#88514

Fits 1969-87 B/B and some 1988-91 heavy-duty trucks with Mark IV engines. Does not fit Corvettes or trucks over 1-ton. Includes 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16". Inlet diameter: 1.875".

Short-Style Pump (3/4" pilot shaft)#8852#8862N/A

Fits 348W all 1971-74 B/B Corvettes. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.95".

409 Pump (5/8" pilot shaft)#8858N/A#88584

Fits 1958-65 B/B Chevy 348/409 engines. Has 3/4" ball/ball bearing. Dimension from block surface to hub: 5-1/2". Inlet diameter: 1.95".

BIG-BLOCK CHEVY

Reverse Rotation

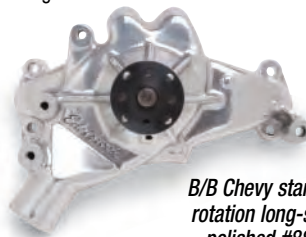
Long-Style Pump (5/8" pilot shaft)#8853#8863N/A

Fits 1988 and later C/K pickups equipped with 454 B/B using serpentine drive belt (no "V" Belts). Heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 7-5/16". Inlet diameter: 1.875".

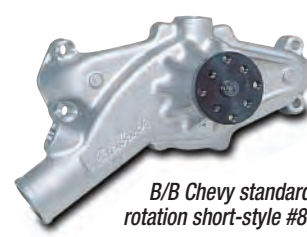
Short-Style Pump for

Serpentine Belt (5/8" pilot shaft)#8854#8864#88544

This pump is ideal for street rods with aftermarket serpentine belt pulleys. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 2.00".



B/B Chevy standard rotation long-style, polished #8861



B/B Chevy standard rotation short-style #8850

GM/LS

Standard Rotation

Two-Piece Pump for GM Gen III & IV LS

(3/4" pilot shaft)**NEW**.....#8896N/AN/A

Fits 1997-2007 GM Gen III LS1 and Gen IV LS2 engines with 2004 & later two-piece Thermostat (GM PN 12581594). Has 3/4" ball/ball bearing. Dimension from block surface to hub: 6".

Replacement Cartridge

for Edelbrock GM Gen III & IV LS water pump.....#8897

5.0L FORD

For 1986-93 Ford 5.0L V8 (5/8" pilot shaft)#8840#8845N/A

Fits engines using a serpentine accessory drive belt. Reverse rotation; not for early model 289-302 V8s. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.78".

For 1993-97 Ford 5.0/5.8L V8 (5/8" pilot shaft)#8045#8046N/A

For F-Series trucks using a serpentine accessory drive belt. Reverse rotation; not for early model 289-302 V8s. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-3/4". Inlet diameter: 1.78". Will not fit 1994-95 Mustang.

A Customer Reports...

"My vintage race car, a '66 GT-350 had been overheating ever since I put it on the track. I had replaced the radiator three times, each time moving up to a more efficient style and finally a much larger '65 Galaxie radiator with only limited success. The car was running 240 degrees when it was 85 outside. Finally, I did what I should have done first and ordered an Edelbrock water pump. Last race, the car ran all weekend at 180 degrees when it was 80 degrees on the track. The problem is solved. Thank you, Craig"



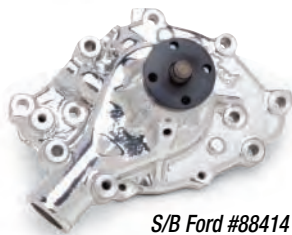
Edelbrock

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WATER PUMPS HIGH-PERFORMANCE

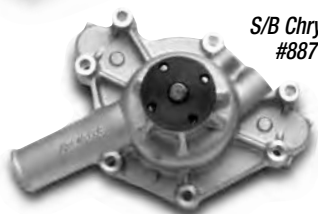
S/B Ford
#8842



S/B Ford #88414 with
EnduraShine finish



FE Ford
#8805



S/B Chrysler
#8877



S/B Chrysler
polished #8887



B/B Chrysler
polished #8824

NEW



Pontiac
standard rotation #8856

SMALL-BLOCK FORD

As-Cast Polished EnduraShine

For 1965-68 289, 1968-69 302, 1969 351W (5/8" pilot shaft)#8841#8846#88414

Right-hand inlet with back plate. Dimension from casting to hub: 5.42". Inlet diameter: 1.78".

For 1965-67 289 Special (5/8" pilot shaft)#8842#8847N/A

"K" engine code with right-hand inlet with no back plate. Dimension from casting to hub: 5.16".

Inlet diameter: 1.78".

For 1970-78 302, 1970-87 351W

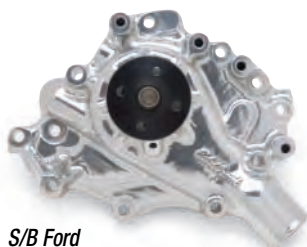
(5/8" pilot shaft)#8843#8848N/A

Left-hand inlet with back plate. Dimension from casting to hub: 5.70". Inlet diameter: 1.78".

For 1970-79 351C and 351M/400

(5/8" pilot shaft)#8844#8849N/A

Left-hand inlet with no back plate. Dimension from casting to hub: 5.71". Inlet diameter: 1.78".



S/B Ford
polished #8849



429/460 Ford
polished #8876

429/460 FORD

As-Cast Polished EnduraShine

For 1970-92 429/460 (3/4" pilot shaft)#8866#8876N/A

Left-hand inlet, includes new backing plate. Fits all 1970-92 429/460 V8s in passenger cars, trucks, vans and motorhomes. Has heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-1/2". Inlet diameter: 1.98".

FORD FE

As-Cast Polished EnduraShine

For 1965-76 352/428 Ford FE (5/8" pilot shaft)#8805#8835N/A

Fits all 1965-76 Ford FE V8s. Comes with heavy-duty 3/4" ball/ball bearing. Dimension from block surface to hub: 7.56". Inlet diameter: 2.125".

SMALL-BLOCK CHRYSLER

As-Cast Polished EnduraShine

For 1969-85 318-360 Chryslers (5/8" pilot shaft)#8877#8887N/A

Direct replacement for stock water pump, will accept all factory pulleys and accessories. Special impeller and tight clearances provide increased coolant flow, block pressure, and balanced delivery. Has heavy-duty 3/4" ball/ball bearing and seal. Dimension from block surface to hub: 5.55". Inlet diameter: 1.75".

BIG-BLOCK CHRYSLER

As-Cast Polished EnduraShine

For 1958-79 361-440 Chryslers (incl. 426 Hemi)

(5/8" pilot shaft)#8814#8824N/A

A unique design for maximum cooling and performance. Engineered to directly replace the stock pump in the factory cast-iron housing or work with the Mopar® Performance aluminum housing. Dimension from block surface to hub: 3.07".

PONTIAC

As-Cast Polished EnduraShine

Pump for 1969-79 389-455 (5/8" pilot shaft).....**NEW**.....#8856N/AN/A

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

Has 3/4" ball/ball bearing. Dimension from block surface to hub: 4-1/2".

S/B Chevy Circle Track Pump #8817



S/B Chevy Circle Track Pump #8819



S/B Ford Circle Track Pump #8833



VICTOR SERIES CIRCLE TRACK WATER PUMPS

These competition water pumps are designed for circle track and endurance racing applications. They feature a revised impeller entry, a hard black anodized finish and .100" thicker rear cover for greater durability. Auxiliary water outlets ease fabrication of custom plumbing systems and auxiliary fittings are available as AN or NPT. These water pumps provide maximum cooling with equal distribution to both sides of the block within 1%. By eliminating hot spots, the engine produces optimum power from every cylinder without detonation and pre-ignition. Other features include billet hub and heavy-duty ball/roller bearings.

SMALL-BLOCK CHEVY

Victor Circle Track Pump, -8 AN aux. fittings at 90° to the block (3/4" pilot shaft).....#8816
Fits all 1955-95 S/B Chevy engines. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.85".

Victor Circle Track Pump, 3/8" NPT aux. fittings at 45° to the block (3/4" pilot shaft)#8817
Fits all 1955-95 S/B Chevy engines. Comes with heavy-duty 3/4" ball/roller bearing. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.85".

Victor-Pro Circle Track Water Pump (3/4" pilot shaft).....#8819
An upgraded version of #8816 water pump with improvements and features focused to the needs of current circle track racing engine builders and teams. It features an improved right side outlet passage, AN-10 side water outlet ports, aluminum backplate, marine seal, and a billet aluminum impeller. Dimension from block surface to hub: 5-13/16". Inlet diameter: 1.84".

SMALL-BLOCK FORD

Victor Circle Track Pump (3/4" pilot shaft).....#8833
Fits all Windsor style blocks with S/B Ford timing cover. Comes with heavy-duty 3/4" ball/roller bearing. Left-hand inlet with back plate. Dimension from block surface to hub: 5.70". Inlet diameter: 1.78".

About the Edelbrock Water Pump Dyno

Designed and built by Edelbrock, this dyno is set-up to test water pumps in a "real world" setting that simulates the conditions of an actual engine. The "coolant" in the dyno is pre-heated to reflect the actual temperature of the coolant in a running engine. The sensors collect flow numbers, temperature and pressure data as well as how much horsepower is required to turn the water pump. This gives us the complete picture about the efficiency of the water pump design.

Finally, the information is interpreted, recorded and stored by the Edelbrock QwikData data acquisition system. Using the QwikData system gives the engineer the capability of creating graphs and viewing the information in any number of ways. This testing is used to develop water pumps that will exceed the additional cooling system demands of a high performance engine.

The chart to the left shows the flow data collected on our two Circle Track water pumps. Note the even distribution and amount of flow up to the high-rpm range.

Water Pump Dyno Tests

Tests show that Edelbrock pumps deliver substantial flow as well as distributing water almost equally to both sides of the engine. Check out the numbers below...

SMALL-BLOCK CHEVY CIRCLE TRACK PUMP #8816

Pump RPM	Left Flow (gal/min)	Right Flow (gal/min)
2000	14.37	14.84
3000	21.95	22.40
4000	29.52	29.82
5000	37.08	36.70

SMALL-BLOCK FORD CIRCLE TRACK PUMP #8833

Pump RPM	Left Flow (gal/min)	Right Flow (gal/min)
2000	16.03	16.16
3000	24.07	24.11
4000	32.31	32.51
5000	40.12	40.08



This water pump dyno allows the Edelbrock engineers to test the flow & distribution capabilities of each Edelbrock pump.

Proven on the Race Track and on the Street

Edelbrock Circle Track water pumps are used by leading NASCAR Sprint Cup teams for the ultimate performance test. They count on Edelbrock because our pumps keep their engines cool. The same technology used in the race pumps goes into all Edelbrock pumps. Other "real life" tests include the Hot Rod Power Tour. Every year, Edelbrock equipped vehicles make the trek through several states in the USA. The weather can be extremely hot and humid, causing problems with some tour participants. Every year, the Edelbrock cars take the heat and keep on going with no overheating problems to ruin the fun!



Be Cool, Billet Specialties and March Performance recommend the use of Edelbrock water pumps for maximum cooling system performance

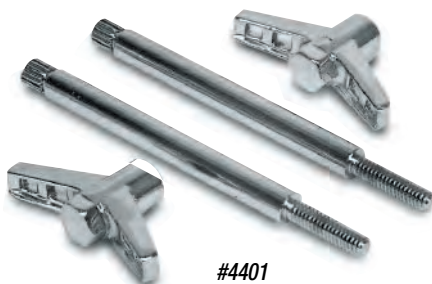
POWER PKG
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NITROUS
WATER PUMPS
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EXHAUST
SUSPENSION
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ACCESSORIES SIGNATURE SERIES



Small-Block Chevrolet, low profile #4449

- **High-Quality Stamped Steel**
- **Triple Chrome-Plated**
- **Stock-Style Breather Baffles**
- **Accepts All Emissions Equipment**
- **Low and Tall Profile Varieties**



#4401



#4402



#4414



#4415

SIGNATURE SERIES VALVE COVERS

Engineered for function and styled for great looks, triple chrome-plated 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. Rubber grommets for the breather and PCV valve holes included. Matching breathers sold separately.



NOTE: 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.

Overall Height

AMC/Jeep 290-304-343-360-390-401 V8 '67-91 (no baffle)	3.0"	#4431
Buick 3.8L & 4.1L V6 '77 & later (no baffle)	3.1"	#4486 (A)
Chevrolet 2.8L 60° V6 '82-93 (no baffle)	2.6"	#4488
Throttle bracket kit (included with #4488)	N/A	#4418
Chevrolet 262-400 '59-86 (low)	2.8"	#4449 (B)
Chevrolet 262-400 '59-86 (tall)	3.7"	#4649*(B)
Chevrolet 396-502 V8 '65 & later (low)	2.6"	#4480
Chevrolet 396-502 V8 '65 & later (tall)	3.8"	#4680
Chrysler 318-340-360 V8 '65-91	3.2"	#4495
Chrysler 361-383-400-413-426-440 V8 '58-79	3.6"	#4491
Ford 260-289-302 (not Boss) and 351W V8	3.7"	#4460 (D)
Ford 352-360-390-406-410-427-428 V8 '58-76	3.9"	#4462
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 (no baffle)	3.0"	#4456 (C)

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 valve covers, our Classic Series valve covers and our Victor Series valve covers. All hold-down kits have 4 items per pack, except #4414.

2-piece wing bolts (3-3/4" long)	#4400
2-piece wing bolts (4-1/4" long)	#4401
1-piece race wing bolts (universal, 5" long)	#4402
Hold-down tab kit (small-block Chevy, 4 pieces)	#4404
Hold-down tab kit (big-block Chevy, 7 pieces)	#4414

OIL FILL HOLE PLUGS

Designed to plug the oil fill hole on any of Edelbrock's Signature Series valve covers or any 1-1/4" diameter fill hole on similar designs.

Chrome Oil Fill Hole Plug	#4415
Rubber Oil Fill Hole Plug	#4416
Rubber PCV Valve Grommets (pair)	#8094

(A) Will not fit turbo engine.

(B) Will not fit '86 & later Vette aluminum heads or 1987 and later Chevy cast iron heads.

(C) Will not clear alternator on 1968 Firebird 400.

(D) Will not clear 5.0L EFI intakes (except Victor #2945 and #3887) unless spacers on page 51 are used.

*Not legal for sale or use on pollution controlled motor vehicles.

SIGNATURE SERIES **ACCESSORIES**



AMC/Jeep #4431



Big-Block Chrysler #4491



Buick V6 #4486



Small-Block Ford #4460



Chevrolet 2.8L 60° V6 #4488



Ford FE Series #4462



Small-Block Chevrolet, tall profile #4649*



Ford 351M-400 and 351C #4461



Big-Block Chevrolet, low profile #4480



Ford 429/460 #4463



Big-Block Chevrolet, tall profile #4680



Oldsmobile 350-455 #4485



Small-Block Chrysler #4495



Pontiac 301-455 #4456

*Not legal for sale or use on pollution controlled motor vehicles.

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ACCESSORIES PRO-FLO®

PRO-FLO® CHROME 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 18-gauge steel and triple chrome-plated for a high-quality finish and great looks.

ROUND AIR CLEANERS

Edelbrock triple chrome-plated round air cleaners work with all popular 5-1/8" diameter carburetors (Performer Series, Thunder Series AVS, Holley, Thermo-Quad, Quadrajet and Carter AFB). The 10" and 14" models have knock-outs in the air cleaner base and include an adapter for crankcase ventilation. #1208, #1209 and #1221 fit all Edelbrock carburetors. Overall height is measured from the gasket flange to the top of the supplied retaining nut.



Overall Height

14" diameter with 3" element	3-5/16"	#1207*
14" diameter with 3" element, 3/8" deeper flange.....	3-3/4"	#1221*(A)
10" diameter with 2" element	3-1/2"	#1208*
6" diameter with 2" element, 5-1/8" base	3-5/8"	#1209*
Air Cleaner Spacer	3/4"	#8092
Air Cleaner Spacer	1/2"	#8093

NOTE: #1207 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #1221 fits all Edelbrock carbs and Q-jets (3/8" taller than #1207).

OVAL AIR CLEANERS

Available for Edelbrock single- and dual-quad applications, these oval air cleaners clear HEI distributors and all stock components. #1235 fits all Edelbrock dual-quad manifolds and others with 6-7/16" carb center-to-center. They come with high-quality 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration. Overall dimension is 13-1/2" x 7".

Overall Height

Oval for Dual-Quads	3-1/2"	#1235*(B)
Oval for Single 4-Barrel Carburetor	3-1/2"	#1236*

TRIANGULAR AIR CLEANER

The Signature Series triangular air cleaner is a style with a shape reminiscent of the muscle car era. This hot looking chrome air cleaner has the classic Edelbrock signature. This triangular air cleaner comes with high-quality 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration. Designed for use with 5-1/8" diameter carbs (Edelbrock square-bore, Q-Jet, etc.), the Pro-Flo #1222 clears HEI distributors and electric choke housings. Air cleaner dimensions: 14-1/8" wide x 13-3/8" long.

Overall Height

Pro-Flo Chrome Triangular Air Cleaner.....	3-1/2"	#1222*
--	--------	--------

PRO-FLO® T.B.I. CHROME AIR CLEANER TOP FOR 1988-92 GM V8 ENGINES

These are direct replacements for stock air cleaner tops on S/B and B/B Chevy/GMC V8 cars and trucks with Throttle Body Injection. Stamped from 18-gauge steel and triple chrome-plated. Sealing ring included.

Chrome Air Cleaner Top with Single Wing Nut for 1988-92 GM T.B.I. Vehicles.....#1213

VALVE COVER BREATHERS

Our push-on style valve cover breathers contain an effective filter which traps oil vapor and prevents engine compartment contamination. Inscribed breathers come with rubber grommets and match our chrome valve covers. Fits any 1-1/4" diameter valve cover hole.

Round Breather	#4405*
Round Breather with 90° nipple.....	#4410

(A) Use with all Edelbrock carburetors.
(B) All Edelbrock dual-quads and others with 6-7/16" carb center to carb center.

*Not legal for sale or use on pollution controlled motor vehicles.

NOTE: See page 198 for replacement filters.



#1207

#1209



Oval Air Cleaner #1235



Triangular Air Cleaner #1222



Chrome Air Cleaner Top #1213



#4405



#4410



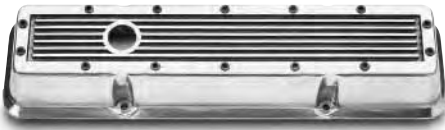
S/B Ford Elite valve cover #42604
with EnduraShine Finish



Low Profile Chevy #4248



Tall Profile Chevy #4249



No Name Chevy #4244



Big-Block Chevy #4280



Pontiac #4256



Small-Block Chevy #4295



Small-Block Ford #4260

ELITE SERIES ALUMINUM VALVE COVERS

These heavy-gauge, die-cast aluminum valve covers are available in two finishes: polished aluminum or EnduraShine finish. The raised fins are accented by a black matte background, then detailed with Allen hex heads that create a two-piece look from a one-piece construction. We have two styles, one with the Edelbrock name and one without. The "No Name" valve covers offer the distinctive look of the original Elite line, but with no Edelbrock name. Our Tall Profile are 2" taller than stock, and clear most roller rockers and valvetrain components. Our Low Profile valve covers clear all air-conditioning, alternator brackets and aluminum rockers. The overall height is measured from the gasket flange edge to the top of the valve cover. Dimensions accurate within 1/8".

	Overall Height	Polished	EnduraShine
Chevy 262-400 V8 1959 & 86, low profile	3"	#4248 (B)	#42484 (B)
Chevy 262-400 V8 1959 & 86, low profile, no name	3"	#4244 (B)	N/A
Chevy 262-400 V8 1959 & 86, tall profile (A)	4-5/8"	#4249*(B)	#42494*(B)
Chevy 262-400 V8 1959 & 86, tall profile, no name (A)	4-5/8"	#4245*(B)	N/A
Chevy 396-502 V8 1965 & later, tall profile (A)	4-15/16"	#4280	N/A
Chevy 396-502 V8 1965 & later, tall profile, no name (A)	4-15/16"	#4281	N/A
Chrysler 318-360 V8 1965-91, tall profile (A)	3-13/16"	#4295	N/A
Ford 289/302/351W (except Boss) tall profile (A)	4-1/4"	#4260 (C)	#42604 (C)
Ford 289/302/351W (except Boss) tall profile, no name (A)	4-1/4"	#4261 (C)	N/A
Pontiac V8 1962-79, stock height	2-11/16"	#4256	N/A

Replacement Allen Hex Heads

Package of 10.....#4200

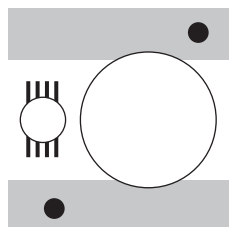
AVAILABLE WITH ENDURASHINE™ FINISH

You can get show-quality accessories right out of the box with the custom look you want. Popular Edelbrock valve covers, breathers and air cleaners are available with this **ultra-modern finish** that far outlasts other finishes at a price that won't break your wallet. EnduraShine is a Vacuum Metalizing Process utilizing a three step process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance. The result is a bright, durable, maintenance-free polished aluminum look.

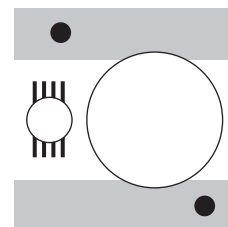
ELITE SERIES CENTERBOLT VALVE COVERS

Elite valve covers for late-model (1987-95) small-block Chevy heads are low profile to fit stock engine compartments. #4246 with left side breather hole fits 1987-92 Chevys, passenger cars and 1986-91 Vettes with aluminum heads. #4247 with right side hole fits 1990 TPI Camaros, TPI Firebirds and 1987-95 TBI trucks. Can be used with stock or Elite Series breathers. Uses stock grommet and bolts. Not for LT1 or LT4.

	Overall Height	
Chevy 4.3L V6 1987-93 (not for Vortec V6)	2-7/16"	#4252
Chevy 262-400 V8 1986-95 with left breather hole	2-5/16"	#4246
Chevy 262-400 V8 1987-95 with right breather hole	2-5/16"	#4247



TBI & TPI
Camaros &
Corvettes use
#4246 with left
breather hole



1990 TPI
Camaro/Firebirds
and TBI Trucks use
#4247 with right
breather hole

- (A) Some tall profile valve covers will interfere with air-conditioning compressors, EGR valves and power brake boosters.
(B) Will not fit 1986 & later Vette aluminum heads or 1987 & later S/B Chevy cast iron heads; see centerbolt valve covers.

- (C) Will not fit 1986 & later 5.0L engines with stock or Edelbrock #3821, #7123 or #7126 EFI manifolds.

*Not legal for sale or use on pollution controlled motor vehicles.

WWW.EDELBROCK.COM



ACCESSORIES ELITE SERIES

Check out our Crate Engine section, pages 18-30!



ELITE SERIES ALUMINUM AIR CLEANERS

Designed to match Elite Series valve covers and breathers, Edelbrock Elite Series air cleaners have either polished aluminum or EnduraShine finish tops with a black matte background. There are two styles, one with the Edelbrock name and one without. Number in parentheses is height of air cleaner.

ELITE SERIES ROUND AIR CLEANERS

Our Elite Series round air cleaners are available in two sizes: 10" and 14" diameter. These air cleaners have an aluminum top with a durable, chromed steel base. Fits 5-1/8" diameter carbs. A black anodized knurled nut and PCV adapter are included.

Elite Series #4207



Elite Series #4224



Elite Series Oval #42354 with EnduraShine Finish

Polished w/Name Polished w/No Name EnduraShine

10" diameter with 2" element (3-13/16")	.....#4210*	.....#4223*	.....N/A
14" diameter with 3" element (3")	.....#4207*	.....#4224*	.....#42074*
14" diameter with 3" element, 3/8" deeper			
flange for all Edelbrock carbs (3-7/16")	.....#4221*	.....N/A	.....#42214*
14" diameter aluminum top only	.....#4208*	.....N/A	.....N/A

Replacement element for 14"	.....#1217
Replacement element for 10"	.....#1218
Replacement anodized knurled nut (1-3/4" dia.)	.....#4209

NOTE: #4207 is stock height and requires spacer #8092 with electric choke carbs or banjo fitting #8089 with manual choke carbs. #4221 fits all Edelbrock carbs & Q-jets & is 3/8" taller than #4207.

ELITE SERIES OVAL AIR CLEANERS

Designed to fit Edelbrock dual-quad, single 4-barrel or three-deuce set-ups, these oval air cleaners clear HEI distributors and stock parts. They come with high-quality 2-1/2" washable, pre-oiled cotton gauze filter for excellent filtration. Made of heavy-gauge aluminum, they are available in two finishes: polished aluminum or EnduraShine finish. Dimensions for single 4-bbl. and dual-quad: 13-1/2" x 7"; three-deuce oval: 19-1/4" x 8-1/4". Dual-quad air cleaners fit dual-quads with 6-7/16" carb center to carb center. Three-deuce air cleaner fits S/B Chevy manifold #5419 and #5417 with 5-1/2" carb center to carb center. Number in parentheses is overall height of air cleaner from base to highest point.

Polished w/Name Polished w/No Name EnduraShine

Oval for Dual-Quads (3-1/2")	.....#4235*	.....#4237*	.....#42354
Oval for Single 4-barrel carbs (3-1/2")	.....#4236*	.....N/A	.....#42364
Oval for Three 2-barrel carbs (3-5/8")	.....#4239*	.....N/A	.....N/A

Replacement element for #4235 & #4236	.....#1220
Replacement anodized knurled nut for Oval (1-1/4" dia.)	.....#4219
Replacement element for #4239	.....#1215

ELITE SERIES TRIANGULAR AIR CLEANER

Our triangular air cleaner is designed for use with 5-1/8" diameter carbs. The height of the air cleaner is as low as possible for hood clearance, clears HEI distributors and the electric choke housing on Edelbrock carbs. The pre-oiled cotton gauze filter can be washed and used again for excellent filtration. Air cleaner dimensions: 14-1/8" wide x 13-3/8" long.

Elite Series Triangular Air Cleaner for carburetors (3")	.....#4222*
Replacement element for #4222	.....#4226
Replacement anodized knurled nut for Triangular (1-3/4" dia.)	.....#4209

ELITE SERIES BREATHERS

Elite Series breathers are die-cast aluminum with a foam element. 3 styles are available: #4201 & #4211 bolt to the side, #4202 and #4212 bolt in the oil fill hole and #4204 and #4214 simply push into the oil fill hole. Breathers #4202 and #4212 will not fit Elite Series valve covers #4246, #4247 or #4248.

Polished w/Name Polished w/No Name EnduraShine

Bolt-on style, side-mounting	.....#4201*	.....#4211*	.....N/A
Bolt-on style, top-mounting (4" tall)	.....#4202*	.....#4212*	.....N/A
Push-in style, top-mounting (2-1/2" tall)	.....#4204*	.....#4214*	.....#42044*



#4212



#4201



#4204

NEW



Classic AMC #41993



Classic AMC #4199



Classic Small-Block Chevy Valve Cover #4145

NEW



Classic 348/409 W-series Chevy #41403

NEW



Classic B/B Chevy #41853

NEW



Classic Ford FE #41623



Classic Small-Block Ford #4160



Classic Pontiac #4130

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 classic polished aluminum or durable black powder coated finish. Overall height is measured from base to top at the highest point. Edelbrock classic valve covers can be machined to accept breathers if desired.



	Overall Height	Polished	Black
AMC/Jeep 290-401 V8 1967-91	3-3/8"	#4199	NEW ...#41993
Chevy 262-400 V8 1959-86	3-1/2"	#4145*	NEW ...#41453
Chevy 262-400 with oil fill hole 1959-86	3-1/2"	NEW ...#4144	NEW ...#41443
348/409 W-series Chevy	3-13/16"	NEW ...#4140	NEW ...#41403
Chevy Big-Block V8 1965 & later	3-1/2"	#4185	NEW ...#41853
Ford 221-351W V8 1962-95	3-3/4"	#4160*	NEW ...#41603
Ford FE V8 1958-1976	5"	#4162	NEW ...#41623
Pontiac 301-455 V8 1962-79	3-1/8"	#4130*	NEW ...#41303

NEW



Classic Series
Finned Air Cleaner
#4115 with
polished finish

NEW



Classic Series
Finned Air Cleaner
#41173 with black
powder coated finish

CLASSIC SERIES AIR CLEANERS

This new line of air cleaners was 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 nostalgia 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. Our classic series air cleaners are available in either a classic polished aluminum or durable black powder coated finish. They come with medical grade, 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.

	Overall Height	Polished	Black
Small Oval Cast Air Cleaner for Single 4-barrel Carb with 2.4" element	3.9"	NEW ...#4115	NEW ...#41153
Round Cast Air Cleaner for Single 4-barrel Carb with 3" element	3.9"	NEW ...#4117	NEW ...#41173
Large Oval Cast Air Cleaner for Dual-Quads with 2.4" element, 6-7/16" center to center	4.45"	NEW ...#4119	NEW ...#41193

NOTE: See page 198 for replacement filters.

ACCESSORIES VICTOR SERIES

NEW



Victor Valve
Covers #41813 for
1965 & later Chevy 396-502

VICTOR SERIES VALVE COVERS

Our Victor Series valve covers have a black powder coated finish that features a finely textured surface for a pleasing and unique appearance. This is the same finish you'll find on our top-of-the-line Edelbrock/Musi 555 Crate Engine. These valve covers are manufactured from die-cast aluminum and machined with 1-1/4" breather hole. Overall height is measured from base to top at the highest point.

	Overall Height	Black
1959-86 Chevy 262-400 - (low)	2.50"	NEW ...#41713
1959-86 Chevy 262-400 - (tall)	3.75"	NEW ...#41733
1986-95 Chevy 262-400 with left breather hole - (centerbolt)	2.50"	NEW ...#41723
1965 & later Chevy 396-502 - (tall)	3.75"	NEW ...#41803
1965 & later Chevy 396-502 - (short)	2.75"	NEW ...#41813
Ford 289/302/351W (except Boss) - (low)	3.90"	NEW ...#41253
Ford 289/302/351W (except Boss) - (tall)	3.88"	NEW ...#41263

NEW



Victor Valve
Covers #41713 for
1965-86 Chevy 262-400

VICTOR SERIES AIR CLEANERS

Edelbrock Victor Series air cleaners feature a die-cast aluminum lid that is black powder coated with a finely textured surface for a pleasing and unique appearance. This is the same finish you'll find on our other new Victor Series accessories. These air cleaners work with all popular 5-1/8" carburetors or 4-bbl. throttle bodies and includes a knock-out in the base along with an adapter for crankcase ventilation. They come with medical grade, pre-oiled cotton gauze element for excellent filtration. Number in parenthesis is overall height from base to top at the highest point.

	Overall Height	Black
Round Air Cleaner, 14" diameter with 3" element	3-1/8"	NEW ...#41613
Oval Air Cleaner, 11-7/8" x 8-1/4" with 2.4" element	3-3/4"	NEW ...#42203

NEW



Victor Series
Air Cleaner #42203

BILLET ALUMINUM VALVE COVER BREATHERS

POLISHED OR BLACK POWDER COATED FINISH

These push-in style valve cover breathers contain a foam filter element which allows the engine to properly breathe and traps oil vapor and prevents engine compartment contamination. Available polished or with a black powder coated finish to match Edelbrock valve covers. Fits any 1-1/4" diameter valve cover hole.

	Polished	Black
Billet Aluminum Breather	NEW ...#4213	NEW ...#42133

NEW



Victor Series
Air Cleaner
#41613

NEW



Billet Aluminum valve cover breathers with polished and black powder coated finish



Valve Cover Breather #42133 on an Edelbrock Victor Series Aluminum Valve Cover

NEW



Valve cover #4267 for Edelbrock SC-1 heads

SAND CAST ALUMINUM VALVE COVERS

FOR BIG-BLOCK CHEVY WITH BIG VICTOR HEADS

This heavy-duty sand cast aluminum valve cover is designed to fit Edelbrock Big Victor heads. No breather holes to allow for custom plumbing of crankcase ventilation system.

Sand Cast Aluminum Valve Cover for B/B Chevy with Big Victor Heads**NEW**.....#4259

FOR FORD BOSS/CLEVELAND WITH SC-1 STYLE HEADS

Designed especially for the Glidden Victor SC-1 cylinder head, this heavy-duty sand cast aluminum valve cover will fit Edelbrock and factory Cleveland heads as well as aftermarket heads that use the Cleveland bolt pattern. Clearance has been designed in for the Edelbrock Victor SC-1 Pro-Port Raw head #770769 when using the Jesel rocker arm set-up. No breather holes to allow for custom plumbing of crankcase ventilation system.

Sand Cast Aluminum Valve Cover for Ford Boss/Cleveland with SC-1 Style Heads**NEW**.....#4267



Polished Valve Cover #4153



Black powder-coated #4156



Polished #4154 without Edelbrock logo



Black powder-coated #4157 without Edelbrock logo



#4203



#4420

RACING VALVE COVERS FOR SMALL-BLOCK CHEVY

Lightweight, high-strength die-cast aluminum valve covers provide ample clearance for all popular valvetrains on all cylinder heads. They include gasket retaining tabs for positive retention. They have no oil breather holes and will require custom plumbing for crankcase ventilation. Edelbrock aluminum racing valve covers are available in two finishes – polished, black powder-coated and with or without the Edelbrock logo.

Racing Valve Covers	Overall Height	Polished	Black
With Edelbrock logo	3-3/4" tall	#4153	#4156
Without Edelbrock logo	3-3/4" tall	#4154	#4157

ALUMINUM RACING BREATHERS

A sand cast aluminum breather for competition use. The smooth, polished top with distinctive Edelbrock script matches our 4100 series racing valve covers.

Polished Aluminum Breather (4-3/4" tall, 3-1/8" bolt space).....#4203

CIRCLE TRACK BREATHERS

Chromed and stamped with the Edelbrock name, these breathers are designed for high-rpm, high-performance applications. The oiled-cotton, gauze and screen element has very low restriction which is ideal for competition. Washable breather is available in a push-on or clamp-on style. Kits available with two clamp-on breathers, two tubes and two clamps or one of each item.

Push-on style#4420

Clamp-on style (tube diameter 1-3/8").....#4421



POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

ACCESSORIES BREATHERS & MORE



Pro-Flo
#1002

The Components
of the Pro-Flo
Air Cleaner



The Pro-Flo 1000 Series air cleaner
looks great on this S/B Chevy with
a polished Edelbrock manifold.

PCV Hose
Connection
Kit #1205



Elements #1217,
#1218, #1219



NEW



Element
#1216



#4407

#4406



NEW



Chrome finished
GM style Oil Fill Tube
with Breather #4803

PRO-FLO® 1000 SERIES REUSABLE AIR CLEANERS

- Fits most popular domestic carburetors
- Strong metal inner frame
- Minimum flow restriction and good filtering ability
- Cleans with soap and water for low maintenance cost
- Simple to install
- Nicely finished, Low profile is only 3" tall

Pro-Flo 1000 Series, with the popular reusable air filter, offers superior flow capacity, low profile, good filtration, performance benefits and long-term savings. Pro-Flo 1000 is an economical and effective way to keep clean air feeding your engine without the expense of a new filter every few thousand miles. Inside every Edelbrock Pro-Flo 1000 Series, you'll find our exclusive reticulated urethane foam element. Maintaining Pro-Flo's foam element is simple. Just release the spring clip, remove the element, wash in hot, soapy water, rinse, dry and reassemble. If necessary, replace with element #1099.

Pro-Flo Air Cleaner for 4-bbl. carbs with 5-1/8" air horn#1002*

REPLACEMENT AIR FILTER FOR PRO-FLO 1000 SERIES

For Pro-Flo Air Cleaner #1002.....#1099*

CRANKCASE VENTILATION HOSE CONNECTION KIT

This is a replacement kit for the crankcase ventilation hose connection included with chrome air cleaners #1207/#1221 and aluminum air cleaners #4207/#4221. It mounts to the base of the air cleaner, providing a connection for the crankcase ventilation breather hose from the valve cover.

PCV Hose Connection Kit.....#1205*

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. Replace the original paper element in your Edelbrock air cleaner with a new element every 3000 miles (sooner in dusty areas). We recommend #1216 as an upgrade for any Edelbrock 14" diameter air cleaner.

Oval filter element for #4239 (pre-oiled cotton gauze)	#1215
3" tall, 14" diameter for #41613 & #41173 (pre-oiled cotton gauze).....	NEW.....#1216
Oval filter element for #1235 & #1236 (pre-oiled cotton gauze)	#1220
Triangular filter element for #1222 & #4222 (pre-oiled cotton gauze)	#4226
3" tall, 14" diameter for #1207 & #1221 (paper element)	#1217
2" tall, 10" diameter for #1208 (paper element)	#1218
2" tall, 6" diameter for #1209 & #1210 (paper element)	#1219

BILLET ALUMINUM OIL FILL CAPS

These push-in style caps are machined from 6061 T6 billet aluminum then polished and laser-etched with the Edelbrock logo on top. Both styles fit 1-1/4" holes.

Dome-style piston	#4406
Flat top-style piston	#4407

OIL FILL TUBE AND BREATHER

Oil Fill Tube and matching push-in Breather is an original style for vintage manifolds with a 1-1/4" oil breather hole. Included with manifolds #2703, #5408 & #5409. Will also fit #5419, #5425 & flathead intakes.

Chrome finished GM style Oil Fill Tube with Breather.....NEW.....#4803

*Not legal for sale or use on pollution controlled motor vehicles.

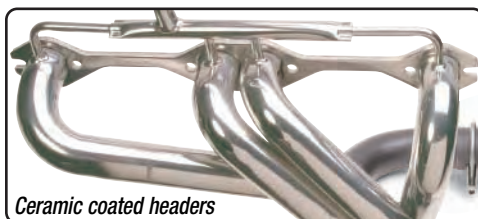
- **Made in the USA by Edelbrock for the ultimate in quality and performance**
- **Heavy-duty laser-cut or stamped flanges ensure a leak-free seal and superior fit with no alterations**
- **Made of either heavy-duty 16-gauge mild steel or 17-gauge 409 stainless steel**

AVAILABLE IN TWO FINISHES
TI-TECH™ OR CERAMIC
COATING FOR LONG LASTING
DURABLE PERFORMANCE



This Ti-Tech coated header was run for 19,109 miles with no discoloration, flaking or peeling

TI-TECH®



Ceramic coated headers

All Edelbrock Tubular Exhaust Systems and Shorty Headers are offered with your choice of coating: dark gray Ti-Tech® or shiny silver Ceramic coating. Both finishes offer superior durability and long life.

Affordable Ti-Tech coating is super tough. It becomes even more abrasion resistant over time, unlike organic coatings (such as paint) that chalk and lose adhesion with extreme heat. Go to page 200 for dyno test photos.

Attractive **Ceramic coating** is chemically bonded to the steel on the exterior for the ultimate protection against corrosion and erosion.

WHY EDELBROCK EXHAUST?

Edelbrock exhaust systems are **designed and manufactured in the USA at our own facilities for outstanding performance and quality.** When you replace your restrictive factory exhaust with larger, better-engineered, mandrel-bent Edelbrock components, the exhaust gasses exit the combustion chamber unrestricted, allowing the engine to properly fill the cylinders for **more horsepower and torque.** Edelbrock offers three types of 50-state street legal exhaust products: Shorty Headers, Tubular Exhaust Systems (T.E.S.), and Cat-Back Systems. Each type of exhaust improves power and driveability, **see page 200 for test results on our T.E.S. systems.**

Edelbrock Shorty headers are a direct replacement for the factory exhaust manifolds. Modifications are seldom required making this one of the easiest performance upgrades with gains of up to 8-10 hp.

Edelbrock T.E.S. consist of tubular headers and a better flowing crossover pipe that connects to the catalytic converter providing performance gains of up to 28 hp or more.

Edelbrock Cat-Back Systems feature a high-flowing, great sounding Edelbrock muffler along with mandrel-bent pipes that include polished, stainless steel tips in many applications. Go to page 208 for more info.



EDELBROCK SHORTY HEADERS

DIRECT REPLACEMENTS THAT DELIVER SEAT-OF-THE-PANTS PERFORMANCE OVER STOCK EXHAUST MANIFOLDS

50 state legal

Available for cars, trucks and sport utility applications, Edelbrock shorty headers have outstanding performance features such as mandrel-bent tubes and laser-cut or stamped flanges. They are direct replacements for stock manifolds, so installation is simple using the factory crossover pipe. Some shorty headers are made of 17-gauge stainless steel to withstand the high-heat environment, other Edelbrock headers are made of durable 16-gauge mild steel. There are two finishes available: Ti-Tech or ceramic coating, and all our shorty headers are **50-state street legal.**

Heavy-duty 3/8" port flanges are robotically welded for durability and a perfect seal every time

Ceramic coated shorty headers #65732 for Camaro/Firebird

High-quality laser-cut or stamped flanges that bolt on and fit with no alterations necessary



Direct replacements for stock exhaust manifolds... simple installation using stock crossover pipe



Exceptional quality... like all Edelbrock exhaust products

Free-flowing mandrel bends for great performance



Customer's Report

"Just wanted to say the Edelbrock Shorty Headers I received for my 2005 GTO fit great! The instructions were very easy to understand and it made the install a breeze. The spark plug heat sleeves that came with the headers are a great idea, more companies should include them! I still can't figure out about how much I gained from just the headers, but I can say the dyno people were very impressed with my numbers since my car is an automatic. Best pull of the day was 365 hp and 365 ft/lbs. of torque to the rear wheels. That is around 440hp at the flywheel at 20% drivetrain loss because of the automatic. Thanks again!"

— Tatsunosuke T. Brennan

HEADERS

TUBULAR EXHAUST SYSTEMS

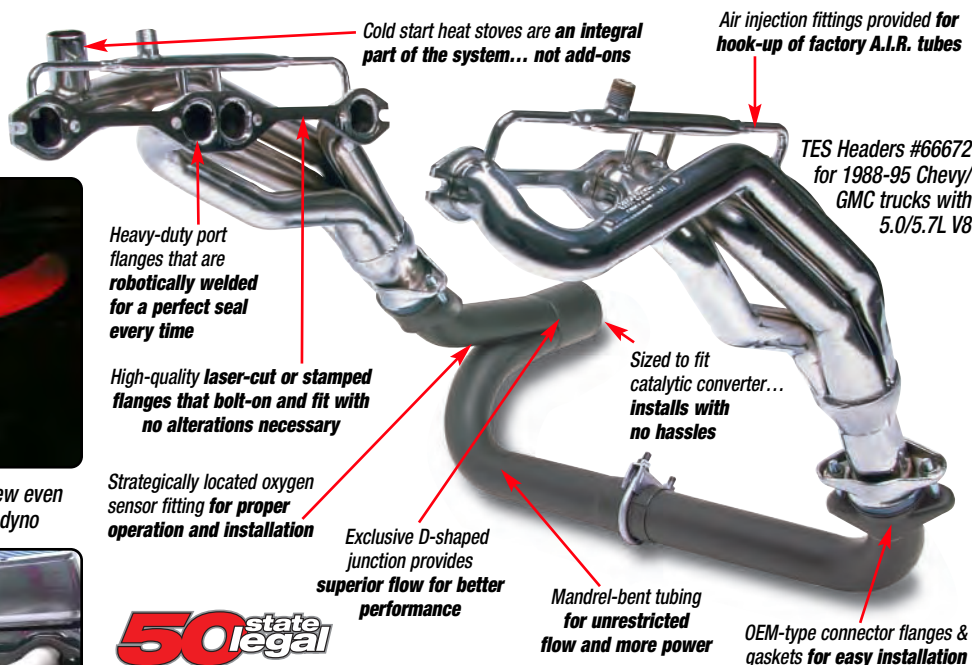
- **Direct fit, trouble-free installation... includes all hardware plus instructions**
- **Most T.E.S. headers do not require welding to install**
- **Installation kits include all necessary components...**
 - High-grade bolts and washers
 - Top-quality gaskets made to Edelbrock specifications
 - All required adapters, extensions, and brackets
 - Complete installation instructions

TUBULAR EXHAUST SYSTEMS... INCLUDE HEADERS AND CROSSOVER FOR A COMPLETE SYSTEM AND MAXIMUM SEAT-OF-THE-PANTS PERFORMANCE

Boost performance and driveability with high-quality Edelbrock Tubular Exhaust System headers. In some cases, you'll shave up to a full second off your acceleration time from 0 to 60 mph because the Edelbrock design improves your engine's ability to breathe. Mileage may also improve as your engine becomes more fuel efficient. Best of all, our Tubular Exhaust System (T.E.S.®) headers give you all this performance within acceptable emissions levels and without voiding the new vehicle warranties.

T.E.S.® headers accept all stock emissions equipment, leaving them fully operational and systems are complete from the cylinder heads to the catalytic converter. The outstanding features built into every Edelbrock exhaust product delivers **the best in quality and performance.**

Some Tubular Exhaust Systems are available in 409 stainless steel for extra protection against the high-heat conditions encountered in heavy-duty use such as towing and hauling heavy loads. These stainless steel headers have a **five year warranty against rust, corrosion or burn-through.**



Edelbrock Ti-Tech coated headers look like new even after hours of brutal testing on our engine dyno



STATE-OF-THE-ART TESTING PROVES PERFORMANCE GAINS

Using our eddy-current SuperFlow SF-840 chassis dyno along with our on-board diagnostics, Edelbrock engineers do extensive vehicle power and acceleration tests. **Throttle response is improved throughout the rpm range, especially off-idle, for performance that is ideal for street driving.**

Customer's Report

"My '93 Z28 5.7L LT1 was wanting for headers. I did the cat-back, throttle body and was not able to find headers for it. A local speed shop recommended Edelbrock. I purchased a set of ceramic coated headers and they were great! Beautiful, easy smooth fit and installation. Thanks for having them.

Everyone makes headers for the '94, but thank you for realizing that there are those of us who enjoy our '93, and want to tweak it. Thanks!"

- Greg C. Wills

Performance Improvements with Edelbrock Shorty Headers and Tubular Exhaust Systems

Computerized SuperFlow SF-840 chassis dyno tests showed the following improvements over stock for "seat-of-the-pants" torque:

Part #	Header Type	Application	HP Gain	Torque Gain
65002	Shorty headers	2000 Chevy Suburban 5.3L V8	8 hp	6.2 ft/lbs.
65632	Shorty headers	1999 Ford F-150 5.4L V8	10 hp	19 ft/lbs.
65642	Shorty headers	2000 Dodge Dakota 5.9L V8	8.3 hp	10.2 ft/lbs.
66693	TES headers	2003 Dodge Hemi 5.7L V8	28 hp	34 ft/lbs.

Description	Year	Engine	SHORTY HEADERS		TUBULAR EXHAUST SYSTEMS			
			Ceramic	Ti-Tech	2-WHEEL DRIVE		4-WHEEL DRIVE	
					Ceramic	Ti-Tech	Ceramic	Ti-Tech

CHEVROLET/PONTIAC PASSENGER CARS

CAMARO/FIREBIRD

Standard 5.0L	82-87	5.0L LG-4, 2-1/4" inlet slip-on cat.	-	-	68712	68713	-	-
H.O. (High Output)	83-86	5.0L (H.O.), 4-bbl. carb, 4-bolt cat.	-	-	68742	68743	-	-
IROC, Z-28, Formula	86-90	5.0/5.7L T.P.I., 3" inlet slip-on single cat.	-	-	68722	68723	-	-
RS & Formula	88-92	5.0L T.B.I., 2-1/4" inlet slip-on cat.	-	-	68752	68753	-	-
IROC, Z-28, T/A, Formula	89-92	5.0/5.7L T.P.I., dual-cat.	-	-	68762 (A)	68763 (A)	-	-
Z-28, T/A & Formula	1993	5.7L, LT1, single cat.	-	-	68932 (A)	68933 (A)	-	-
Z-28, T/A & Formula	94-95	5.7L, LT1, single cat.	-	-	68942 (A)	68943 (A)	-	-
Z-28, T/A & Formula	95-97	5.7L, LT1, dual-cat.	-	-	66022 (A,R)	66023 (A,R)	-	-
Camaro/Firebird	98-99	LS1	-	-	66722 (A,R)	66723 (A,R)	-	-
Camaro/Firebird	00-02	LS1	65732 (N)	65733 (N)	-	-	-	-

IMPALA SS

Impala SS	94-96	5.7L, LT1	-	-	66032 (A,R)	66033 (A,R)	-	-
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MONTE CARLO/EL CAMINO

Standard 5.0L	83-88	5.0L LG-4, 2-1/4" inlet slip-on cat.	-	-	68782	68783	-	-
H.O. (High Output)	83-88	5.0L L-69 (H.O.), 4-bolt cat.	-	-	68792	68793	-	-

PONTIAC

GTO	04-06	LS1 & LS2	65292 (N)	65293 (N)	-	-	-	-
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CHEVROLET/GMC TRUCKS/SUV'S

BLAZER/JIMMY S-10/S-15

S-10/S-15	86-93	2.8L T.B.I. with 2-1/4" slip-on cat.	-	-	-	-	68972	68973
S-10/S-15	88-95	4.3L T.B.I./C.P.I.	-	-	68552 (P)	68553 (P)	-	-
S-10/S-15	88-95	4.3L T.B.I./C.P.I.	-	-	-	-	68562 (P)	68563 (P)
S-10/S-15	88-95	4.3L T.B.I./C.P.I.	-	-	-	-	68362 (Q)	68363 (Q)
S-10/S-15	96-97	4.3L C.P.I. only	-	-	-	-	67092 (P)	67093 (P)

PICK-UP S-10/S-15/SONOMA

S-10/S-15	86-93	2.8L T.B.I. 2-1/4" inlet slip-on cat.	-	-	68962	68963	68972	68973
S-10/S-15/Sonoma	88-95	4.3L T.B.I./C.P.I.	-	-	68542 (P)	68543 (P)	-	-
S-10/S-15/Sonoma	88-95	4.3L T.B.I./C.P.I.	-	-	68342 (Q)	68343 (Q)	-	-
S-10/S-15/Sonoma	88-95	4.3L T.B.I./C.P.I.	-	-	-	-	68562 (P)	68563 (P)
S-10/S-15/Sonoma	88-95	4.3L T.B.I./C.P.I.	-	-	-	-	68362 (Q)	68363 (Q)
S-10/S-15/Sonoma	96-97	4.3L C.P.I. only	-	-	67082 (P)	67083 (P)	-	-
S-10/S-15/Sonoma	96-97	4.3L C.P.I. only	-	-	67112 (Q)	67113 (Q)	-	-
S-10/S-15/Sonoma	96-97	4.3L C.P.I. only	-	-	-	-	67092 (P)	67093 (P)
S-10/S-15/Sonoma	1998	4.3L C.P.I. only	-	-	67152	67153	-	-

FULL-SIZE BLAZER/JIMMY/YUKON/TAHOE

K-5 Blazer full-size	83-86	5.0/5.7L with carb & A.I.R.	65272 (N)	65273 (N)	-	-	-	68633 (P)†
K-5 Blazer full-size	87-91	5.7L T.B.I. without A.I.R.	-	-	-	-	68572	68573
K-5 Blazer full-size	87-91	5.7L T.B.I. with A.I.R.	-	-	-	-	68582	68583
K-5 Blazer full-size	92-93	5.7L T.B.I. without A.I.R., clamp-on cat.	-	-	66662 (B,F)	66663 (B,F)	66662 (B,F)	66663 (B,F)
K-5 Blazer/Tahoe/Yukon full-size	92-95	5.0/5.7L T.B.I. without A.I.R.	65662 (B,N)	65663 (B,N)	-	-	-	-
Blazer/Tahoe/Yukon full-size	93-95	5.0/5.7L T.B.I., single cat. without A.I.R., weld-on cat.	-	-	66162 (A,B,F)	66163 (A,B,F)	66162 (A,B,F)	66163 (A,B,F)
Blazer/Tahoe/Yukon full-size	93-95	5.0/5.7L T.B.I. with A.I.R.	65672 (B,N)	65673 (B,N)	-	-	-	-
Hummer H2	03-08	6.0L without A.I.R. & E.G.R.	65022 (B,N)	65023 (B,N)	-	-	-	-
Tahoe/Yukon	96-99	5.7L without A.I.R.	65102 (N)	65103 (N)	-	-	-	-

See page 204 for footnotes

† Available while supplies last

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HEADERS APPLICATION CHART

PART NUMBERS
IN RED ARE... **NEW** FOR 2008

Description	Year	Engine	SHORTY HEADERS		TUBULAR EXHAUST SYSTEMS			
			Ceramic	Ti-Tech	2-WHEEL DRIVE		4-WHEEL DRIVE	
					Ceramic	Ti-Tech	Ceramic	Ti-Tech

FULL-SIZE BLAZER/JIMMY/YUKON/TAHOE (CONTINUED)

Tahoe/Yukon	96-97	5.7L without A.I.R., dual-cat.	-	-	66152 (A,B,G)	66153 (A,B,G)	66152 (A,B,G)	66153 (A,B,G)
Tahoe/Yukon	02-08	4.8/5.3/6.0L without A.I.R. & E.G.R.	65022 (B,N)	65023 (B,N)	-	-	-	-
Tahoe/Yukon/Escalade	98-00	5.7L with A.I.R.	65252 (N)	65253 (N)	-	-	-	-
Tahoe/Yukon/Escalade	99-06	4.8/5.3/6.0L without A.I.R., with E.G.R.	65002 (N)	65003 (N)	-	-	-	-
Tahoe/Yukon/Escalade	99-06	4.8/5.3/6.0L with A.I.R. & E.G.R.	65012 (N)	65013 (N)	-	-	-	-
Tahoe/Yukon/Escalade	99-01	4.8/5.3/6.0L without A.I.R.	-	-	66002 (A,B)	66003 (A,B)	66002 (A,B)	66003 (A,B)
Yukon XL	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66182 (B,Y)	66183 (B,Y)	66182 (B,Y)	66183 (B,Y)
Yukon XL	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66192 (B,X)	66193 (B,X)	66192 (B,X)	66193 (B,X)

PICK-UP 1500/2500 SERIES WITH 4.3L ENGINES

1500/2500	88-93	4.3L T.B.I. without A.I.R., clamp-on cat.			68882 (F)	68883 (F)	68882 (F)	68883 (F)
1500	93-95	4.3L T.B.I. without A.I.R., weld-on cat.			68982 (A)	68983 (A)	68982 (A)	68983 (A)

PICK-UPS WITH 5.0/5.7L ENGINES

C-10	79-80	5.7L with carb, A.I.R. & cat.	65272 (N)	65273 (N)	68272 (P)	68273 (P)	-	-
K-10/K-20	81-86	5.0/5.7L with carb & A.I.R.	65272 (N)	65273 (N)	-	-	68282 (P)	68283 (P)
1500/2500	81-87	5.0/5.7L with carb, A.I.R. (both sides) & cat.	65272 (N)	65273 (N)	68272 (P)	68273 (P)	-	-
1500/2500 (8400 GVW or lower)	1987	5.7L T.B.I. with A.I.R.	65272 (N)	65273 (N)	-	-	-	-
1500/2500	88-95	5.0/5.7L T.B.I. without A.I.R., clamp-on cat.	65662 (B,N)	65663 (B,N)	66662 (B,F)	66663 (B,F)	66662 (B,F)	66663 (B,F)
1500/2500	88-95	5.0/5.7L T.B.I. with A.I.R., clamp-on cat.	65672 (B,N)	65673 (B,N)	66672 (B,F)	66673 (B,F)	66672 (B,F)	66673 (B,F)
1500/2500 (lowered)	88-95	5.0/5.7L T.B.I. without A.I.R., clamp-on cat.	-	-	68012 (F)	68013 (F)	-	-
1500/2500	93-95	5.0/5.7L T.B.I. without A.I.R., weld-on cat.	-	-	66162 (A,B,F)	66163 (A,B,F)	66162 (A,B,F)	66163 (A,B,F)
1500/2500 Heavy Duty/3500	96-98	5.0/5.7L without A.I.R.	65102 (N)	65103 (N)	-	-	-	-
1500	98-99	5.7L with A.I.R.	65252 (N)	65253 (N)	-	-	-	-
1500	96-98	5.7L without A.I.R., dual-cat.	-	-	66152 (A,B,G)	66153 (A,B,G)	66152 (A,B,G)	66153 (A,B,G)

PICK-UPS WITH 4.8/5.3/6.0L ENGINES

1500/2500	99-06	4.8/5.3/6.0L without A.I.R., with E.G.R.	65002 (N)	65003 (N)	-	-	-	-
1500/2500	99-06	4.8/5.3/6.0L with A.I.R. & E.G.R.	65012 (N)	65013 (N)	-	-	-	-
1500/2500	99-01	4.8/5.3L without A.I.R.	-	-	66002 (A,B)	66003 (A,B)	66002 (A,B)	66003 (A,B)
1500/2500	02-08	4.8/5.3/6.0L without A.I.R. & E.G.R.	65022 (B,N)	65023 (B,N)	-	-	-	-

CHEVY AVALANCHE

1500/2500	02-06	5.3/6.0L without A.I.R., with E.G.R.	65002 (N)	65003 (N)	-	-	-	-
1500/2500	02-06	5.3/6.0L with A.I.R. & E.G.R.	65012 (N)	65013 (N)	-	-	-	-
1500/2500	02-08	5.3/6.0L without A.I.R. & E.G.R.	65022 (B,N)	65023 (B,N)	-	-	-	-
2500/3500	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66182 (B,Y)	66183 (B,Y)	66182 (B,Y)	66183 (B,Y)
2500/3500	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66192 (B,X)	66193 (B,X)	66192 (B,X)	66193 (B,X)

PICK-UPS WITH 7.4 & 8.1L ENGINES

454 SS	1990	7.4L T.B.I. with A.I.R.	-	-	66602 (B,C)	66603 (B,C)	-	-
2500/3500 ex. Cr. Cb.	88-95	7.4L T.B.I. without A.I.R.	-	-	66592 (B)	66593 (B)	66592 (B)	66593 (B)
2500/3500 ex. Cr. Cb.	88-95	7.4L T.B.I. with A.I.R.	-	-	66602 (B,C)	66603 (B,C)	66602 (B,C)	66603 (B,C)
2500/3500	96-00	7.4L C.P.I. with A.I.R., dual cats.	-	-	66082 (A,B,C,P)	66083 (A,B,C,P)	66082 (A,B,C,P)	66083 (A,B,C,P)
2500/3500	96-00	7.4L C.P.I. without A.I.R., dual cats.	-	-	66092 (A,B,P)	66093 (A,B,P)	66092 (A,B,P)	66093 (A,B,P)
Crew Cab 3500; 4 door	92-95	7.4L T.B.I. without A.I.R.	-	-	66592 (B)	66593 (B)	66592 (B)	66593 (B)
Crew Cab 3500; 4 door	92-95	7.4L T.B.I. with A.I.R.	-	-	66602 (B,C)	66603 (B,C)	66602 (B,C)	66603 (B,C)
2500/3500	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66182 (B,Y)	66183 (B,Y)	66182 (B,Y)	66183 (B,Y)
2500/3500	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66192 (B,X)	66193 (B,X)	66192 (B,X)	66193 (B,X)

See page 209 for our complete line of
Cat-back exhaust systems to match
your headers or T.E.S. system!



See page 204 for footnotes

Description	Year	Engine	SHORTY HEADERS		TUBULAR EXHAUST SYSTEMS 2-WHEEL DRIVE		4-WHEEL DRIVE	
			Ceramic	Ti-Tech	Ceramic	Ti-Tech	Ceramic	Ti-Tech
SUBURBAN								
1500/2500	81-87	5.0/5.7L carbureted with A.I.R. & cat.	-	-	68272 (P)	68273 (P)	-	-
1500/2500	81-91	5.0/5.7L carb/T.B.I. with A.I.R.	65272 (N)	65273 (N)	-	-	-	-
1500/2500	87-91	5.7L T.B.I. without A.I.R.	-	-	-	-	68642 (P)	68643 (P)
1500/2500	92-95	5.0/5.7L T.B.I. with A.I.R.	65672 (B,N)	65673 (B,N)	-	-	-	-
1500/2500	92-95	5.0/5.7L T.B.I. without A.I.R., clamp-on cat.	65662 (B,N)	65663 (B,N)	66662 (B,F)	66663 (B,F)	66662 (B,F)	66663 (B,F)
1500/2500 (lowered)	92-95	5.0/5.7L T.B.I. without A.I.R., clamp-on cat.	-	-	68012 (F)	68013 (F)	-	-
1500/2500	93-95	5.0/5.7L T.B.I. without A.I.R., single cat.	-	-	66162 (A,B,F)	66163 (A,B,F)	66162 (A,B,F)	66163 (A,B,F)
1500	96-97	5.7L without A.I.R., dual cats.	-	-	66152 (A,B,G)	66153 (A,B,G)	66152 (A,B,G)	66153 (A,B,G)
1500	98-99	5.7L with A.I.R., dual cats.	65252 (N)	65253 (N)	66252 (A,B)	66253 (A,B)	66252 (A,B)	66253 (A,B)
1500/2500	99-06	4.8/5.3/6.0L without A.I.R., with E.G.R.	65002 (N)	65003 (N)	-	-	-	-
1500/2500	99-06	4.8/5.3L with A.I.R. & E.G.R.	65012 (N)	65013 (N)	-	-	-	-
1500/2500	02-08	4.8/5.3/6.0L without A.I.R. & E.G.R.	65022 (B,N)	65023 (B,N)	-	-	-	-
1500/2500	99-00	4.8/5.3L without A.I.R.	-	-	66002 (A,B)	66003 (A,B)	66002 (A,B)	66003 (A,B)
1500/2500 HD, 8-lug	96-97	5.0/5.7L C.P.I. without A.I.R.	65102 (N)	65103 (N)	-	-	-	-
2500	96-00	7.4L C.P.I. with A.I.R., dual cats.	-	-	66082 (A,B,C,P)	66083 (A,B,C,P)	66082 (A,B,C,P)	66083 (A,B,C,P)
2500	96-00	7.4L C.P.I. without A.I.R., dual cats.	-	-	66092 (A,B,P)	66093 (A,B,P)	66092 (A,B,P)	66093 (A,B,P)
2500/3500	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66182 (B,Y)	66183 (B,Y)	66182 (B,Y)	66183 (B,Y)
2500/3500	03-06	8.1L without A.I.R. and E.G.R.	65192 (B,N)	65193 (B,N)	66192 (B,X)	66193 (B,X)	66192 (B,X)	66193 (B,X)

CHRYSLER/DODGE PASSENGER CARS

300C/MAGNUM/CHARGER

Magnum R/T, 300C	05-07	5.7L Hemi	65992 (N,R)	65993 (N,R)	-	-	-	-
Charger R/T	06-07	5.7L Hemi	65992 (N,R)	65993 (N,R)	-	-	-	-
Viper (all models)	92-99	8.0L V10	-	-	66062 (A,E,K,R)	-	-	-

CHRYSLER/DODGE TRUCKS/SUV'S

Dakota Pick-up	87-91	3.9L F.I.	68512 (N)	68513 (N)	-	-	-	-
Dakota Pick-up	97-98	5.2/5.9L F.I. with single inlet clamp-on cat.	65642 (N)	65643 (N)	66642 (B,O,P)	66643 (B,O,P)	66642 (B,O,P)	66643 (B,O,P)
Durango	98-99	5.2/5.9L F.I. clamp-on cat.	65642 (N)	65643 (N)	-	-	66642 (B,O,P)	66643 (B,O,P)
Durango/Dakota	2000	5.2/5.9L F.I. weld-on cat.	65642 (N)	65643 (N)	-	66683 (A,B,O,P)†	-	66683 (A,B,O,P)†
Durango/Dakota/Ram Pick-up 1500/2500	95-03	5.2/5.9L F.I. without E.G.R.	65642 (N)	65643 (N)	-	-	-	-
Durango/Dakota R/T	97-03	5.9L F.I. without E.G.R.	65642 (N)	65643 (N)	-	-	-	-
Ram Pick-up 1500/2500	94-99	5.2/5.9L F.I. weld-on cat.	-	-	66012 (A,B)	66013 (A,B)	66012 (A,B)	66013 (A,B)
Ram Pick-up 1500	2003	5.7L Hemi	-	-	66692 (B)	66693 (B)	-	-
Ram Pick-up 2WD 1500	03-05	5.7L Hemi	65792 (B,N)	65793 (B,N)	-	-	-	-
Ram Pick-up 4WD (IFS only)	03-05	5.7L Hemi	65692 (B,N)	65693 (B,N)	-	-	-	-
Ram Pick-up 1500	04-05	5.7L Hemi	-	-	66792 (A,B)	66793 (A,B)	66792 (A,B)	66793 (A,B)
Ram Pick-up 2 & 4WD (IFS only)	06-07	5.7L Hemi	65892 (B,N)	65893 (B,N)	-	-	-	-

FORD PASSENGER CARS

FORD/MERCURY/LINCOLN

Mustang/Mark/Capri	86-93	5.0L F.I., equal length	68832 (N)	68833 (N)	-	-	-	-
Mustang	94-95	5.0L F.I. with EGR	67452 (N)	67453 (N)	-	-	-	-
Mustang	05-08	4.6L F.I.	65052 (N)	65053 (N)	-	-	-	-

FORD TRUCKS/SUV'S

Ranger	83-85	2.8L with carb	-	-	68462	68463	68462	68463
Bronco II	83-85	2.8L with carb	-	-	68462	68463	68462	68463
Bronco; full size	85-92	5.0L F.I. without A.I.R.	68482 (N)	68483 (N)	-	-	-	-
Bronco; full size	88-96	5.8L F.I. without A.I.R.	66492 (B,N)	66493 (B,N)	-	-	-	-

See page 204 for footnotes

† Available while supplies last

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HEADERS APPLICATION CHART

Description	Year	Engine	SHORTY HEADERS		TUBULAR EXHAUST SYSTEMS			
			Ceramic	Ti-Tech	2-WHEEL DRIVE		4-WHEEL DRIVE	
					Ceramic	Ti-Tech	Ceramic	Ti-Tech

FORD TRUCKS/SUV'S (CONTINUED)

Expedition	99-02	5.4L F.I. with EGR, without air ride suspension	65632 (N,T,U)	65633 (N,T,U)	-	-	-	-
Expedition	04-07	5.4L F.I. with EGR, without air ride suspension	65232 (B,N,U)	65233 (B,N,U)	-	-	-	-
F-150/F-250	88-96	5.8L F.I. without A.I.R.	66492 (B,N)	66493 (B,N)	-	-	-	-
F-150/F-250	90-92	5.0L F.I. without A.I.R.	68482 (N)	68483 (N)	-	-	-	-
F-150/F-250	99-03	5.4L F.I. with EGR, without air ride suspension	65632 (N,U)	65633 (N,U)	-	-	-	-
F-150	04-08	5.4L F.I. with EGR, without air ride suspension	65232 (B,N,U)	65233 (B,N,U)	-	-	-	-

JEEP/AMC

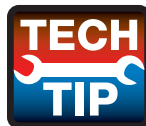
AMX/Javelin/Matador/Rebel	70-79	304, 360, 390, 401 V8 with A.I.R.	65812 (N,V,W)	65813 (N,V,W)	-	-	-	-
AMC/Jeep	70-91	304, 360, 390, 401 V8 without A.I.R.	65912 (N,V,W)	65913 (N,V,W)	-	-	-	-
Jeep Cherokee/Comanche	84-86	2.8L with carb	-	-	68802	68803	68802	68803
Jeep Comanche	91-92	4.0L	65922 (B,N)	65923 (B,N)	-	-	-	-
Jeep Wrangler/Cherokee	91-99	4.0L	65922 (B,N)	65923 (B,N)	-	-	-	-
Jeep Cherokee, Wagoneer, J Series Pick-up	72-91	304, 360, 401 V8 with A.I.R.	65812 (N,V,W)	65813 (N,V,W)	-	-	-	-
Jeep Grand Wagoneer	81-91	5.9L with A.I.R.	-	-	-	-	68812	68813
Jeep CJ5/CJ7/CJ8	72-81	304, 360, 401 V8 with A.I.R.	65812 (N,V,W)	65813 (N,V,W)	-	-	-	-
Jeep J-10/J-20	81-88	5.9L with A.I.R.	-	-	-	-	68812	68813
Jeep Grand Cherokee	93-98	4.0L	65922 (B,N)	65923 (B,N)	-	-	-	-
Jeep Grand Cherokee	92-98	5.2/5.9L	-	-	66042 (B)	66043 (B)	66042 (B)	66043 (B)



Ti-Tech coated Tubular Exhaust System #68723 for 1986-90 IROC, Z-28, T/A & Formula



#68013 provides 1-5/8" more ground clearance for lowered 1500/2500 Series Pick-ups



High temp plug wires and boots are recommended to withstand heat from aftermarket headers. See page #206 for our complete line of exhaust system replacement parts.



409 stainless steel headers #66062 for Vipers are ceramic coated on the outside and have a heat barrier coating on the inside

Legend

4-bblfour barrel
catcatalytic converter
ex. Cr. Cb.except Crew Cab
F.I.fuel injection

H.O.high output
P.U.pick-up
T.B.I.throttle body injection
T.P.I.tuned port injection

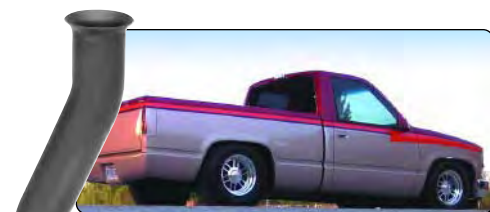
C.P.I.central port injection
with A.I.R.with air injection reactor
without A.I.R.without air injection reactor

Important Header Footnotes

- (A) Requires cutting and welding for installation.
- (B) 409 stainless steel for heavy-duty applications and towing.
- (C) Must use stock A.I.R. tubes.
- (D) Equal-length headers.
- (E) 409 stainless steel with ceramic coating inside and out (Viper only).
- (F) Caution: May have either weld-on or clamp-on catalytic converter. Inspect vehicle prior to purchase for converter connection.
- (G) Both catalytic converters on right side.

- (H) One catalytic converter on each side.
- (I) 409 stainless steel with ceramic coating.
- (J) Vehicles without pre-catalytic converter.
- (K) #6700 heat shields recommended.
- (L) Will not fit vehicles with column shift.
- (M) AOD transmission only (will not fit C-6).
- (N) Replaces exhaust manifolds only. No extension pipes included.
- (O) Tubular Exhaust System will not fit R/T models.
- (P) Fits auto trans only.
- (Q) Fits standard trans only.

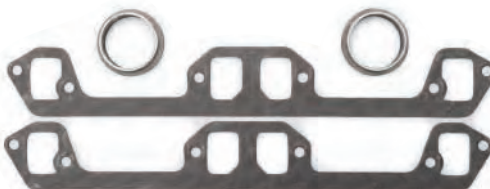
- (R) 409 stainless steel.
- (T) Will not fit special edition SVT, Lightning or Harley.
- (U) Will not fit Super Duty models.
- (V) Dog leg port.
- (W) Direct replacement for high-flow exhaust manifolds used on most V8 Jeeps and some AMC cars. Others may need modification to convert.
- (X) Fits Allison auto trans only.
- (Y) Fits 4L80-E auto trans only.



Cross-Over Pipe
#68003 for lowered
Chevrolet/GMC trucks



Replacement Header Gaskets #6952 for LS1 Chevrolet



Replacement Header Gaskets #6954 for 5.2L/5.9L Dodge



Replacement Header Gaskets #6939 for 5.4L Ford

TUBULAR EXHAUST SYSTEM HEADER ACCESSORIES

CROSS-OVER PIPE FOR LOWERED TRUCKS

Designed to replace stock pipe and give additional ground clearance of 1-5/8" on lowered Chevrolet/GMC trucks. For use with stock exhaust manifolds or Edelbrock Shorty Headers. See application chart below.

Cross-Over Pipe for lowered Chevrolet/GMC trucks (Ti-Tech finish)#68003

Make & Model	Year	Engine	Remarks	Auto	Std.
Pick-up, 1500/2500	1988-92	4.3L V6	2 W.D.	Yes	No
Pick-up, 2500	1993	4.3L V6	2 W.D.	Yes	No
Pick-up, 1500/2500	1988-92	5.0/5.7L V8	2 W.D.	Yes	No
Pick-up, 2500	1993	5.0/5.7L V8	2 W.D.	Yes	No
Suburban, 1500/2500	1992-93	5.7L V8	2 W.D.	Yes	No

REPLACEMENT GASKETS

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

REPLACEMENT GASKETS FOR EDELBROCK HEADERS

Description	Engine	Footnote	Part #	Description	Engine	Footnote	Part #
AMC/Jeep	5.9L	B	6944	GM LS-1 '00-02	5.7L	A,C,G	6952
Chevy	2.8L	B	6920	GM	4.8/5.3/6.0	A,C,H	6953
Chevy	4.3L	B	6921	Ford	2.0L	B	6958
Chevy LT1	5.7L	B	6922	Ford	2.8L	B	6927
Chevy	5.0/5.7L	B	6923	Ford	4.0L	B	6928
Chevy	7.4L	B	6924	Ford	4.6L/5.4L	A	6945
Chrysler	2.4L	A,I	6959	Ford	5.4L	A,C,D	6939
Dodge	3.9L	B	6925	Ford	5.0/5.8L	B	6929
Dodge/Jeep	5.2/5.9L	B	6926	Ford	7.5L	B	6930
Dodge Truck	8.0L	B	6943	Honda	1.6L	B	6932
Dodge	5.2L/5.9L	A,C,D	6954	Acura/Honda	1.8L	A,E	6946
Dodge Viper	8.0L	A	6931	Toyota	3.4L	A,F	6933
Dodge Hemi	5.7L	-	6963				

REPLACEMENT DONUTS FOR EDELBROCK HEADERS

Description	Engine	Footnote	Part #	Description	Engine	Footnote	Part #
2" Donut	-	-	6935	Ford Donut	5.4L	C	6957
2-1/4" Donut	-	-	6936	GM Donut	5.0/5.7L	C	6961
2-1/2" Donut	-	-	6937	GM Donut	5.0L/5.7L	J	6964
3" Donut	-	-	6960	GM LS/LM Donut	-	B	6962
Acura/Honda Donut	-	-	6951†	GM Donut	4.8/5.3/6.0	-	6934
Dodge Donut	5.2/5.9L	C	6956				

† Available while supplies last



2-1/4" Replacement Donut
Header Gaskets #6936



Dodge Replacement Donut
Header Gaskets #6956

Important Footnotes for Header Replacement Gaskets

- (A) Complete set.
- (B) Port flange gaskets only.
- (C) Shorty header gaskets only.
- (D) Port flange and donut gasket.
- (E) Port flange, crush ring, and donut gasket.
- (F) Port flange, donut, O2 sensor, EGR and cat gasket.
- (G) Port flange, cat, EGR and AIR gasket.
- (H) Port flange, crush ring, EGR and AIR gasket.
- (I) Port flange and collector gasket.
- (J) Only fits shorty headers #65272/#65273.

POWER PKG
KITS
SUPERCHARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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EXHAUST ACCESSORIES



Universal 3" X-Pipe Assembly #6704



Viper heat shields #6700



O2 Sensor Wire Extension Assembly #65882



2" Heat Stove & Tube Kit #65951



4-Bolt Flange Tube Adapter Kit #65911



Stainless Steel Collector Tabs #65915



Spark Plug Boot Protectors #65889



UNIVERSAL X-PIPE ASSEMBLIES

These universal weld-in X-pipe assemblies help balance exhaust pressure and mellow the exhaust tone. They are perfect for the professional or the do-it-yourself car guy building a hot rod, muscle car or any performance machine. Aluminized steel tubing provides long life and good looks.

Universal 2-1/2" X-Pipe Assembly.....**NEW**..#6703
Universal 3" X-Pipe Assembly.....**NEW**..#6704

DODGE VIPER HEAT SHIELDS

Designed for all 1992-99 Dodge Vipers using Edelbrock Tubular Exhaust System headers, these heat shields deflect heat away from under hood components that can be damaged by the heat created by headers. Edelbrock heat shields deflect heat down and out of the engine compartment keeping important parts cool. Embossed with the "Edelbrock" logo, constructed out of 409 stainless steel and ceramic coated, the heat shields cover the top and the side of the header and should work with any manufacturers' headers.

Dodge Viper Heat Shields.....#6700

O2 SENSOR WIRE EXTENSION ASSEMBLIES

These direct plug in and go O2 sensor extension assemblies can be used when relocating any O2 sensors on race headers. These are the same high quality O2 sensor extension wires that are used on all Edelbrock race headers. They include OE style weather pack terminals, protective sleeve and connectors on each end.

GM LS1 Series Engine Headers (30" long, 4 wire with square plug, 1 pair).....**NEW**..#65881
GM 4.3L TPI/CPI in S10/S15 (12" long, 4 wire with flat plug)**NEW**..#65882
GM V6 and V8 Engine Truck Headers (12" long, 1 wire)**NEW**..#65883
GM V6 and V8 Engine Truck Headers (34" long, 1 wire)**NEW**..#65884

HEAT STOVE STACK AND TUBE KITS

These are the same components supplied with our shorty headers. These kits can be added on to most headers with 1-5/8" primary tubes. Edelbrock heat stove stacks are made from mild steel tubing and are zinc plated for corrosion protection. Each kit includes heat stove stack, flex tube and clamps for an easy installation.

1-1/2" Heat Stove Stack & Tube Kit.....**NEW**..#65900
2" Heat Stove Stack & Tube Kit.....**NEW**..#65951

UNIVERSAL HEAT STOVE FLEX TUBES **NEW**

These flex tubes are designed to fit aftermarket headers and stock exhaust manifolds.

1-1/4".....#65952 1-1/2".....#65953 1-3/4".....#65904 2".....#65905

4-BOLT CAT-CONVERTER FLANGE TUBE ADAPTER KIT

This kit can be used to adapt a 3" exhaust tube to a four bolt flange similar to the kind used on early GM some aftermarket cat-converter applications. Welding is recommended for retention to the exhaust tube adapter, but can also be clamped if necessary. Kit includes the adapter assembly, gasket and hardware for a complete installation.

4-Bolt Flange to 3" Tube Adapter Kit.....**NEW**..#65911

SPARK PLUG BOOT PROTECTORS

Edelbrock Spark Plug Boot Protectors can withstand continuous 1200° temperatures and are great for use in everything from SUV's and motor homes to race cars.

Spark Plug Boot & Wire Protectors (Set of 4).....**NEW**..#65889

EVACUATION TUBES

Our evacuation tubes will help to eliminate pressure in the crankcase. They are made from 1/2" steel or stainless steel pipe and include a 1/2" NPT male pipe thread for installation of a check valve.

Steel Evacuation Tubes (1 pair).....**NEW**..#65954
Stainless Steel Evacuation Tubes (1 pair).....**NEW**..#65955

COLLECTOR MOUNTING TABS

Our collector mounting tabs are laser cut and formed from 1/8" hot rolled steel or stainless steel. They are designed for attaching slip on header collectors to headers. Welding is required for installation.

Steel Collector Tabs (Set of 4).....**NEW**..#65914
Stainless Steel Collector Tabs (Set of 4).....**NEW**..#65915

BAND CLAMPS

These are the same high quality band clamps that are used in our exhaust systems. They are manufactured from aluminized steel and provide cleaner installation for mounting exhaust tubing than standard U-bolt style exhaust clamps.

2-1/4" Band Clamps (1 pair)....**NEW**..#65916 3" Band Clamps (1 pair).....**NEW**..#65918
2-1/2" Band Clamps (1 pair)....**NEW**..#65917 3-1/2" Band Clamps (1 pair)....**NEW**..#65919



LS1 headers
#65682



4.6L Mustang
headers #65603



B/B Chevy
Up-Swept Dragster
Headers #6550



B/B Chevy
Down-Swept
Dragster
Headers #6551



#6583

NEW

Universal Collector
#65826



VICTOR SERIES DRAG RACE HEADERS

AVAILABLE WITH TI-TECH FINISH OR CERAMIC COATING



These drag race headers have innovative features to **maximize power potential in competition**. They are engineered with the correct firing order pulse sequence in the collector, unlike most competitors' headers. The 3/8" thick laser-cut flanges are robotically welded and contoured for a perfect fit. Fully welded headers include O2 sensor bosses and collectors for a no-leak installation right out of the box. Headers with slip-on merge collector feature a true expansion cone on the exit of the collector. The slip-on design allows for tuning the primary tube lengths to individual engine requirements. Collector retainer brackets and scavenge tubes can be welded on after header tuning has been completed.

Ti-Tech Finish Ceramic Coated

1993-97 Camaro/Firebird with 5.7L LT1 with slip-on merge collector (1-3/4", stepped to 1-7/8", 3-1/2" collector, mild steel).....	#65903	N/A
1998-99 Camaro/Firebird with LS1, fully welded (1-3/4", stepped to 1-7/8", 3-1/2" collector, mild steel).....	#65653	#65652
1998-02 Camaro/Firebird with 5.7L LS1 with slip-on merge collector (1-3/4", stepped to 1-7/8", 3-1/2" collector, mild steel).....	#65703	N/A
2000-02 Camaro/Firebird with LS1, fully welded (1-3/4", stepped to 1-7/8", 3-1/2" collector, mild steel).....	#65683	#65682
1996-04 Mustang with 4.6L S.O.H.C. with slip-on merge collector (1-5/8", stepped to 1-3/4", 3" collector, mild steel).....	#65603	N/A

304 Stainless Steel

1998-02 Camaro/Firebird with 5.7L LS1 with slip-on merge collector (1-3/4", stepped to 1-7/8", 3-1/2" collector, same as #65703, but in 304 stainless steel).....	#65701	
Big-Block Chevy Dragsters with slip-on merge collector (2-1/4", 4" collector, 304 stainless steel, up-swept).....	#6550	
Big-Block Chevy Dragsters with slip-on merge collector (2-3/8" stepped up to 2-1/2", 5" collector, 304 stainless steel, down-swept).....	#6551	

COMPETITION Y-PIPE

Designed to match our race headers for 1993-97 LT1 and 1998-02 LS1 Camaro/Firebird, this Y-Pipe is made of mandrel-bent 3" 16-gauge aluminized steel tubing or 304 stainless steel for maximum flow and power. This direct replacement part for the stock Y-pipe and catalytic converters fits under the chassis without flow-reducing dents, unlike our competitor's Y-pipe. It has better ground clearance than other Y-pipes. For competition use only.

For 1993-02 LS1/LT4 Camaro/Firebird (aluminized steel).....	#6571
For 1993-02 LS1/LT4 Camaro/Firebird (304 stainless steel).....	#65711

COMPETITION MERGE COLLECTORS

Our Competition Merge Collectors feature a unique design for more power than traditional four-into-one collectors. Originally developed for our Victor Series Competition Headers, they are now available as an upgrade for most brands of racing headers. Kits include two collectors, all mounting tabs, two evacuation tubes and all necessary nuts, bolts and washers.

1-3/4" primaries, 3" merge collector, mild steel (Ti-Tech finish).....	#65803
1-7/8" primaries, 3-1/2" merge collector (304 stainless steel).....	#65821
1-7/8" primaries, 3-1/2" merge collector, mild steel (Ti-Tech finish).....	#65823
2-1/4" primaries, 4" merge collector (304 stainless steel).....	#6583
2-1/2" primaries, 5" merge collector (304 stainless steel).....	NEW #6584

UNIVERSAL COLLECTORS

Our Universal Collectors are designed to slip on to primary tubes for a simple installation. Universal Collectors #65825/#65826 use a unique design that is superior to other header collectors on the market. Their engineered to use our exclusive D-nut gasket rather than the standard flat gasket. Our D-nut gasket design allows for misalignment during installation without causing or promoting gasket failure due to burn out. Kit includes two mild steel weld on collectors and stars for the center of the primary tubes.

1-7/8" primaries, 3-1/2" universal collector (mild steel).....	NEW #65824
1-7/8" primaries, 3" universal collector with 2 bolt flange (409 stainless steel).....	NEW #65825
1-3/4" primaries, 3" universal collector with 2 bolt flange (409 stainless steel).....	NEW #65826

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RETRO-FIT KIT A-BODY TO LS1



**THE ONLY COMPLETE
RETRO-FIT KIT FOR
LS SERIES ENGINES
IN A-BODY CARS!**

COMPLETE RETRO-FIT KIT FOR GM LS SERIES ENGINES IN A-BODY CARS

This complete conversion kit gives you everything you need to mount a GM LS or LM engine into the chassis of a 1968-72 GM A-body vehicle. It consists of Edelbrock headers #65073, header-back exhaust system #5774, and engine mount kit #6701. This conversion kit features original equipment-style fit, high quality materials, and Edelbrock workmanship for unrivaled results and classic muscle car sound.

Retro-Fit Kit for LS & Gen III Engines in 1968-72 GM A-Body Vehicles (Chevelle, GTO, 442, Skylark, Etc.).....NEW.#6754

Retro-Fit Kit #6754 for LS & Gen III Engines in 1968-72 GM A-Body Vehicles includes headers #65073, header-back exhaust system #5774, and engine mount kit #6701

NEW

Conversion Headers #65073 for 1968-72 GM A-Body with LS Series V8

Engine Mount Kit #6701 for 1968-72 GM A-Body with LS Series V8

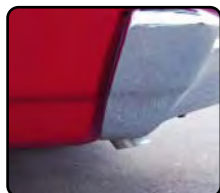
**SOUND DEFLECTION
TECHNOLOGY
MUFFLERS**

Header-Back Exhaust System #5774

**FOUR OPTIONS INCLUDED
FOR THE LOOK YOU WANT!**



Use the straight, slash-cut polished 304 stainless steel chrome tip that is included in the kit



Tucked & turned down, 409 Stainless Steel angle-cut straight pipe without tip



Straight-cut 409 Stainless Steel pipe without tip



Tucked & turned down 409 Stainless Steel straight pipe without tip

RETRO-FIT HEADERS & ENGINE MOUNTS

FOR GM LS & LM ENGINES IN 1968-72 A-BODY CARS

These high quality engine conversion headers are made from 409 stainless steel tubing with 3/8" thick port and collector flanges. The collectors use a durable graphite donut gasket rather than a leakage-prone 3-bolt collector and gasket, and this stepped header design features 1-3/4" primary tubes stepped up 1-7/8" for maximum flow and outstanding power. They fit 1968-72 GM A-body vehicles including Chevelle, Malibu, El Camino, Cutlass, 442, Skylark, Buick Special, GS-350, GS-455, GTO, Le Mans, and Tempest. These headers are designed to be used with matching LS series Engine Mount Kit #6701. These headers and engine mounts are part of our complete LS series V8 Retro-Fit kit #6754.

Conversion Headers for 1968-72 GM A-Body with LS Series V8NEW.#65073
Engine Mount Kit for 1968-72 GM A-Body with LS Series V8.....NEW.#6701

HEADER-BACK EXHAUST SYSTEM

This system was designed as part of a complete LS series Retro-Fit kit for 1968-72 GM A-body vehicles. Although designed for use with our headers #65073 and LS1 engine mount kit #6701, it can also be adapted to fit other applications and headers. Constructed from 2-1/2" 409 stainless steel tubing with an X-pipe assembly, it includes a pair of SDT mufflers #55733 and a pair of polished stainless steel tips #5582. Fits 1968-72 2-door GM A-body vehicles (Chevelle, Malibu, El Camino, Skylark, Special, GS-350, GS-455, Cutlass, 442, Le Mans, Tempest, GTO, and Sprint).

Header-Back Exhaust System for 1968-72 GM A-Body with LS1.....NEW.#5774

EXHAUST SYSTEMS

- **Unrestricted flow and superior performance with CNC mandrel-bent tubing**
- **Patented Sound Deflection Technology cancels out unwanted resonant noise and delivers the true sound of performance**
- **Designed and manufactured by Edelbrock in the USA for easy bolt-on installation**
- **Ti-Tech coating on the muffler provides resistance against heat and corrosion**
- **16-gauge aluminized or 17-gauge stainless steel construction**
- **Most systems include polished 304 stainless steel tips**
- **Will not void manufacturers' new vehicle warranty**

50state
legal



Laser etched,
polished 304
stainless steel tip

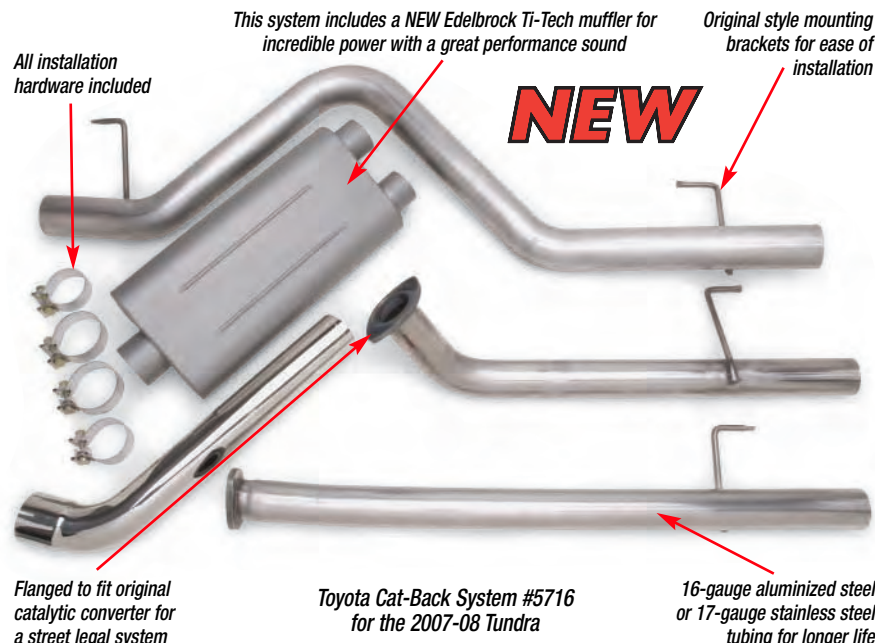
CAT-BACK & AXLE-BACK SYSTEMS

DIRECT BOLT-ON SYSTEMS FOR A STREET LEGAL PERFORMANCE UPGRADE

Increase performance and improve driveability with an Edelbrock Cat-Back or Axle-Back Exhaust System. Built in the USA by Edelbrock from 16-gauge aluminized or 17-gauge stainless steel tubing, each system includes a patented Edelbrock SDT muffler with Sound Deflection Technology for a throaty performance sound. Polished, 304 stainless steel tailpipes are included on most systems and truck applications are typically available in three outlet options. Tips are available separately to complete any exhaust system with a round or flat oval design, see page 211. Finally, all Edelbrock Exhaust Systems are designed as a direct replacement for stock making them **50-state street legal**.



Cat-back system #5718 installed
on a 2007 Toyota Tundra



PASSENGER CAR CAT-BACK & AXLE-BACK SYSTEMS

Application	Year	Engine	Notes	Tube Size	Rear Exit
CHEVROLET/PONTIAC					
Camaro/Firebird (E)	1995-97	3.8L	-	3" in - dual 3" tailpipes	5658
Camaro/Firebird (E)	1986-92	5.0/5.7L	single cat., 2-3/4" stock I-pipe	3" in - dual 3" tailpipes	5672
Camaro/Firebird (E)	1983-92	5.0L	2-1/2" stock I-pipe	3" in - dual 3" tailpipes	5673
Camaro/Firebird (E)	1993-95	5.7L	single catalytic converter	3" in - dual 3" tailpipes	5674
Camaro/Firebird (E)	1998-02	LS1 5.7L	dual catalytic converters	3" in - dual 3" tailpipes	5772
Impala SS (E)	1994-96	5.7L	dual exhaust	dual 2-1/2" in/out	5670
CHRYSLER/DODGE					
Charger/Magnum/300C (E,H)	2005-07	5.7L	dual exhaust, includes x-pipe	dual 2-1/2" in. - 3-1/2" tailpipes	5719

**CHECK OUT THE SOUND OF PERFORMANCE
AT WWW.EDELBROCK.COM/EXHAUST**

WWW.EDELBROCK.COM



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EXHAUST SYSTEMS

PART NUMBERS
IN RED ARE... **NEW** FOR 2008

PASSENGER CAR CAT-BACK & AXLE-BACK SYSTEMS (CONTINUED)

Application	Year	Engine	Notes	Tube Size	Rear Exit
FORD					
Mustang GT (E)	1986	5.0L	-	2-1/2"	5646
Mustang GT (D)	1987-93	5.0L	-	2-1/2"	5645
Mustang LX (D,E)	1986-93	5.0L	-	2-1/2"	5646
Mustang GT (E)	1994-97	4.6/5.0L	-	2-1/2"	5647
Mustang GT (D,E)	1999-04	4.6L	-	2-1/2" in - 3" out	5649
Mustang (A,E,F)	2005-08	4.0L	-	2-1/2" in - 3" out	5694
Mustang GT (A,E)	2005-08	4.6L	-	2-1/2" in - 3" out	5644
Mustang GT (A,E,F)	2005-08	4.6L	-	2-1/2" in - 3" out	5654

TRUCK/SUV CAT-BACK & AXLE-BACK SYSTEMS

Application	Year	Engine	Notes	Tube Size	Rear Exit	Side Exit	Split Rear Exit
CHRYSLER/DODGE/JEEP							
Ram, short bed, std., ext. cab (E)	1994-97	5.2/5.9L	2 & 4 WD	3" in., dual 2-1/2" out	-	-	5734
Ram, quad cab, short bed (E,H)	2004-05	5.7L	2 & 4 WD	3" in. - single 3" out	-	5735	-
Ram, mega cab, short bed (E,H)	2006	5.7L	2 & 4 WD	3" in. - single 3" out	-	5736	-
Ram, quad cab, short bed (E,H)	2006-07	5.7L	2 WD	3" in. - single 3" out	-	5714	-
Jeep Wrangler, 2 and 4 door (E,H)	2007	3.8L	2 & 4 WD	2-1/2" in., 3" out	-	5773	-

FORD

F-150/250, up to 155" wheel base (E)	1987-96	5.0/5.8L	2 & 4 WD	3" in. dual 2-1/2" out	-	5680	5682
F-150/250, Std, S-cab, short/long bed (E)	1998-03	4.2/4.6/5.4L	2 WD	3" in. - single 3" out	-	5693	-
F-150/250, Supercrew, short bed (E,H)	2001-03	4.6/5.4L	2 WD	3" in. - single 3" out	-	5693	-
F-150, crew cab sht. bed, ex. cab lg. bed (E,H)	2005-08	4.6/5.4L	2 & 4 WD	3" in., dual 2-1/2" out	-	5683	5684

GENERAL MOTORS

Hummer H2 (E,H)	2003-06	6.0L	4 WD	3" in. - single 3" out	5737	-	-
Pick-Up, short bed (B,E,I)	1988-94	5.7L/7.4L	2 & 4 WD	3" in. - dual 2-1/2" out	-	5600	5602
Pick-Up, short bed, extended cab (B,E)	1988-94	5.7L	2 & 4 WD	3" in. - dual 2-1/2" out	-	-	5622
Pick-Up, short bed, ext. cab (C,E)	1993-95	5.7L	2 & 4 WD	3" in. - dual 2-1/2" out	-	-	5652
Pick-Up, ext. cab, short bed 1500/2500 (E,G,H)	1999-07	4.8/5.3L	2 & 4 WD	3" in. - single 3" out	-	5700	-
Pick-Up, std. cab, short bed 1500 series (E,G,H)	1996-07	4.8/5.3L	2 & 4 WD	3" in. - single 3" out	-	5710	-
Pick-Up, 454 SS (E)	1990	7.4L	2 WD	3" in. - dual 2-1/2" out	-	5600	5602
Pick-Up, crew cab, short bed 1500/2500 (E,H)	2004-06	8.1L	2 & 4 WD	3" in. - single 4" out	-	5715	-
Pick-Up, crew cab, short bed 1500 series (E,G,H)	2004-07	4.8L/5.3L	2 & 4 WD	3" in. - single 3" out	-	5717	-
Pick-Up, std. cab, crew cab, short bed (E,H)	2007-08	4.8/5.3L	2WD	3" in. - single 3" out	-	5711	-
Tahoe/Yukon (E,H)	2001-06	5.3L	2 & 4 WD	3" in. - single 3" out	-	5724	-
Yukon XL/Suburban/Avalanche (E,H)	2001-06	5.3L	2 & 4 WD	3" in. - single 3" out	-	5728	-
Tahoe/Yukon/Yukon XL/Sub/Avalanche (E,H)	2007-08	5.3L	2 WD	3" in. - single 3" out	-	5747	-

NISSAN

Titan, ext/crew cab, short bed (E,H)	2004-06	5.6L	2 & 4 WD	3"	-	5624	-
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TOYOTA TRUCKS

Tundra, ext/crew cab, short bed (E,H)	2000-06	3.4/4.7L	2 & 4 WD	3" in. - dual 2-1/2" out	-	5708	5709
Tundra, crew max, double cab, short bed (E,H)	2007-08	5.7L	2 & 4 WD	2-1/2" in. - single 3" out	-	5716	5718
FJ Cruiser (E,H)	2007-08	4.0L	2 & 4 WD	2-1/2" in. - single 3" out	5721	-	-

Footnotes:

- (A) Axle-Back only
- (B) Pick-ups with stock dual exhaust outlets
- (C) With stock single exhaust outlet
- (D) Will not fit Cobra or IRS
- (E) Includes polished stainless steel tailpipes
- (F) All stainless steel system
- (G) For 2007 trucks with classic body style
- (H) 409 stainless steel tubing
- (I) Requires relocation of spare tire

POLISHED STAINLESS STEEL TIPS

These Exhaust Tips match our Cat-Back Systems for a complete package. Each tip is manufactured from 304 stainless steel and polished for a great finish. These tips are available in several configurations to match your existing exhaust system. Each tip features the Edelbrock logo laser-etched on the top of the outlet.

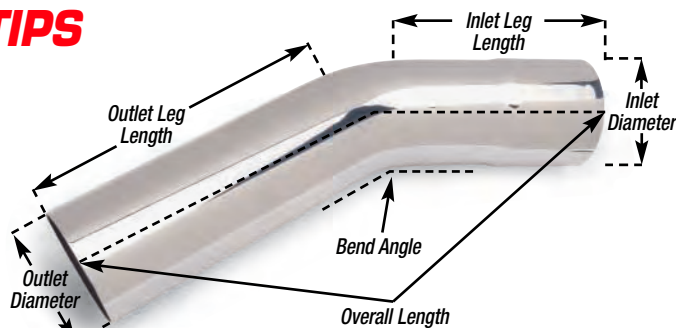
NEW



#5582



Laser etched,
polished 304
stainless steel tip



STANDARD ANGLE CUT (STAINLESS)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/2"	3"	12-1/2"	25°	5582
3"	3"	7"	27°	55949
3"	3"	26"	30°	55948
3"	3-1/2"	12"	30°	55962
3"	4"	12"	30°	55961
3-1/2"	3-1/2"	7-1/2"	20°	55960
4"	5"	13"	20°	55941



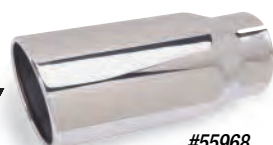
#55943



#55944

INTERCOOLED ANGLE CUT (STAINLESS)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/2"	3"	12-1/2"	25°	5595
3"	4"	12-1/2"	20°	55943
4"	5"	12-1/2"	25°	55944

NEW



#55968

ROLLED EDGE (STAINLESS)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/2"	3-1/2"	12"	20°	55966
3"	4"	12"	20°	55967
4"	5"	13"	20°	55968

CHROME TIPS

Edelbrock Chrome Exhaust Tips are an excellent way to finish off your exhaust systems. Each tip features the Edelbrock logo laser-etched on the top of the outlet. Our Flat Oval style tips offer a low profile construction and are great for lowered trucks.



#5590

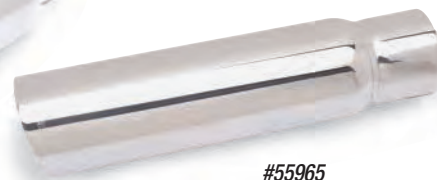
#5592

BENT SIDE EXIT STYLE (STAINLESS)						
Inlet Size	Inlet Leg Length	Bend Angle	Outlet Leg Length	Outlet Size	Overall Length	Outlet Cut Angle Part #
3"	6-1/2"	50°	12"	3"	22"	15° 55946
3"	2-1/2"	60°	16-3/4"	3"	24"	15° 55947
4"	7"	40°	11"	4"	21"	20° 55945
4"	7"	40°	12"	5"	21"	20° 55963

#55940



NEW



#55965

DOUBLE WALL NON-INTERCOOLED (STAINLESS)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/2"	3"	12"	20°	55965
3"	4"	10-1/4"	20°	55940
4"	5"	12-1/2"	25°	55964



#5598



#55942

TURN-DOWN STYLE (STAINLESS)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/2"	2-1/2"	10"	—	5597
3"	3"	10"	—	5598
4"	4"	12-1/2"	—	55942

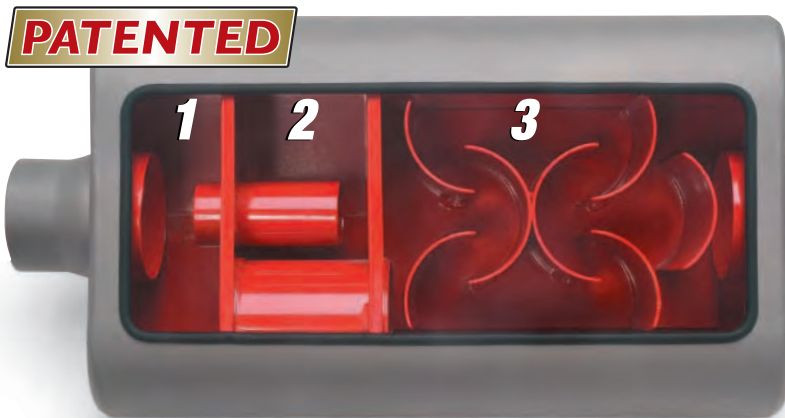
ROUND INTERCOOLED ANGLE CUT (CHROME)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/4"	3"	12-1/2"	25°	5590
2-1/2"	3"	12-1/2"	25°	5591

FLAT OVAL (CHROME)				
Inlet Size	Outlet Size	Overall Length	Outlet Cut Angle	Part #
2-1/4"	4-1/2" x 2"	12"	18°	5593
2-1/2"	4-1/2" x 2"	12"	18°	5592

POWER PKG
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GASKETS
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MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
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EXHAUST
SUSPENSION
SHOCKS
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INDEX

MUFFLERS

UNIQUE CHAMBERED DESIGN WITH PATENTED SOUND DEFLECTION TECHNOLOGY



- 1** Entry Chamber **2** Resonator Chamber **3** Parabolic Sound Deflection Chamber

Edelbrock

SOUND DEFLECTION TECHNOLOGY MUFFLERS

Edelbrock's patented Sound Deflection Technology design allows the engine to breathe while producing a distinctive, muscular sound. The Edelbrock engineers developed a chambered muffler that would achieve the right balance of sound and performance. As the exhaust enters the muffler, the sound travels through the entry chamber and into the resonator chamber where it's reflected back, lowering the sound level. The exhaust then passes from the entry chamber and into the parabolic sound deflection chamber via an intermediate tube. Inside, the parabolic sound deflectors are designed so that the incoming sound wave energy is redirected back upon the incoming sound waves, reducing exhaust noise significantly. The end result is a powerful sound that produces more horsepower than the most popular chambered mufflers on the market.

Available In Two Styles

Two styles of SDT mufflers are available from Edelbrock to fit a variety of applications. Our Ti-Tech SDT mufflers are built from 14-gauge aluminized steel and finished with Ti-Tech coating that maintains its good looks even after hours of use in harsh conditions. See page 200 for more details on this exciting finish. For show winning looks with SDT performance, our 304 stainless steel mufflers can be polished to a high luster.

Ti-TECH®

Outstanding Test Results

Using our eddy-current Superflow SF-840 chassis dyno, we ran our SDT Muffler against one of the more popular chambered mufflers on the market. Here are the results:

'67 Chevelle	HP	Torque	'00 Suburban	HP	Torque
SDT Mufflers	439.6	426.0	SDT Mufflers	315.3	317.0
Competitor's Brand	433.4	421.7	Competitor's Brand	303.0	311.1
GAIN OVER COMPETITION	6.2	4.3	GAIN OVER COMPETITION	12.3	5.9

**12 HP
6 FT./LBS.
GAIN**

SDT MUFFLER APPLICATIONS

**304 Stainless Steel
Center In, Center Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.50"	2.50"	19"	15"	9-1/8"	3-5/8"	55750
3.00"	3.00"	19"	15"	9-1/8"	3-5/8"	55751

**304 Stainless Steel
Offset In, Center Out**



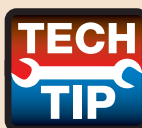
Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.50"	2.50" (right)	19"	15"	9-1/8"	3-5/8"	55752
2.50"	2.50" (left)	19"	15"	9-1/8"	3-5/8"	55753
3.00"	3.00"	19"	15"	9-1/8"	3-5/8"	55754



Ti-Tech SDT mufflers are extremely durable and maintain their good looks even after hours of use



304 Stainless SDT mufflers can be polished to a bright finish for a show winning shine



Use one offset-left muffler #55753 and one offset-right #55752 muffler for a professional looking installation



PART NUMBERS
IN RED ARE... **NEW** FOR 2008

MUFFLERS

**Ti-Tech Coated
Aluminized Steel
Offset In,
Offset Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.25"	2.25"	19"	15"	9-1/8"	3-5/8"	55730
2.50"	2.50"	19"	15"	9-1/8"	3-5/8"	55732
3.00"	3.00"	19"	15"	9-1/8"	3-5/8"	55771
2.50"	2.50"	22"	18"	9-1/8"	3-5/8"	55733

**Ti-Tech Coated
Aluminized Steel
Single Center In,
Split Dual Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.50"	2.50"	19"	15"	9-1/8"	3-5/8"	#55768
3.00"	2.50"	19"	15"	9-1/8"	3-5/8"	#55760 (A)
3.00"	2.50"	22"	18"	9-1/8"	3-5/8"	#55764
3.00"	2.50"	22"	18"	9-1/8"	3-5/8"	#55766

(A) Can be used as a stock replacement for 1988-93 Chevy/GMC Trucks

**Ti-Tech Coated
Aluminized Steel
Center In,
Offset Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.25"	2.25"	19"	15"	9-1/8"	3-5/8"	55743
2.50"	2.50"	19"	15"	9-1/8"	3-5/8"	55745

**Ti-Tech Coated
Aluminized Steel
Dual In,
Center Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.25"	3.00"	22"	18"	9-1/8"	3-5/8"	55770
2.50"	3.00"	22"	18"	9-1/8"	3-5/8"	55772

**Ti-Tech Coated
Aluminized Steel
Center In,
Center Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.25"	2.25"	19"	15"	9-1/8"	3-5/8"	55720
2.50"	2.50"	19"	15"	9-1/8"	3-5/8"	55721
2.50"	2.50"	22"	18"	9-1/8"	3-5/8"	55742
3.00"	3.00"	19"	15"	9-1/8"	3-5/8"	55722
3.00"	3.00"	22"	18"	9-1/8"	3-5/8"	55725
3.50"	3.50"	22"	18"	9-1/8"	3-5/8"	55726

**Ti-Tech Coated
Aluminized Steel
Offset In,
Center Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.00"	2.00"	19"	15"	9-1/8"	3-5/8"	55740
2.25"	2.25"	19"	15"	9-1/8"	3-5/8"	55741
2.50"	2.50"	19"	15"	9-1/8"	3-5/8"	55744
2.50"	2.50"	22"	18"	9-1/8"	3-5/8"	55746
3.00"	3.00"	22"	18"	9-1/8"	3-5/8"	55749
2.25"	2.25"	22"	18"	9-1/8"	3-5/8"	55769

**Ti-Tech Coated
Aluminized Steel
Split Dual In,
Split Dual Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.25"	2.25"	22"	18"	9-1/8"	3-5/8"	55767
2.50"	2.50"	22"	18"	9-1/8"	3-5/8"	55773

**Ti-Tech Coated
Aluminized Steel
Single In,
Split Dual Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
2.50"	2.50"	21"	17"	9-1/8"	3-5/8"	55762
3.00"	2.50"	21"	17"	9-1/8"	3-5/8"	55763

**Truck & SUV
Ti-Tech Coated
Aluminized Steel
Center In, Center Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
3.00"	3.00"	25"	18"	9"	9"	5572
4.00"	4.00"	25"	18"	9"	9"	5574

**Universal Diesel
Ti-Tech Coated
Center In,
Center Out**



Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
4.00"	4.00"	32"	24"	9"	9"	5571
4.00"	4.00"	14-1/2"	10"	6"	6"	5578

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Edelbrock

213

POWER Pkg
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NITROUS
WATER PUMPS
ACCESS.
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DIESEL EXHAUST SYSTEMS

PART NUMBERS
IN RED ARE
NEW FOR 2008



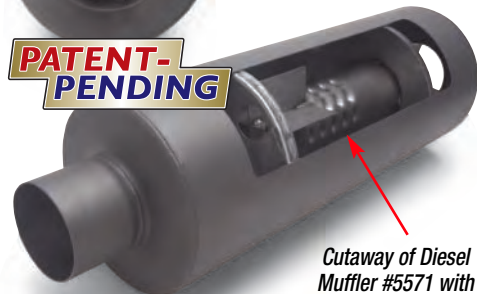
Diesel systems come with laser etched, polished 304 stainless steel tailpipe



- Incredible performance and sound with 4" diameter 409 stainless steel tubing
- Mandrel-bent tubing for outstanding flow and extra performance
- Unique (patent pending) chambered muffler design with a distinctive performance sound
- Polished 304 stainless steel tailpipe
- Designed to decrease back pressure and increase performance for pulling heavy loads
- Ti-Tech coated muffler for corrosion resistance and long life



Edelbrock's diesel muffler features 4" inlet/outlets and unique chamber design to decrease back pressure and increase performance



Cutaway of Diesel Muffler #5571 with "chambered" design



Diesel Exhaust System #5786 for 1999-03 Ford F-250/F-350

Gains of 25 hp and 16 ft/lbs. of torque over a leading brand!

DIESEL EXHAUST SYSTEMS FEATURING THE EDELBROCK CHAMBERED MUFFLER

These exhaust systems for popular diesel trucks are made with 4" diameter mandrel-bent 409 stainless steel tubing and the Edelbrock chambered muffler for more flow, more power and a great performance sound. Chassis dyno tests on a 2006 6.6L Chevy Duramax equipped with a prototype system produced gains of 25 hp and 16 ft/lbs. of torque over a leading brand. The Ti-Tech coated, Edelbrock muffler features unique, patent-pending chambered design with no filler material to deteriorate. Tailpipes are polished 304 stainless steel and all hardware is zinc-plated for maximum corrosion protection.

Chevy/GMC Trucks

Downpipe Back for 2001-05 with 6.6L Duramax (crew cab, long bed)	#5783
Downpipe Back for 2001-05 with 6.6L Duramax (crew cab, short bed)	#5788
Downpipe Back for 2001-05 with 6.6L Duramax (extended cab, long bed)	#5789
Downpipe Back for 2006-07 with 6.6L Duramax** (crew cab, short bed)	#5790
Downpipe Back for 2006-07 with 6.6L Duramax** (extended cab, long bed)	#5791
Filter-Back for 2007 1/2-08 with 6.6L Duramax* (crew cab, short or long bed)	NEW #5776

Dodge Trucks

Turbo Back for 1998-01 with 5.9L Cummins (standard & quad cab, long bed)	#5784
Downpipe Back for 2002-05 with 5.9L Cummins (quad cab short, long bed)	#5785

Ford Trucks

Turbo Back for 1999-03 F-250/F-350 with 7.3L PowerStroke (crew & extended cabs, long & short bed)	#5786
Cat-Back for 2003-07 with 6.0L PowerStroke (crew cabs, long & short bed)	#5787
Filter-Back for 2008 6.4L PowerStroke* (crew cabs, long & short bed)	NEW #5778

Customer's Report

"My son purchased for his 01' Dodge Diesel pick-up your exhaust system #5784 and I recommended your IAS shocks to him, so we got them also. We put them on in no time and we love them. The Exhaust system has such a great tone to it and there is a noticeable power and fuel mileage improvement. The shocks, well there just what the BIG diesel needed. Great products!"

— Donald Ignozza

UNIVERSAL DIESEL MUFFLERS

These universal replacement chamber style mufflers are engineered for an aggressive tone that not only sounds great, but also improves low end torque, giving your diesel the extra performance to match the tone. Diesel muffler #5571 is completely constructed from aluminized steel and Ti-Tech coated for a tough long lasting finish. Diesel muffler #5578 is constructed from 304 stainless steel and engineered to handle the extreme temperatures generated by new diesel trucks with particulate burn off filter systems.

Inlet Size	Outlet Size	Overall Length	Case Length	Case Width	Case Height	Part #
4.00"	4.00"	32"	24"	9"	9"	5571
4.00"	4.00"	14-1/2"	10"	6"	6"	5578

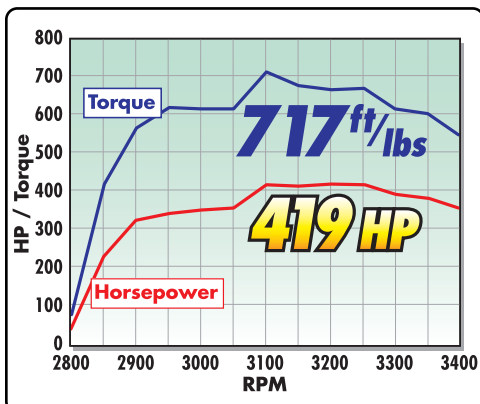
*Includes a 5" Intercooled Style tip
**For 2007 trucks with classic body style

DIESEL PERFORMANCE SYSTEMS

DIESEL PERFORMANCE SYSTEMS

INCLUDE FRESH AIR INTAKE, EXHAUST SYSTEM AND PROGRAMMER FOR IMPRESSIVE POWER GAINS

- Huge performance gains for late model diesels: Dodge Cummins, Ford PowerStroke, and GM Duramax
- Complete and ready to install
- Edelbrock diesel exhaust system
 - 4" diameter mandrel-bent 409 stainless steel tubing
 - Features our high-flow chambered muffler with Ti-Tech coating for a long life
 - Polished stainless steel tailpipe and laser-etched Edelbrock logo
- Airaid® free-flowing air intake and filter for less restriction
 - Cleanable filter never requires replacement
 - Multiple cotton gauze layers plus the exclusive SynthaFlow™ layer assures the cleanest air possible
 - Optimum balance of air flow and filtration
- Superchips® programmer module
 - 3 levels of tuning available
 - Downloadable upgrades



In chassis dyno tests on a 2006 Chevy Diesel with the 6.6L Duramax engine, the new Edelbrock Diesel Performance System made 419 hp and 717 ft/lbs. of torque, an improvement of 152 hp and 204 ft/lbs. over stock!



Chevrolet Diesel Trucks

2004 Crew Cab Long Bed with 6.6L (engine code LLY)	#5373
2004 Crew Cab Short Bed with 6.6L (engine code LLY)	#5374
2004 Extended Cab Long Bed with 6.6L (engine code LLY)	#5375
2005 Crew Cab Long Bed with 6.6L (engine code LLY)	#5380
2005 Crew Cab Short Bed with 6.6L (engine code LLY)	#5381
2005 Extended Cab Long Bed with 6.6L (engine code LLY)	#5382
2006-07 Crew Cab Short Bed with 6.6L (engine code LLY & LBZ)	#5383
2006-07 Crew cab, Extended Cab Long Bed with 6.6L (engine code LLY & LBZ)	#5384
2007 1/2-08 Crew Cab Short or Long Bed with 6.6L (engine code LMM)	NEW #5389

Dodge Diesel Trucks

2005 with 5.9L Cummins	#5360
------------------------------	-------

Ford Diesel Trucks

1999-03 Crew Cab & Extended Cab Long or Short Bed with 7.3L	#5387
2003-07 with 6.0L PowerStroke	#5350
2008 with 6.4L PowerStroke (crew cabs, long & short bed)	NEW #5351

GMC Diesel Trucks

2001-04 Crew Cab Long Bed with 6.6L (engine code LB7)	#5370
2001-04 Crew Cab Short Bed with 6.6L (engine code LB7)	#5371
2001-04 Extended Cab Long Bed with 6.6L (engine code LB7)	#5372
2004-05 Crew Cab Long Bed with 6.6L (engine code LLY)	#5373
2004-05 Crew Cab Short Bed with 6.6L (engine code LLY)	#5374
2004-05 Extended Cab Long Bed with 6.6L (engine code LLY)	#5375
2006-07 Crew Cab Short Bed with 6.6L	#5385
2006-07 Crew Cab, Extended Cab Long Bed with 6.6L	#5386
2007 1/2-08 Crew Cab Short or Long Bed with 6.6L (engine code LMM)	NEW #5389

Notes: The engine code is the eighth character of your VIN:
"1" = LB7, "2" = LLY, "6" = LMM, and "D" = LBZ.

See listings on page 214 for diesel exhaust system specs.

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INDEX

SUSPENSION

STOCK

Stock arm is stamped steel with plain rubber bushing

Greasable Zerk fitting

Edelbrock Trailing Arms #5260, #5274 and #5276 have CNC-machined spherical joint assemblies with greasable Delrin races for better suspension articulation and long life

Edelbrock arms are made with a box construction

EDELBROCK

EDELBROCK DESIGNS AND MANUFACTURES A WIDE RANGE OF HIGH-QUALITY SUSPENSION COMPONENTS FOR YOU!

Edelbrock suspension components are manufactured with the latest technology and the most durable materials. Our products are designed and tested on the road to give you the best handling performance for your vehicle.



Adjustable Torque Arm #5282 features an adjuster sleeve and a spherical ball rod end on the lower tube, allowing easy pinion angle adjustment without removal (see page 219)

COMPLETE SUSPENSION KITS GET PRO-TOURING LOOKS AND HANDLING IN ONE COMPLETE SUSPENSION KIT

Available for popular GM and Ford muscle cars, Edelbrock Suspension Kits include our most popular suspension components in one box for a complete performance tuned handling package. With these kits, there's no guesswork about matching suspension components because Edelbrock has done the work for you. Each Edelbrock Suspension Kit has the right combination of parts for everything you need to keep the power to the pavement. It's the Edelbrock Total Handling Power Package! For features and benefits on each component, please go to the individual listings on pages 217-219.



Complete Suspension System #5295 for 1968-72 GM A-body cars

For 1964-66 A-body GM cars	#5294
For 1968-72 A-body GM cars	#5295
For 1978-88 A/G-body GM cars	#5296
For 1993-02 Camaro/Firebird	#5297
For 1987-04 Mustang	#5298

SUSPENSION KITS INCLUDE

KIT PART #	FRONT SHOCKS	FRONT STRUTS	REAR SHOCKS	COIL SPRING SET	ADJUSTABLE UPPER TRAILING ARM	LOWER TRAILING ARM	TUBULAR BRACES	HARDWARE KIT	LOWER ARM RELOCATION BRACKETS	ADJUSTABLE PAN HARD ROD	ADJUSTABLE TORQUE ARM
5294	33041	N/A	34041	5238	5249	5205	5212	5217	N/A	N/A	N/A
5295	33042	N/A	34041	5240	5248	5205	5211	5217	N/A	N/A	N/A
5296	33044	N/A	34041	5230	5247	5204	5210	5215	N/A	N/A	N/A
5297	33031	N/A	34031	5246	N/A	5274	N/A	N/A	5275	5222	5282
5298	N/A	3381	3481	N/A	5255	5221	N/A	5216	N/A	N/A	N/A

TRAILING ARMS

Three Styles to Choose From

Now, you have your choice of trailing arms: rectangular, tubular or adjustable. Most Edelbrock trailing arms use polyurethane bushings on both ends, while part numbers 5274, 5276 and 5260 use a spherical ball assembly on the chassis end to eliminate bushing bind, allowing the suspension to move smoother for better control. This keeps the tires planted firmly on the ground for improved traction and a more predictable, better handling car. Lower arms include mounting points for OE style sway bar (applies to A & G body only), and both styles are powder-coated gloss black for a long lasting finish.

The **Rectangular Trailing Arms** are constructed from .120" wall cold rolled steel tubing for maximum strength and flex elimination. These trailing arms have fluted, greasable, graphite/polyurethane bushings, which are superior to the stock rubber bushings.

Tubular Trailing Arms are constructed of 1-1/4" diameter/.120" wall steel tubing which offers increased strength over other designs, but also have the added advantage of lighter weight.

Heavy-duty **Adjustable Trailing Arms** allow easy rear suspension adjustments for optimum handling and traction. They can be adjusted without removing the arms from the vehicle. Simply loosen the jam nuts and adjust pinion angle. Spherical ball assembly with Delrin bushings allows rear suspension to move more freely. Includes graphite/polyurethane differential bushings to replace soft OE bushings. All parts sold in pairs.



#5266



#5267



#5274



#5260



#5221



#5253



#5247



#5255



#5276

TRAILING ARM RELOCATION BRACKETS

These brackets lower the mounting point of the rear trailing arms. A must for lowered vehicles; they correct the trailing arm angle while lowering the instant center of the vehicle, which improves forward bite and eliminates rear squat during hard acceleration. Two non-stock mounting locations are available as well as the stock location and they will accept Edelbrock, OEM, or any other aftermarket lower trailing arm on the market. Grade 8 hardware is included; welding is required for installation.

1982-02 Camaro/Firebird#5275

TRAILING ARM HARDWARE KITS

These kits replace factory hardware with new bolts, A/N washers and nylock nuts.

1982-02 Camaro/Firebird#5215

1978-88 A-Body & G-Body#5215

1979-04 Mustang#5216

1964-72 A-Body#5217

SUSPENSION

TUBULAR BRACES

Tubular braces work with GM A-Body and G-Body trailing arms to accurately locate the rear suspension for major improvements in cornering, steering response and traction with less wheel-hop and more power to the ground. All parts sold in pairs.

1978-88 GM A-Body & G-Body Tubular Brace (includes hardware).....#5210

1968-72 GM A-Body Tubular Brace (includes hardware).....#5211

1964-67 GM A-Body Tubular Brace (includes hardware).....#5212

STRUT TOWER BRACES

Edelbrock Strut Tower Braces utilize a three-point design to reinforce the front sub-structure by triangulating the strut towers with the firewall and cowl. The result is improved handling through quicker and more precise steering reaction. All Edelbrock strut tower braces are black powder-coated. Edelbrock Strut Tower Brace #5225 allows clearance for installation of Edelbrock intake #3821, or #7123 on 1994-95 5.0L Mustangs. Note: You must use hardware kit #5299 when installing #5225 on 1994-95 Mustang Cobra.

1985-92 Camaro/Firebird V8 with Tuned Port Injection
(some vehicles may require trimming of hood understructure)#5226

1982-92 Camaro/Firebird V8 with Throttle Body Injection or carburetor
(fits vehicles with A/C compressor on passenger side, will not fit dual snorkel air cleaner).....#5227

1993-97 Camaro/Firebird LT1 V8 (will not fit traction control system or Camaro SS)#5228

1998-02 Camaro/Firebird LS1 V8 (including traction control system)#5229

1994-95 5.0L Mustang & Cobra#5225

Hardware Kit for #5225 (required for 1994-95 Cobra).....#5299

1999-04 Mustang & Mustang GT#5224

2005-08 Mustang GT (will not fit with engine cover)#5223



#5211



#5228



#5224



#5229



Strut Tower Brace #5225 installed



Strut tower brace
#5223 Ford
2005-08 Mustang GT

UPPER SHOCK CROSSMEMBER FOR 1955-57 CHEVROLET

Provides a sturdy upper shock mount for use with Edelbrock Performer IAS, Classic IAS or other shocks of a similar design. Eliminates the flimsy stock sheet-metal mount. The sliding end piece fits chassis with slight variations in width and requires welding for installation.

1955-57 Chevrolet Upper Shock Crossmember#5261

REAR SUSPENSION

ANTI-HOP BARS FOR GM A/G-BODY

Edelbrock Anti-Hop Bars relocate the upper trailing arms to change the instant center of the rear suspension. This will improve the chassis reaction and increases the effectiveness of sticky race tires. The Edelbrock Anti-Hop Bars are one of the most effective and easily installed traction improvements. Add our Adjustable upper trailing arms for even more chassis tuning and improve the advantages of the Anti-Hop Bars. Includes graphite/polyurethane bushings.

1964-72 GM A-Body Rear Anti-Hop Bars#5213*

1978-88 GM A/G-Body Rear Anti-Hop Bars#5214



#5261



#5213



Edelbrock Torque Arms include a graphite/polyurethane front bushing



Torque Arm #5280 for 1984-02 Camaro/Firebird



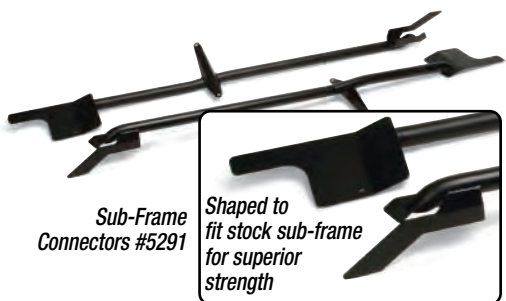
#5262



#5202



#5220



Sub-Frame Connectors #5291

Shaped to fit stock sub-frame for superior strength



Sub-Frame Connectors #5290



Heavy Duty Tie Rod Sleeves



TORQUE ARMS FOR 1984-02 CAMARO/FIREBIRD

These torque arms feature strong tubular construction and graphite/polyurethane front bushing to reduce wheel-hop caused by excessive flex under hard acceleration and cornering. Fits vehicles with GM corporate 10-bolt rear ends in which front locator of stock torque arm has lips facing away from driveshaft. The **Adjustable Torque Arm #5282** is built from 1" x .120" wall tubing. It features 3/4" spherical rod ends, allowing easy pinion angle adjustment. Powder coated black for durability with 5/8" bolts.

1984-02 Camaro/Firebird Torque Arm (Non-Adjustable).....#5280

1984-02 Camaro/Firebird Adjustable Torque Arm.....#5282



Adjustable Torque Arm #5282 for 1984-02 Camaro/Firebird

TUBULAR PANHARD RODS

These Panhard Rods complement our Lower Trailing Arms. The improved design resists unwanted flex and twisting, keeping the axle properly located under the chassis for improved cornering and driveability under all conditions. #5262 allows maximum rear suspension travel without bushing bind for a superior ride.

Panhard rods include our fluted, greasable, graphite/polyurethane bushings for a long trouble free life. Adjustable Panhard Rod #5220 for 2005-07 Mustang & #5222 for 1984-02 Camaro/Firebird lets you center the rear end on vehicles that have been lowered for improved handling as well as tire-to-wheel clearance.

1982-02 Camaro/Firebird Non-adjustable Panhard Rod#5202

1984-02 Camaro/Firebird Adjustable Panhard Rod#5222

2003-08 Hummer H2, '01-06 2wd & 4wd Tahoe, Suburban, Yukon, Denali, Escalade and Avalanche (with rear coil or air springs).....#5262

2005-08 Mustang Adjustable Panhard Rod#5220

SUB-FRAME CONNECTORS

Edelbrock weld-in sub-frame connectors are designed to improve handling and straight line performance by eliminating chassis twist and improving weight transfer. Made with 1-5/8" diameter .120" wall steel tubing, laser cut and formed end brackets fit the contours of the sub-frame. Get the performance benefits of a more rigid chassis without reduced ground clearance.

Sub-Frame Connectors for 1993-02 Camaro/Firebird (fits T-top but not convertible).....#5290

Sub-Frame Connectors for 1979-04 Mustang (not 94-98 Cobra, will not fit convertible)#5291

Sub-Frame Connectors for 2005-08 Mustang (will not fit convertible).....#5292

HEAVY DUTY TIE ROD SLEEVES

Install these Heavy Duty Edelbrock Tie Rod Sleeves for a more positive tie rod adjustment. They are manufactured from solid steel hex stock then zinc plated for durable good looks and corrosion resistance. These are stronger than stock OE split sleeves. Fits most AMC, GM & Ford/Mercury applications. Sold in pairs.

'68-70 AMX and Javelin, '82-92 Camaro, '64-70 A-Body, '78-87 A/G-Body, '82-92 Firebird & more! High-performance replacement for Moog #ES-2032S (5/8" x 3-3/8").....#5250

'67-69 Camaro, '68-74 Nova, '65-70 Impala and more! High-performance replacement for Moog #ES-350S (5/8" x 4-7/8").....#5251

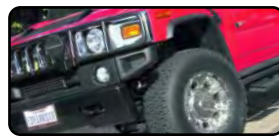
'70-81 Camaro, '75-79 Nova, '71-77 A-Body, '65-73 V-8 Mustang, '70-81 Firebird, '73-87 GM 2wd pick up truck, '73-92 GM 2wd Suburban High-performance replacement for Moog #ES-2004S (11/16" x 3-1/2")#5252

EIBACH SPRING SETS

Edelbrock offers Eibach spring sets that are **matched** to Edelbrock Performer IAS and Classic IAS shocks. Spring sets are available for popular rear wheel drive cars such as the Ford Mustang, GM A/G-body, Camaro and Firebird. Designed to give the car a lower stance (1" to 2" depending on the application) and improve handling, these springs are proven performers. See pages 220-221 for a complete application guide.

SUSPENSION

	PERFORMER IAS SHOCKS	CLASSIC IAS SHOCKS	EIBACH COIL SPRING SET	UPPER FIXED	TRAILING ARMS			STRUT TOWER BRACE	SUBFRAME CONNECTORS	TORQUE ARM FIXED/ ADJUSTABLE	PANHARD ROD FIXED/ ADJUSTABLE	TIE ROD SLEEVES	ANTI HOP BARS
YEAR & MODEL	FRONT-REAR	FRONT-REAR	(DROP, FRT/REAR)	ADJUSTABLE	LOWER	HDWR.	BRACES						
BUICK													
'64-66 A-Body	3376-3476	33041-34041	5238 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'67 A-Body	3376-3476	33041-33041	5240 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'68-72 A-Body	33016-34016	33042-34041	5240 (1.3/1.3")	5268/5248	5205	5217	5211	-	-	-	-	5250 (B)	5213
'78-88 A/G-Body (D)	3377-3477	33044-34041	5230 (1.0/0.8")	5267/5247	5204	5215	5210	-	-	-	-	5250	5214
'77-90 Full Size (D)	3379-3477	33043-34045	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
'91-96 Full Size (D)	3379-3479	33043-34043	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
CHEVROLET													
'55-57 Chevrolet	-	33041-34050 (M)	-	-	-	-	-	-	-	-	-	-	-
'64-66 A-Body	3376-3476	33041-34041	5238 (A) (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'67 A-Body	3376-3476	33041-34041	5240 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'68-72 A-Body	33016-34016	33042-34041	5240 (1.3/1.3")	5268/5248	5205	5217	5211	-	-	-	-	5250 (B)	5213
'78-88 A/G-Body (D)	3377-3477	33044-34041	5230 (1.0/0.8")	5267/5247	5204	5215	5210	-	-	-	-	5250	5214
'68-69 Camaro (G)	3376-34981	33041-34046	5241 (A,C) (1.0")	-	-	-	-	-	-	-	-	5251	-
'67-69 Camaro (H)	3376-34981	33041-34046	5241 (A,C) (1.0")	-	-	-	-	-	-	-	-	5251	-
'70-81 Camaro	33996-34996	33047-34047	5242 (A,C) (1.0")	-	-	-	-	-	-	-	-	5252	-
'82-92 Camaro	N/A	N/A	5231 (1.6/1.3")	-	5204/5274	5215	-	5227 (I)	-	5280 (E)/5282	5202/5222	5250	-
'93-97 Camaro	N/A	N/A	5232 (1.8/1.8")	-	5204/5274	5215	-	5228	5290 (E)	5280/5282	5202/5222	-	-
'93-97 Camaro	33031(L)-34031	N/A	5246 (rear only, 1.5")	-	5204/5274	5215	-	5228	5290 (E)	5280/5282	5202/5222	-	-
'98-02 Camaro	N/A	N/A	5232 (1.8/1.8")	-	5204/5274	5215	-	5229	5290 (E)	5280/5282	5202/5222	-	-
'98-02 Camaro	33031(L)-34031	N/A	5246 (rear only, 1.5")	-	5204/5274	5215	-	5229	5290 (E)	5280/5282	5202/5222	-	-
'77-90 Full Size (D)	3379-3477	33043-34045	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
'91-96 Full Size (D)	3379-3479	33043-34043	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
'94-96 Impala SS	3379-3479	33043-34043	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
'02-07 Avalanche	33024-34024	-	-	-	5260 (P)	-	-	-	-	-	5262(P)/NA	-	-
'03-08 Hummer H2	33051-34051(N)	-	-	-	5260(O)	-	-	-	-	-	5262/NA	-	-
'01-08 Tahoe, 1500 Suburban, Escalade, 1500 Avalanche 2 & 4 WD	33024-34024	-	-	-	5260 (P)	-	-	-	-	-	5262(P)/NA	-	-
FORD													
'65-70 Mustang S/B	33214-34214	33237-34237	5244 (C) (1.0")	-	-	-	-	-	-	-	-	5252	-
'67-70 Mustang B/B	33214-34214	33237-34237	-	-	-	-	-	-	-	-	-	5252	-
'79-86 Mustang	-	-	5233 (1.7/1.5")	5255	5221	5216	-	-	-	-	-	-	-
'83-86 Mustang conv.	-	-	5234 (1.2/1.0")	5255	5221	5216	-	-	-	-	-	-	-
'87-93 Mustang	3381-3481	-	5233 (1.7/1.5")	5255	5221	5216	-	-	-	-	-	-	-
'87-93 Mustang conv.	3381-3481	-	5234 (1.2/1.0")	5255	5221	5216	-	-	-	-	-	-	-
'94-98 Mustang (F)	3381-3481	-	5235 (2.0/1.8")	5255	5221	5216		5225 (J)	5291	-	-	-	-
'94-00 Mustang conv. (F)	3381-3481	-	5236 (1.3/1.4")	5255	5221	5216		5225 (J)	-	-	-	-	-
'99-03 Mustang (F)	3381-3481	-	5235 (2.0/1.8")	5255	5221	5216		5224 (K)	5291	-	-	-	-
'99-03 Must. Cobra w/IRS	3381-34234	-	5254 (1.5/1.5")	-	-	-		-	5291	-	-	-	-
'05-08 Mustang	-	-	-	5266/5253	5276	-	-	5223 (Q)	5292	-	5220	-	-



YEAR & MODEL	PERFORMER IAS SHOCKS	CLASSIC IAS SHOCKS	EIBACH COIL SPRING SET	UPPER FIXED ADJUSTABLE	TRAILING ARMS			STRUT TOWER BRACE	SUBFRAME CONNECTORS	TORQUE ARM FIXED/ ADJUSTABLE	PANHARD ROD FIXED/ ADJUSTABLE	TIE ROD SLEEVES	ANTI HOP BARS
	FRONT-REAR	FRONT-REAR	(DROP, FRT/REAR)		LOWER	HDWR.	BRACES						
GMC SPRINT/ CABALLERO													
'71-72 A-Body	33016-34016	33042-34041	5240 (1.3/1.3")	5268/5248	5205	5217	5211	-	-	-	-	5250	5213
'78-88 A/G-Body	3377-3477	33044-34041	5230 (1.0/1.0")	5267/5247	5204	5215	5210	-	-	-	-	5250	5214
'01-07 Yukon, Yukon XL, 1500, Denali, Escalade, 2 & 4 WD	33024-34024	-	-	-	5260	-	-	-	-	-	5262/NA	-	-
OLDSMOBILE													
'64-66 A-Body	3376-3476	33041-34041	5238 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'67 A-Body	3376-3476	33041-34041	5240 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'68-72 A-Body	33016-34016	33042-34041	5240 (1.3/1.3")	5268/5248	5205	5217	5211	-	-	-	-	5250 (B)	5213
'78-88 A/G-Body (D)	3377-3477	33044-34041	5230 (1.0/0.8")	5267/5247	5204	5215	5210	-	-	-	-	5250	5214
'77-90 Full Size (D)	3379-3477	33043-34045	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
'91-96 Full Size (D)	3379-3479	33043-34045	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
PONTIAC													
'64-66 A-Body	3376-3476	33041-34041	5238 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'67 A-Body	3376-3476	33041-34041	5240 (1.3/1.3")	5269/5249	5205	5217	5212	-	-	-	-	5250	5213
'68-72 A-Body	33016-34016	33042-34041	5240 (1.3/1.3")	5268/5248	5205	5217	5211	-	-	-	-	5250 (B)	5213
'78-88 A/G-Body (D)	3377-3477	33044-34041	5230 (1.0/0.8")	5267/5247	5205	5215	5210	-	-	-	-	5250	5214
'68-69 Firebird (G)	3376-34981	33041-34046	5241 (A,C) (1.0")	-	-	-	-	-	-	-	-	5251	-
'67-69 Firebird (H)	3376-34981	33041-34046	5241 (A,C) (1.0")	-	-	-	-	-	-	-	-	5251	-
'70-81 Firebird	33996-34996	33047-34047	5242 (A,C) (1.0")	-	-	-	-	-	-	-	-	5252	-
'82-92 Firebird	N/A	N/A	5231 (1.6/1.3")	-	5204/5274	5215	-	5227(I)	-	5280/5282	5202/5222	5252	-
'93-97 Firebird	N/A	N/A	5232 (1.8/1.8")	-	5204/5274	5215	-	5228	5290 (E)	5280/5282	5202/5222	-	-
'93-97 Firebird	33031(I)-34031	N/A	5246 (rear only, 1.5")	-	5204/5274	5215	-	5228	5290 (E)	5280/5282	5202/5222	-	-
'98-02 Firebird	N/A	N/A	5232 (1.8/1.8")	-	5204/5274	5215	-	5229	5290 (E)	5280/5282	5202/5222	-	-
'98-02 Firebird	33031(I)-34031	N/A	5246 (rear only, 1.5")	-	5204/5274	5215	-	5229	5290 (E)	5280/5282	5202/5222	-	-
'77-90 Full Size (D)	3379-3477	33043-34045	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-
'91-96 Full Size (D)	3379-3479	33044-34041	5243 (1.2/1.0")	-	-	-	-	-	-	-	-	5252	-

GM Passenger Car Model Listings

1964-67 GM A-Body cars include:

Buick Skylark, Special, GS; Chevy Chevelle, Malibu, 300, El Camino; Olds Cutlass, Cutlass Supreme, F85, 442; Pontiac LeMans, Tempest, and GTO

1968-72 GM A-Body cars include:

Buick Skylark, Special, GS; Chevy Chevelle, Malibu, Monte Carlo, El Camino; Olds Cutlass, Cutlass Supreme, 442; Pontiac LeMans, Tempest, and GTO

1978-88 GM A/G-Body cars include:

Buick Regal, Grand National, Skylark; Chevy Chevelle, Malibu, Monte Carlo, 300, El Camino; Olds Cutlass, Cutlass Supreme; Pontiac Grand Am ('78-81), and Grand Prix

1977-96 GM full-size cars include:

All rear wheel drive B-Body
Buick, Chevrolet, Olds and Pontiac (Bonneville, Caprice, Impala, etc.)



Footnotes:

- (A) Small-block engine
- (B) Except 1971-72 with 11/16" tie rod ends, use #5252
- (C) Front only
- (D) Rear wheel drive
- (E) See individual product listing for correct application
- (F) Except IRS
- (G) Multi-leaf rear springs
- (H) Mono-leaf rear springs
- (I) Fits 1982-92 with T.B.I. V8; use #5226 for 1985-92 with T.P.I. V8
- (J) 1994-95 5.0L Mustang/Cobra only, use hardware kit #5299 for Cobra
- (K) Will not fit Cobra Mustang
- (L) Includes front coil over spring; stock springs not compatible
- (M) Crossmember #5261 recommended
- (N) For 4 wheel drive
- (O) 2003-05
- (P) 2001-08
- (Q) V8 only

SHOCK ABSORBERS



Edelbrock IAS SHOCKS

EDELBROCK SHOCKS WITH PATENTED RICOR® IAS TECHNOLOGY

- The most revolutionary change to shock design in over twenty years
- Precision tuned for each application
- The only automotive shocks with the patented Inertia Active Valve
- Get a comfortable ride and great handling with the IAS design
- Limited lifetime warranty

The Inertia Active Valve is The Key to the Superior Ride

VALVE OPEN



When: Driving On Rough Surfaces

What the IAS Valve Does: Opens, Increases Flow, Wheels Follow Surface

You Feel: Soft Circuit, Smooth Ride, Improved Control

VALVE CLOSED



When: Driving On Smooth Surfaces

What the IAS Valve Does: Stays Closed, Reduces Flow

You Feel: Firm Performance Circuit, Responsive Handling, Less Body Roll

A COMPLETE LINE OF SHOCKS FOR THE ULTIMATE IN SUSPENSION PERFORMANCE

Edelbrock IAS shocks deliver incredibly responsive handling around tight turns and dramatically reduce body roll for a comfortable ride with outstanding vehicle control. Manufactured by Edelbrock in the USA, these are the only automotive shocks that incorporate the patented Ricor Inertia Active System. This unique valve design senses changes in terrain and adjusts instantly for a better ride than you ever thought possible.

Now available for hundreds of cars, trucks and SUVs, there are several styles of Edelbrock shocks with the Inertia Active Systems (IAS). Choose the one that fits your needs... **Xtreme Travel Remote Reservoir** shocks deliver extra travel and have more oil capacity for demanding off-road conditions. The zinc-plated finish and 5/8" rod are extremely durable for lifted trucks and SUVs. **Xtreme IAS** shocks are for lifted trucks and SUVs with the same durable zinc-plated finish and 5/8" rod as our Xtreme Travel Remote Reservoir shocks. For a wide variety of cars, trucks and SUVs, **Performer IAS** were the first shocks to include the Inertia Active System. They have a distinctive red powder-coated finish. **Classic IAS** shocks have the same features as the Performer IAS line but with a gunmetal gray powder coated finish and classic Edelbrock logo. Available for AMC, Ford, GM and Mopar muscle cars.



ALL EDELBROCK IAS SHOCKS HAVE THESE OUTSTANDING FEATURES:

- Patented Inertia Active System for the best of both worlds... smooth ride and superior handling
- NitroSteel® piston rod won't chip or flake like chrome
- High-pressure gas mono-tube construction that dissipates heat more effectively for increased seal life and durability
- Durable powder-coated finish for the best corrosion resistance in the industry
- Polyurethane bushings are more responsive
- Welds done with robotic projection welder for accuracy and consistent quality
- Tube ends are rolled closed for leak-free construction
- Large, 46mm piston for more consistent damping
- Viton seal and low friction piston rod bearing for long life and no leaks

Remote reservoir
increases oil capacity

High-quality
stainless steel line

Edelbrock

**Xtreme
IAS
SHOCKS**

XTREME IAS SHOCKS

FOR LIFTED TRUCKS
AND SUVS

- The same features as our Xtreme Travel shocks without the remote reservoir
- Zinc plated steel with clear powder-coated finish for long life
- Match with the Xtreme Travel Remote Reservoir Shocks

XTREME IAS SHOCKS UNIVERSAL MOUNT

Soft Valving

P/N	Extended	Collapsed	Stroke
63916	20.32"	13.33"	6.99"
63917	22.73"	14.64"	8.09"

Medium Valving

P/N	Extended	Collapsed	Stroke
63911	20.32"	13.33"	6.99"
63912	22.73"	14.64"	8.09"
63913	26.63"	16.64"	9.99"
63914	31.26"	19.07"	12.19"
63915	35.46"	21.27"	14.19"

XTREME TRAVEL REMOTE RESERVOIR SHOCKS

THE ULTIMATE OFF-ROAD SHOCK

- 5/8" diameter NitroSteel piston rod for off-road durability
- Extra travel for outstanding off-road performance
- Remote reservoir provides increased oil capacity for cooler operation in demanding off-road conditions

These ultimate off-road shocks deliver a good ride during the week with trail-blazing off-road performance on the weekend. The key is our patented Ricor® IAS technology with a 46mm IAS valve for superior control. This revolutionary system that delivers superior control in demanding conditions by keeping the tires on the ground without sacrificing all of the comfort on the highway. These shocks also feature a remote reservoir and an extremely durable -6 braided stainless steel line, which increases the oil capacity of the shock. This allows for up to 16-1/2" of shock travel while keeping it cooler. The shock tubes are rolled closed, not welded, for a no-leak seal. A 5/8" diameter Nitro Steel® piston rod won't chip or flake, making for excellent off-road durability. Our Xtreme Travel IAS shocks are now available in two finishes: zinc-plated and "clear coated" or chrome for long life. Available for multi-shock applications and lifted trucks with OE mount location or Universal Remote Reservoir shocks with loop/loop mounting, 5/8" bushings, 1/2" sleeves and 12" stainless steel hoses.

Now available
in 2 finishes:
zinc plated steel
or chrome finish

RESERVOIR CLAMPS

Dress-up your dual remote reservoir shock setup with these easy-to-install clamps for a custom look. These kits securely clamp the reservoir to the shock body. Billet Aluminum Reservoir Clamp kits are made from high-quality billet aluminum and laser etched with the Edelbrock logo. Our Piggyback Mount Kit include Urethane blocks and stainless steel clamps. Each kit includes two clamps, one kit per shock required. They're a perfect match with our new chrome finished Xtreme Travel Remote Reservoir shocks.

NEW



Billet Reservoir Clamps
#4503 installed

Billet Aluminum Reservoir Clamps

with black anodized finish (1 pair) **NEW** #4503

Piggyback mount kit (urethane)#4502

Piggyback
mount kit
#4502



Xtreme Travel
Remote Reservoir
Shocks With
Chrome Finish

NEW

CHROME XTREME TRAVEL SHOCKS WITH REMOTE RESERVOIR

We added a chrome finish to our popular off-road shocks for a great looking set-up in lifted trucks. Two styles are available; stock mount or universal for hoops and custom applications. They deliver superior control in demanding conditions by keeping the tires on the ground without sacrificing comfort on the highway. The remote reservoir with a durable -6 braided stainless steel line increases the oil capacity of the shock, allowing up to 16-1/2" of travel. A 5/8" diameter Nitro Steel® piston rod won't chip or flake, for excellent off-road durability.

New billet
aluminum
rod end

Xtreme Travel
Billet Clamps #4503
are designed especially
for our Xtreme Travel
reservoir shocks
(1 pair sold separately,
see above)

Application	Front	Rear
1999-04 Ford F-250 and F-350 Superduty 4WD w/4F2R Lift	63212	64212
1999-06 GM 1500 4WD w/ 4-6" lift	63022	64022
2001-06 1500/2500/3500 HD 2wd & 4wd w/ 6" Lift	63023	64022
1999-04 Ford F-250 and F-350 Superduty 4WD w/8" Lift	63213	64213

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SHOCK SPECIFICATIONS

PART NUMBERS
IN RED ARE
NEW FOR
2008

XTREME TRAVEL IAS SHOCKS UNIVERSAL MOUNT

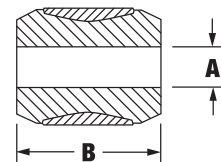
Soft Valving

P/N	Extended	Collapsed	Stroke	Mount Kit	Body Code	Rod End Code	Finish
63909	16.24"	10.845"	5.40"	Piggyback	HS13	HS13	Zinc
63910	20.18"	12.785"	7.40"	Piggyback	HS13	HS13	Zinc
63905	23.35"	14.45"	8.90"	Remote	HS13	HS13	Zinc
63906	26.95"	16.20"	10.75"	Remote	HS13	HS13	Zinc
63907	31.80"	18.80"	13.00"	Remote	HS13	HS13	Zinc
63908	35.95"	20.95"	15.00"	Remote	HS13	HS13	Zinc
63922	37.39"	21.39"	16.00"	Remote	HS13	HS13	Zinc
63923	16.09"	10.75"	5.34"	Remote	HS13	HS13	Chrome
63924	20.14"	12.80"	7.34"	Remote	HS13	HS13	Chrome

Medium Valving

P/N	Extended	Collapsed	Stroke	Mount Kit	Body Code	Rod End Code	Finish
63901	23.35"	14.45"	8.90"	Remote	HS13	HS13	Zinc
63902	26.95"	16.20"	10.75"	Remote	HS13	HS13	Zinc
63903	31.80"	18.80"	13.00"	Remote	HS13	HS13	Zinc
63904	35.95"	20.95"	15.00"	Remote	HS13	HS13	Zinc
63921	37.39"	21.39"	16.00"	Remote	HS13	HS13	Zinc

MOUNTING CODE "H" HOOP AND BUSHING

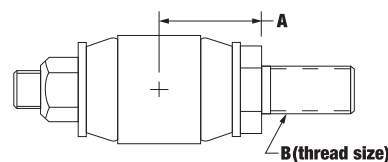


Code	A	B
H1	5/8"	1.40
H2	11/16"	1.65
H3	3/4"	1.50
H4	1"	1.75
H5	5/8"	1.13
H6	.655	1.20
H7	.695	1.35
H8	3/4"	1.38
H9	7/8"	1.33

AUXILIARY SHOCK HOOP COMPATIBILITY

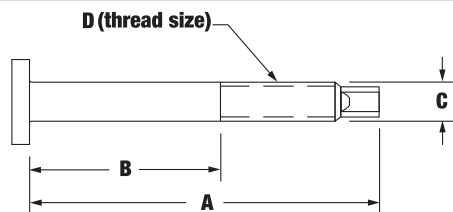
Year	Application	Resi P/N	XIAS P/N
1999-06	GM 1500 4WD pick-up with Fabtech multiple front shock system, p/n FTS51001	63909/63923	—
1999-06	GM 1500 4WD pick-up with RCD triple front shock system	63910/63924	63916
2000-06	GM 1500 Suburban, Tahoe, Yukon, Yukon XL 2WD and 4WD with Fabtech multiple front shock system p/n FTS51001	63909/63923	—
2001-06	GM 1500HD, 2500HD and 3500HD 2WD and 4WD 6" lift with Fabtech multiple front shock system p/n FTS51002	6390/639239	—
2003-06	Hummer H2 and H2 SUT w/6" Fabtech multiple front shock p/n FTS7000BK	63909/63923	—

MOUNTING CODE "SP" SIDE POST MOUNT



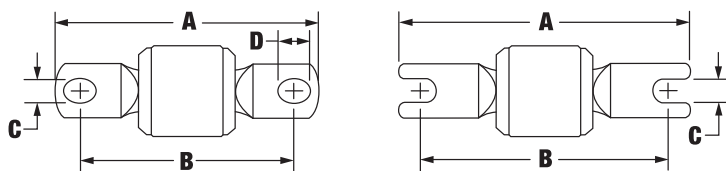
Code	A	B
SP1	1.50	5/8
SP2	1.25	5/8
SP3	1.16	1/2
SP4	1.25	1/2

MOUNTING CODE "S" STEM MOUNT



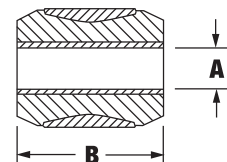
Code	A	B	C	D
S1	3.00	1.63	10mm	10mm x 1.5
S2	2.80	1.40	.563	7/16"-20
S3	2.33	1.40	.563	7/16"-20
S4	3.30	2.15	.675	9/16"-18

MOUNTING CODE "DB" HOOP AND BUSHING WITH DOG-BONE MOUNT



Code	Type	A	B	C	D
DB1	CLOSED	3.55	2.86	.360	.420
DB2	CLOSED	3.20	2.48	.360	.420
DB3	CLOSED	3.61	2.90	.360	.460
DB4	OPEN	3.77	3.13	.360	—

MOUNTING CODE "HS" HOOP AND BUSHING WITH SLEEVE



Code	A	B
HS1	.385	1.38
HS2	.438	1.38
HS3	.448	1.25
HS7	.459	1.38
HS8	.480	1.68
HS9	.480	2.48
HS11	.500	1.25
HS12	.500	1.38
HS13	.500	1.48
HS14	.500	1.56
HS17	.500	1.68
HS20	.500	1.25
HS21	.562	1.34
HS22	.562	1.38
HS23	.562	1.48
HS24	.562	1.53
HS25	.562	1.56
HS26	.562	1.68
HS27	.623	1.65
HS28	.625	1.38
HS29	.625	1.48
HS31	.647	1.65
HS34	.750	1.75
HS35	.750	1.58
HS36	.750	1.90

PART NUMBERS
IN RED ARE
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STREET ROD SHOCKS



Features 8 levels of adjustability using an external adjustable valve

Adjustable
Aluminum Street
Rod Shock #33121

NEW

Adjustable Aluminum
Street Rod Shock
#33123

NEW

Adjustable
Aluminum Street
Rod Rear Shock
with Chrome Spring

Coil spring wrench
set #4504

NEW

Street Rod IAS
Black Shock
#3369

NEW

Street Rod IAS
Black Shock #34231

ADJUSTABLE STREET ROD SHOCKS WITH POLISHED ALUMINUM BODIES INCLUDES VELOCITY-SENSITIVE PISTON FOR 1928-48

Designed for popular street rod applications, these shocks use a sintered metal velocity-sensitive piston. They offer the ride and performance of a high-pressure gas mono-tube shock with a sleek polished aluminum finish, and are designed to be mounted piston rod up.

- Constructed from all aluminum for less weight and optimum cooling
- Hard anodized inside for improved wear resistance
- Designed with an externally adjustable valve for fine tuning your ride
- Springs sold separately for use with our IAS street rod shocks

1928-48 Street Rod	Extended	Compressed	Part #
with Beam front Axle	11.5"	8.6"	33120
with Beam front Axle	14.2"	10"	33121
with Beam front Axle and dust cover	11.5"	8.6"	33122
with Beam front Axle and dust cover	14.2"	10"	33123
with Coil Over Rear Axle (threaded body)	12.7"	9.7"	34120*
with Coil Over Rear Axle (threaded body)	15.6"	11.2"	34121*
Coil spring adjustment wrench set for aluminum body shocks (Qty. 2)			4504

*Coil hardware included. (See coil springs on following page.)



STREET ROD IAS SHOCKS WITH BLACK FINISH AND PATENTED INERTIA ACTIVE SYSTEM

Edelbrock Street Rod shocks with the patented IAS valve deliver incredibly responsive handling around tight turns and dramatically reduce body roll for a comfortable ride with outstanding vehicle control. Manufactured by Edelbrock in the USA, these are the only street rod shocks that incorporate the patented Ricor Inertia Active System. This unique valve design senses changes in terrain and adjusts instantly for a better ride than you ever thought possible. These shocks feature a billet aluminum rod end.

Front Shocks	Extended	Compressed	Part #
1928-48 Mustang II or equivalent suspension	10-5/8"	8-1/8"	3369
Rear Shocks	Extended	Compressed	Part #
1928-48 Parallel leaf spring conversion	13-3/8"	9-3/4"	34231
1928-48 Parallel leaf spring conversion	14-1/8"	10-1/4"	3469
1928-48 Coil-Over Ready	13"	9-1/2"	34229
1928-48 Coil-Over Ready	16-1/4"	11-3/8"	34984

Important Note: Street Rod IAS Shocks must be mounted rod down. (See coil springs on following page.)

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STREET ROD SHOCKS

PART NUMBERS
IN RED ARE
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- Can be mounted piston rod down or rod up for those who prefer the traditional look
- Ride and performance of a high-pressure gas mono-tube shock in a sleek chrome or black powder-coated finish



Edelbrock offers 2-1/2" inside diameter coil springs. Eibach uses the finest materials from around the globe to manufacture these springs. The Eibach springs complete our coil over ready shocks when used with coil over kits. The Eibach springs are sold individually.



Coil Over
Kit #4500

STREET ROD SHOCKS

WITH VELOCITY-SENSITIVE PISTON FOR 1928-48

Designed especially for popular street rod applications, these street rod shocks use a sintered metal velocity-sensitive piston. They offer the ride and performance of a high-pressure gas mono-tube shock and can be mounted piston rod down or rod up for those who prefer the traditional look. The increased stroke works in a variety of applications. Springs for coil over ready units sold separately.

Front 36mm	Extended	Compressed	Part #
1928-48 Beam style axle, black finish	14-1/2"	9-7/8"	33100
1928-48 Beam style axle, chrome finish	14-1/2"	9-7/8"	33101
1928-48 Mustang II axle, black finish	11-5/8"	8-3/16"	33102
1928-48 Mustang II axle, chrome finish	11-5/8"	8-3/16"	33103

Rear 46mm	Extended	Compressed	Part #
1928-48 Coil-Over Ready, black finish	13-1/8"	9-1/2"	34100
1928-48 Coil-Over Ready, chrome finish	13-1/8"	9-1/2"	34101
1928-48 Coil-Over Ready, black finish	16"	11"	34102
1928-48 Coil-Over Ready, chrome finish	16"	11"	34103
1928-48 Parallel leaf, black finish	14-1/2"	10-1/8"	34104
1928-48 Parallel leaf, chrome finish	14-1/2"	10-1/8"	34105

Important Note: Coil Over Ready Shocks do not include spring or coil over kit.



Street rod shock
with velocity
sensitive piston
and coil over spring
#5257 and kit #4500

COIL SPRINGS

FOR COIL OVER READY SHOCKS

Application	Rate	Red Powder-Coated	Chrome
1928-32 Roadster — light glass	180	5256	52561
1928-32 Roadster — medium glass	200	5257	52571
1928-34 Light Coupes and heavy 1928-32 Roadsters	250	5258	52581
1928-34 Sedans and Coupes	300	5259	52591
1934-48 Heavy Street Rod	350	5263	52631

COIL OVER KITS

MATCH WITH COIL OVER SPRINGS AND COIL OVER READY STREET ROD SHOCKS

Application	Part #
Black Anodized Aluminum (1 required per shock)	4500
Polished Aluminum (1 required per shock)	4501

Note: For use with #34229, 34984, 34100, 34101, 34102 and 34103.

SHOCK APPLICATION CHART

MUSCLE/PASSENGER CARS

Years	Vehicle Description	PERFORMER IAS SERIES Front-Rear	CLASSIC SERIES WITH IAS Front-Rear
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AMC

1968-69	AMX & Javelin	—	33952**-34952
1970-74	AMX & Javelin	—	33953-34952
1970-78	Ambassador, Matador, Rambler, Rebel	—	33953-34952

CHRYSLER/DODGE

1964-74	Barracuda	33840-34840	33413-34413
1962-72	Belvedere, GTX, Satellite, Sebring	33840-34840	33413-34413
1970-74	Challenger	33840-34840	33413-34413
1965-72	Charger, Coronet, Magnum XE	33840-34840	33413-34413
1962-76	Dart, Demon, Swinger, Valiant, Duster, Scamp	33840-34840	33413-34413
1962-64	Fury, Monaco, Polara (except 880)	33840-34840	33413-34413
1961-62	Lancer	33840-34840	33413-34413
1968-72	Roadrunner	33840-34840	33413-34413

FORD/LINCOLN/MERCURY

1966-67	AC/Shelby 427 Cobra (D,B)	33780-34780	—
1963-65	AC/Shelby 289 Cobra (D)	33781-34781	—
1998-02	Crown Victoria including Police Package	33222-34222	—
1971-82	Custom and Custom 500	—	33043-34952
1966-71	Fairlane	—	33953-34237
1966-71	Fairlane Wagon	—	33953-34046
1960-65	Falcon	—	33953-34237
1965-71	Falcon	—	33953-34046
1965-70	Full Size - All	—	33043-34952
1971-82	Galaxie 500	—	33043-34952
1970-81	Lincoln Continental (except mark series)	—	33043-34952
1968-71	Lincoln Mark III	—	33043-34952
1980-83	Lincoln Mark VI	—	33043-34952
1971-82	LTD	—	33043-34952
1960-69	Mercury Comet	—	33953-34237
1966-67	Mercury Comet - Wagon	—	33953-34046
1965-70	Mercury Full Size - All	—	33043-34952
1971-82	Mercury Marquis	—	33043-34952
1971-74	Mercury Monterey	—	33043-34952
1999-04	Mustang Cobra (w/IRS)	3381-34234	—
1993-98	Mustang Cobra	3381-3481	—
1987-04	Mustang LX/GT/Mach 1	3381-3481	—
1971-73	Mustang and Mercury Cougar	33232-34214	33238**-34237
1964 1/2-70	Mustang and Mercury Cougar/Shelby GT 350/500	33214-34214	33237-34237
1966-71	Ranchero	—	33953-34046
1960-65	Ranchero	—	33953-34237
1967-71	Thunderbird	—	33043-34952

#3381 for
Mustang

#33031 for
Camaro/Firebird

GENERAL MOTORS

1973-74	Buick Apollo	3376-34029	33041-34049
1971-73	Buick Centurion	3379-34030	33043-34045
1971-90	Buick Electra, Park Avenue, LeSabre (rear wheel drive)	3379-34030	33043-34045
1978-87	Buick Grand National, Regal, Skylark	3377-34016	33044-34041
1973-77	Buick Regal, Century, Special	3379-3479	33043-34043
1991-96	Buick Roadmaster	3379-3479	33043-34043
1968-72	Buick Skylark, Buick Special, Buick GS	33016-34016	33042-34041
1964-67	Buick Skylark, Buick Special, Buick GS	3376-34016	33041-34041
1993-02	Chevrolet Camaro/Z28 (C)	33031-34031	—
1970-81	Chevrolet Camaro/Z28	33996-34996	33047-34047
1968-69	Chevrolet Camaro with multi-leaf rear springs/Z28	3376-34981	33041-34046
1967-69	Chevrolet Camaro with single-leaf rear springs	3376-34981	33041-34046

**Available while supplies last.

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SUPERCHARGERS
CRATE ENGINES
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 CRATE ENGINES
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SHOCK APPLICATION CHART

MUSCLE/PASSENGER CARS



Years	Vehicle Description	PERFORMER IAS SERIES Front-Rear	CLASSIC SERIES WITH IAS Front-Rear
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GENERAL MOTORS (CONTINUED)

1973-77	Chevrolet Chevelle, Malibu, El Camino, Monte Carlo (incl.SS) (A)	3379-3479	33043-34043
1968-72	Chevrolet Chevelle, Malibu, El Camino (A)	33016-34016	33042-34041
1964-67	Chevrolet Chevelle, Malibu, 300, El Camino (A)	3376-34016	33041-34041
2005-07	Chevrolet Corvette C6 with non-adjustable shocks	33054-34054	—
1955-57	Chevrolet (OEM mounts on vehicle)	—	33041-34056
2005-07	Chevrolet Corvette with non-adjustable shocks	33054-34054	—
1997-04	Chevrolet Corvette with non-adjustable shocks and Z-06	33018-34018	—
1989-96	Chevrolet Corvette	3340-3440	—
1988	Chevrolet Corvette	33020-3440	—
1984-87	Chevrolet Corvette	33004-34004	—
1963-82	Chevrolet Corvette	33028-34028	33040-34040
1953-62	Chevrolet Corvette	33035-34035	33039-34039
1991-96	Chevrolet Caprice, Impala SS or Police Package	3379-3479	33043-34043
1971-90	Chevrolet Impala/Caprice including heavy-duty suspension	3379-34030	33043-34045
1965-70	Chevrolet Impala/Caprice/Biscayne/Bel Air	3376-34030	33041-34045
1978-87	Chevrolet Malibu, El Camino, Monte Carlo (incl.SS) (A)	3377-34016	33044-34041
1973-77	Chevrolet Monte Carlo	3379-3479	33043-34043
1970-72	Chevrolet Monte Carlo	33016-34016	33042-34041
1962-67	Chevrolet Nova/Chevrolet II	33032-34032	33048-34048
1968-74	Chevrolet Nova (multi- and mono-leaf rear springs)	3376-34029	33041-34049
1973-77	GMC Sprint (A)	3379-3479	33043-34043
1971-72	GMC Sprint (A)	33016-34016	33042-34041
1978-87	GMC Caballero (A)	3377-34016	33044-34041
1978-87	Olds Cutlass, Cutlass Supreme	3377-34016	33044-34041
1973-77	Olds Cutlass, Cutlass Supreme, F85	3379-3479	33043-34043
1968-72	Olds Cutlass, Cutlass Supreme, 442	33016-34016	33042-34041
1964-67	Olds Cutlass, Cutlass Supreme, F85 and 442	3376-34016	33041-34041
1965-70	Olds (all full size)	3376-34030	33041-34045
1971-85	Olds Eighty-Eight	3379-34030	33043-34045
1971-84	Olds Ninety-Eight	3379-34030	33043-34045
1973-74	Olds Omega	3376-34029	33041-34049
1971-81	Pontiac Bonneville, Catalina	3379-34030	33043-34045
1982-87	Pontiac Bonneville, rear wheel drive	3377-34016	33044-34041
1993-02	Pontiac Firebird/Trans Am (C)	33031-34031	—
1970-81	Pontiac Firebird/Trans Am	33996-34996	33047-34047
1968-69	Pontiac Firebird with multi-leaf rear springs/Trans Am	3376-34981	33041-34046
1967-69	Pontiac Firebird with single-leaf rear springs	3376-34981	33041-34046
1978-81	Pontiac Grand Am	3377-34016	33044-34041
1973-75	Pontiac Grand Am	3379-3479	33043-34043
1978-87	Pontiac Grand Prix	3377-34016	33044-34041
1973-77	Pontiac Grand Prix, Le Mans, Tempest	3379-3479	33043-34043
1969-72	Pontiac Grand Prix	33016-34016	33042-34041
1974	Pontiac GTO	3376-34029	33041-34049
1973	Pontiac GTO	3379-3479	33043-34043
1968-72	Pontiac Le Mans, Tempest, GTO	33016-34016	33042-34041
1964-67	Pontiac Le Mans, Tempest, GTO	3376-34016	33041-34041
1971-74	Pontiac Ventura 2	3376-34029	33041-34049

Footnotes for Muscle/Passenger Cars:

(A) El Camino, Sprint, Caballero rear shocks replace factory air shocks (may need addition of air assist device for maximum loads)
 (B) Adjustable coil-over shocks with spring

(C) Front shock: Adjustable coil-over with spring
 Rear shock: Works with stock spring or Edelbrock/Eibach spring #5246
 (D) Tuned for aggressive driving (slalom, vintage, club-type road racing, etc.)

SHOCK APPLICATION CHART

TRUCKS/SUVS

Years	Vehicle Description	PERFORMER IAS SERIES 2WD Front-Rear	PERFORMER IAS SERIES 4WD Front-Rear	XTREME IAS 2WD Front-Rear	XTREME IAS 4WD Front-Rear	XT SERIES 2WD Front-Rear	XT SERIES 4WD Front-Rear
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CHRYSLER/DODGE

1997-03	Dakota (including Quad Cab)	3384-3484	3323-3423	—	—	—	—
1999-03	Dakota R/T (5.9L engine)	3384-3484	—	—	—	—	—
1998-03	Durango	33405**-34405**	3341-3441	—	—	—	—
2002-05	Ram 1500 Truck	33412-34412	33415-34412	—	—	—	—
1994-01	Ram 1500 Truck	3316-3496	3319-3419	—	—	—	—
1994-01	Ram 1500, lowered 4" x 6" (F)	33402**-34402**	—	—	—	—	—
1994-01	Ram 1500 and 2500 with 3" lift	—	—	63513-64512	63512-64512	63511**-64505	63505-64505
2003-06	Ram 2500 HD, 3500 and Dually (all engine types)	33417-34417	33414-34414	—	—	—	—
1994-02	Ram 2500 (V8 engine)	3316-3496	3344-3444	—	—	—	—
1994-02	Ram 2500 (V10 or diesel)	—	3344-3444	—	—	—	—
1994-02	Ram 3500 (all engine types)	—	3344-3444	—	—	—	—
2004-06	Dodge Durango	33416-34416	33416-34416	—	—	—	—

FORD/LINCOLN/MERCURY

1991-94	Explorer	3308-3408	3308-3408	—	—	—	—
1995-01	Explorer/Mountaineer	3309-3409	3309-3409	—	—	—	—
1995-01	Explorer/Mountaineer lowered 1-1/2" (F)	3389-3489	3389-3489	—	—	—	—
2001-05	Explorer Sport Track	3309-3409	3309-3409	—	—	—	—
1997-02	Expedition without 4-wheel air-ride suspension	—	3360-3460	—	—	—	—
2000-05	Excursion (All Engines)	33225**-34225**	33224-34224	—	—	—	—
2004	F-150 Heritage	3350-3450	3351-3451	—	—	—	—
2000-03	F-150, 7700 GVW (7-lug wheels)	3350-3450	—	—	—	—	—
1997-03	F-150 (includes super crew)	3350-3450	3351-3451	—	—	—	—
1997-03	F-150 with 4.5" lift (E)	—	—	—	63207-64207	—	63205-64205
1985-96	F-150	3317-3417	—	—	—	—	—
1980-96	F-150	—	3317-3407	—	—	—	—
1999-04	F-250, Super Duty (All Engines)	33211-34211	33216-34216	—	—	—	—
1999-04	F-250 Super Duty with 4-5.5" Lift (E)	—	—	—	63208-64208 (L)	—	63204-64204 (L)
1999-04	F-250 Super Duty with 6"- 8" Lift (E)	—	—	—	63209-64209 (L)	—	63206-64206 (L)
1997-04	F-250, Light duty	3350-3450	—	—	—	—	—
2005-07	F-250, Super Duty	—	33239-34239	—	—	—	—
2005-07	F-250, Super Duty with 6" lift	—	—	—	—	—	63210-64210
2005-07	F-250, Super Duty with 6" lift (dual shock set-up)	—	—	—	—	—	63211 (L) -64210
1999-04	F-350, Super Duty (All Engines)	33211-34211	33216-34216	—	—	—	—
1999-04	F-350 Super Duty with 4-5.5" Lift (E)	—	—	—	63208-64208 (L)	—	63204-64204 (L)
1999-04	F-350 Super Duty with 6"- 8" Lift (E)	—	—	—	63209-64209 (L)	—	63206-64206 (L)
1986-97	F-350 (diesel engine)	—	33990**-34990**	—	—	—	—
2005-07	F-350 Super Duty	33211-34211	33239-34239	—	—	—	—
2005-07	F-350 Super Duty with 6" lift	—	—	—	—	—	63210-64210
2005-07	F-350 Super Duty with 6" lift (dual shock set-up)	—	—	—	—	—	63211 (L) -64210
1998-06	Ranger (will not fit Edge model)	33213-34213	33212-34212	—	—	—	—
1990-97	Ranger	3358-3458	3358-3465	—	—	—	—
1983-89	Ranger	3358-3458	3358-3465	—	—	—	—



Xtreme Travel shocks installed on Edelbrock's 2003 Ford F-250

See footnotes on page 231.

**Available while supplies last.

Customer Reports...

"Your shocks absolutely changed the ride and handling of my 2002 Dodge Ram truck. It's so much smoother and better overall, I now take the truck when I would have taken the car before putting on your shocks. Sections of the freeway that used to beat me up with the stock shocks are now no problem. Thanks for a great product!"

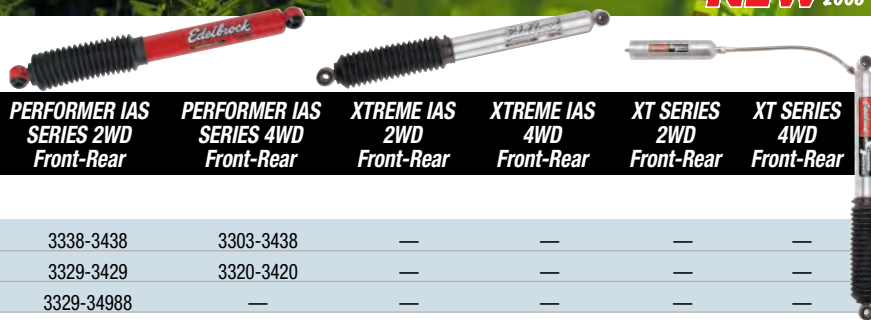
— James Burkhalter from Long Beach, California

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

SHOCK APPLICATION CHART

PART NUMBERS
IN RED ARE
NEW FOR
2008

TRUCKS/SUVS



Years	Vehicle Description	PERFORMER IAS SERIES 2WD Front-Rear	PERFORMER IAS SERIES 4WD Front-Rear	XTREME IAS 2WD Front-Rear	XTREME IAS 4WD Front-Rear	XT SERIES 2WD Front-Rear	XT SERIES 4WD Front-Rear
GENERAL MOTORS							
1995-05	Astro/Safari Minivan	3338-3438	3303-3438	—	—	—	—
1982-05	S-10/S-15 Blazer / Jimmy / Truck (exc. ZR-2)	3329-3429	3320-3420	—	—	—	—
1982-05	S-10/S-15 Blazer / Jimmy / Truck lowered 3" or 4" (F)	3329-34988	—	—	—	—	—
1997-03	S-10 Sonoma Truck with ZQ8 Sport Susp. (2" factory drop)	3329-34011	—	—	—	—	—
1963-66	GMC 1000 truck with coil rear (H)	—	33058-34058 (N)	—	—	—	—
1967-72	GMC 1500 Truck with coil rear (H)	—	33058- 34059 (N)	—	—	—	—
2002-06	1500 Avalanche (K)	33024-34024	33024-34024	—	—	—	—
2002-06	1500 Avalanche with 6" Lift (E,K,M)	—	—	63017-64017	63017-64017	63016-64016	63016-64016
2003-06	Hummer H2, H2 SUT	—	33051-34051	—	—	—	—
2003-06	Hummer H2, H2 SUT "Rod Hall Signature Series"	—	—	—	—	—	33036-34036
2006	Hummer H3	—	33055-34055	—	—	—	—
2000-06	1500 Suburban/Tahoe/Yukon/Denali XL/Yukon XL (K)	33024-34024	33024-34024	—	—	—	—
2000-06	1500 Sub/Tahoe/Yukon/Denali XL/Yukon XL with 6" Lift (E,K,M)	—	—	63017-64017	63017-64017	63016-64016	63016-64016
1992-99	1500 Sub/Yukon/Tahoe/Blazer/Jimmy/Denali/Escalade	3315-3415	3303-3403	—	—	—	—
1973-91	1/2-ton Suburban/Blazer/Jimmy	3330-3430	3304-3430	—	—	—	—
1992-99	2500 Suburban	—	3305-3405	—	—	—	—
1973-91	3/4-ton Suburban	3330-3430	3304-3430	—	—	—	—
2001-06	1500 HD truck (Heavy Duty)	33017-34017	33017-34017	—	—	—	—
2001-06	1500 HD truck w/6" lift (with OE shock mounts) (E,M)	—	—	63015-64015	63015-64015	63010-64010	63010-64010
2001-06	1500 HD w/Pro Comp 6" lift and auxiliary shock hoop	—	—	63912-64015 (Aux. 63917)	63912-64015 (Aux. 63917)	63901-64010 (Aux. 63905)	63901-64010 (Aux. 63905)
2001-06	1500 HD w/8" lift (with OE shock mounts) (E)	—	—	63021-64021	63021-64021	63020-64020	63020-64020
1999-06	1500 truck (torsion bar front)	33012-34010	33012-34012	—	—	—	—
1999-06	1500 truck (coil spring front)	33010-34010	—	—	—	—	—
1999-06	1500, lowered 2" x 4"	33023-34023	—	—	—	—	—
1999-06	1500 truck with 6" lift (E,M)	—	—	—	63014-64014	—	63009-64009
1999-06	1500 truck with 7" lift (E)	—	—	63019-64014	—	—	—
1988-98	1500 truck	3311-3411	3300-3400	—	—	—	—
1988-98	1500 truck, lowered 2" x 4" and 4" x 6" (F)	3345-3445	—	—	—	—	—
1988-98	1500 truck with 6" lift (E,M)	—	—	63012-64013	63013-64013	—	—
2003-05	1500 truck SS AWD	—	33012-34010	—	—	—	—
2003-05	1500 SS truck AWD	—	33012-34010	—	—	—	—
1973-87	1/2-ton truck	3330-3430	3304-3430	—	—	—	—
1999-06	2500 truck (Light Duty)	—	33017-34017	—	—	—	—
2001-06	2500 HD truck (Heavy Duty)	33037-34037	33037-34037	—	—	—	—
2001-06	2500 HD truck w/6" lift (with OE shock mounts) (E,M)	—	—	63015-64015	63015-64015	63010-64010	63010-64010
2001-06	2500 HD w/Pro Comp 6" lift and auxiliary shock hoop	—	—	63912-64015 (Aux. 63917)	—	63901-64010 (Aux. 63905)	63901-64010 (Aux. 63905)
2001-06	2500 HD w/8" lift (with OE shock mounts) (E)	—	—	63021-64021	63021-64021	63020-64020	63020-64020
1988-98	2500 truck	3312-3412**	3303-3432	—	—	—	—
1988-98	2500 truck with 6" lift (E,M)	—	—	63012-64013	63013-64013	—	—

PERFORMER VELOCITY-SENSITIVE SHOCKS FOR TOYOTA TRUCKS/SUV'S

Edelbrock Performer shocks are stock replacements for 1995-2007 Toyota trucks and SUV's with coil-over-shock suspensions. They have been designed to deliver an improved ride by eliminating chassis bounce at high speed and allow for height adjustability (up or down) from stock. Made by Edelbrock in the USA, these mono-tube shocks incorporate a sintered metal velocity-sensitive piston and are manufactured from zinc plated steel with a clear powder-coated finish for durability.

Applications	Front	Rear
1995-04 Toyota Tacoma PreRunner & 4WD	33111	34111
2000-06 Toyota Tundra	33113	34113
2007 Toyota Tundra PreRunner & 4WD	33110	34110
2007 Toyota FJ Cruiser	33112	34112

TRUCKS/SUVS

Years	Vehicle Description	PERFORMER IAS SERIES 2WD Front-Rear	PERFORMER IAS SERIES 4WD Front-Rear	XTREME IAS 2WD Front-Rear	XTREME IAS 4WD Front-Rear	XT SERIES 2WD Front-Rear	XT SERIES 4WD Front-Rear
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GENERAL MOTORS (CONTINUED)

1973-87	3/4-ton truck	3330-3430	3304-3430	—	—	—	—
2001-06	3500 HD Dually truck	33037-34037	33037-34037	—	—	—	—
2001-06	3500 HD truck w/6" lift (with OE shock mounts) (E,M)	—	—	63015-64015	63015-64015	63010-64010	63010-64010
2001-06	3500 HD w/Pro Comp 6" lift and auxiliary shock hoop	—	—	63912-64015 (Aux. 63917)	—	63901-64010 (Aux. 63905)	63901-64010 (Aux. 63905)
2001-06	3500 HD w/8" lift (with OE shock mounts) (E)	—	—	63021-64021	63021-64021	63020-64020	63020-64020
1988-98	3500 including Dually (except 1988-91 4-dr.) (G,I)	—	3303-3430	—	—	—	—
1988-98	3500 truck with 6" lift	—	—	63012-64013	63013-64013	—	—
2004-06	Chevrolet/GMC/Colorado/Canyon	—	33053-34053	—	—	—	—
2004-06	Chevrolet/GMC/Colorado/Canyon	—	33053-34053	—	—	—	—
1963-66	Chevrolet C-10 truck with coil rear (H)	—	33058-34058	—	—	—	—
1967-72	Chevrolet C-10 truck with coil rear (H)	—	33058- 34059	—	—	—	—

ISUZU

2006	Isuzu I series	—	33053-34053	—	—	—	—
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JEEP

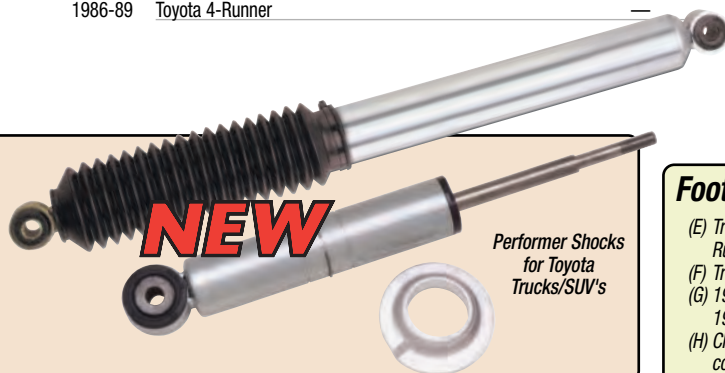
1984-01	Cherokee XJ, all models	3328-3428	3328-3428	—	—	—	—
1984-01	Cherokee XJ with 3-4" lift (E)	—	—	63514-64514	63514-64514	63506-64506	63506-64506
1984-01	Cherokee XJ with 6" lift	—	—	63515-64515	63515-64515	63509-64509	63509-64509
1999-04	Grand Cherokee, all models, includes Up Country susp.	3321-34404	3321-34404	—	—	—	—
1993-98	Grand Cherokee, all models, includes Up Country susp.	3321-3421	3321-3421	—	—	—	—
1993-98	Grand Cherokee with 3" lift (E)	—	—	63518-64518	63518-64518	—	—
1993-98	Grand Cherokee with 3-5.5" lift (E)	—	—	—	—	63510-64510	63510-64510
2007	Wrangler 2 door	—	33418-34418	—	—	—	—
1997-06	Wrangler TJ includes Rubicon & Unlimited	—	3318-3418	—	—	—	—
1997-06	Wrangler TJ with 3" lift, includes Rubicon & Unlimited (E)	—	—	—	63519-64519	—	—
1997-06	Wrangler TJ with 4.5" lift, includes Rubicon & Unlimited (E)	—	—	—	63517-64517	—	—
1997-06	Wrangler TJ with 3-6" lift, includes Rubicon & Unlimited (E)	—	—	—	—	—	63508-64508
1987-95	Wrangler YJ	—	3337-3437	—	—	—	—
1987-95	Wrangler YJ with 3" lift (E)	—	—	—	63516-64516	—	—
1987-95	Wrangler YJ with 3-4.5" lift (E)	—	—	—	—	—	63507-64507

MAZDA

1991-94	Mazda Navajo	3308-3408	3308-3408	—	—	—	—
1998-06	Mazda Truck	33213-34213	33212-34212	—	—	—	—
1990-97	Mazda Truck	3358-3458	3358-3465	—	—	—	—

TOYOTA

1986-95	Toyota Truck	—	3383-3483	—	—	—	—
1986-89	Toyota 4-Runner	—	3383-3483	—	—	—	—



Footnotes for Trucks/SUV:

- | | |
|--|--|
| (E) Truck lifted with Rancho, Fabtech, Superlift, Rubicon Express or equivalent kits | (I) Not for straight axle (non-independent) front suspension |
| (F) Truck lowered with Bell Tech kit or equivalent kits | (K) Without autoride electronic ride control |
| (G) 1988-91 4-door Dually uses same shocks as 1973-91 1-ton Dually | (L) Dual shock kit uses 2 of each front shock per corner |
| (H) Classic IAS shock w/gunmetal gray powder coated finish | (M) Also fits Rancho 4" lift kits |
| | (N) Classic IAS with gray powder-coated finish |

POWER PKG
KITS
SUPERCARGERS
CRATE ENGINES
CARBS & ACCESS.
FUEL PUMPS
GASKETS
INSTALL ITEMS
MANIFOLDS
EFI
HEADS
CAMS & ACCESS.
NITROUS
WATER PUMPS
ACCESS.
EXHAUST
SUSPENSION
SHOCKS
QWIKDATA
INDEX

QWIKDATA DATA ACQUISITION SYSTEMS

PROFESSIONAL DATA ACQUISITION AT A SPORTSMAN PRICE

It's no secret that successful racers rely on data acquisition systems to give them the winning edge, but until now they have been too expensive for the average racer. From pro class competitors to weekend warriors, Edelbrock's QwikData data acquisition systems offer all of the benefits of a higher priced unit at a fraction of the cost. All QwikData Systems feature a 32-bit Motorola processor, 1-mb of non-volatile memory, real-time display, rpm and voltage input, fully assembled wiring harness, analysis software, user's manual, and internet upgrade download capability.



30 Channel Advanced Drag Racing QwikData Package #91004

FEATURES INCLUDE:

- Adjustable High-Speed Data Logging** — With the ability of sampling data at extremely high rates, QwikData outperforms the competition. Data sample rates are adjustable, up to 500 samples per second.
- Up To 30 Data Input Channels** — The basic unit comes equipped with 8 analog inputs and 6 digital inputs. The advanced unit has 24 analog input channels and 6 digital inputs. The digital inputs can record on/off events, frequency (such as mph, rpm and digital mass air flow sensor), or duty cycle (such as fuel injectors and turbo boost controller).
- Windows® Interface** — The computer software provided is simple and intuitive to use. An IBM-based 486 (or better) laptop computer capable of running Windows® 3.1 (or later) or 98SE, NT, 2000, XP software is required for data analysis. The entire system can be configured from menus using a mouse. No complicated programming is required.
- Large Data Storage Capacity** — QwikData provides 1 MB of non-volatile memory, much more than most other systems, and requires no power to retain data.

- Programmable Outputs** — The two provided outputs can be programmed to operate shift lights, warning lights, etc. These outputs are configured via pull-down menus and can be activated based on any one or two of the input channels.
- Sophisticated Data Analysis** — Trend graphs of 8 user selectable input channels against time or distance.
- Multiple Lap/Run Comparison** — Runs or laps can be stored and overlaid.
- Real Time Display** — Use for monitoring engine during warm-up, in dyno sessions and troubleshooting with a PC connected.
- Internet Upgrades** — The software embedded in the QwikData unit is stored in a chip (FLASH EPROM) and can be updated easily from the Edelbrock web site at www.edelbrock.com.
- Fully Assembled Wiring Harness** — Pre-installed connectors provided. Each sensor is supplied with the appropriate mating connector for quick and easy installation.

- Durable Construction** — Features include laser-cut end plates with gaskets, anodized aluminum enclosure, and high-quality silicone sealed connectors.
- Internal Accelerometers** — Measure longitudinal and lateral acceleration.
- Expandability** — Add more sensors for additional parameters.



Racer's Report
Congratulations to Dave McDonald and the McDonald & Pitts Bonneville team for their first 300 mph qualifying run! They used Edelbrock QwikData in their 1998 Firebird, powered by a normally-aspirated 632-inch big-block with an Edelbrock nitrous system.

P/N	Package Description	Channel Details		Built In Accelerometer	Brake On/Off Input	Wheel/Speed Shaft Sensor	EGT Thermocouple (TK)	General Purpose Temp. Thermocouple (TK)	Type-K Thermocouple Signal Converter	Pressure Sensors	Linear Potentiometer	String Potentiometer	Throttle Position Sensor	Additional Free Channels	
		Analog	Digital											Analog	Digital
#91001	Basic (14 Channel)	8	6	2	Incl.	1	-	-	-	-	-	-	-	5	3
#91003	Bracket Racing (14 Channel)	8	6	1	Incl.	1	2	2	1	2	-	-	-	-	3
#91005	4 Cylinder Drag Racing (14 Channel)	8	6	1	Incl.	1	4	-	1	2	-	-	-	-	3
#91004	Advanced Drag Racing (30 Channel)	24	6	2	Incl.	2	8	3	3	4	-	-	-	6	2
#91009	Advanced Pro System (30 Channel)	24	6	2	Incl.	2	8	3	3	-	-	-	-	10	2
#91007	CircleTrack/Road Racing (30 Channel)	24	6	2	Incl.	2	-	-	-	1	4	1	1	14	2





QwikData ECU Installed



Bracket Racing Wiring Harness #91103



TK-4 Thermocouple Signal Converter #91108



General Purpose Thermocouple Extension Wiring Harness #91111



USB to Serial Communications Cable #91147

QWIKDATA ACCESSORIES

Electronic Control Units

Basic ECU (32 bit processor, 8 analog channels & 6 digital channels).....#91100
Building a custom QwikData may be your solution. Simply combine ECU, harness and desired sensors to build your own data acquisition system.

Advanced ECU (32 bit processor, 24 analog channels & 6 digital channels).....#91101
This is the most powerful and flexible QwikData ECU available. Select this ECU to configure your own professional data acquisition package. Simply combine ECU, harness and desired sensors to prepare and dominate in any racing discipline.

Basic ECU Upgrade (original ECU must be sent to Edelbrock).....#91102
QwikData is expandable. If you already own a Basic QwikData ECU and are ready to step up to the next level, send us your ECU. We'll upgrade your ECU to match the specs for the Advanced unit (see above). Must purchase Advanced Drag Racing Harness #91104.

Wiring Harnesses

Bracket Racing Wiring Harness (8 analog channels & 6 digital channels).....#91103
This fully assembled wiring harness can be used as part of your custom tailored QwikData package or as a replacement harness for the Bracket Racing Package.

Advanced Drag Racing Harness (24 analog channels & 6 digital channels).....#91104
This fully assembled wiring harness can be used as part of a custom tailored professional level QwikData package or as a replacement harness for the Advanced Drag Racing Package.

Analog Input Extension Wiring Harness.....#91106
4 ft. plug in extension harness to extend the analog channel wiring. One harness extends 4 analog inputs.

PC Desktop Harness.....#91107
Mini harness with 120V AC adapter allows you to easily download stored runs from QwikData at home, office or race trailer.

Electronics

USB to Serial Communications Cable.....#91147
This adapter cable will convert a Laptop or PC USB port to a 9-pin RS232 serial communications connector. Software driver CD included. Included in each QwikData kit.

TK Sensors & Signal Processors

TK-4 Thermocouple Signal Converter.....#91108
Conditions four Type K thermocouple signals to a 0-10V signal for use with QwikData.

General Purpose Thermocouple Extension Wiring Harness.....#91111
4 ft. cable and plugs to extend general purpose thermocouple harness to TK-4 thermocouple converter.

EGT Thermocouple (analog, 1/8" NPT).....#91109
90° EGT probe installs in exhaust headers to monitor combustion. Use in conjunction with TK thermocouple signal converter. Includes: EGT Probe, 1/8" NPT steel weld-in bung and 4 ft. stainless braided cable.

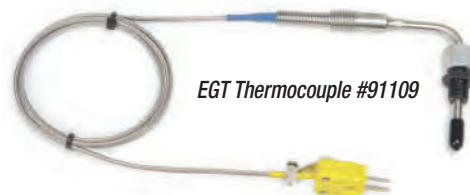
EGT Weldment Kit (2 per package).....#91128
1/8" NPT steel weld in bung for mounting EGT Probe into exhaust headers.

EGT Probe Compression Fitting.....#91140
Replacement steel fitting to be used when removing an EGT probe or replacing an exhaust header. Includes: ferrule and 1/8" NPT compression fitting.

General Purpose Thermocouple (analog).....#91110
Straight temperature sensor used for monitoring critical fluid temperatures such as water, oil, fuel, intake charge, transmission, etc. Use in conjunction with TK thermocouple signal converter #91108. Includes: stainless sensor and 1/8" NPT stainless compression fitting. Temp. range: 48° F to 1830° F.



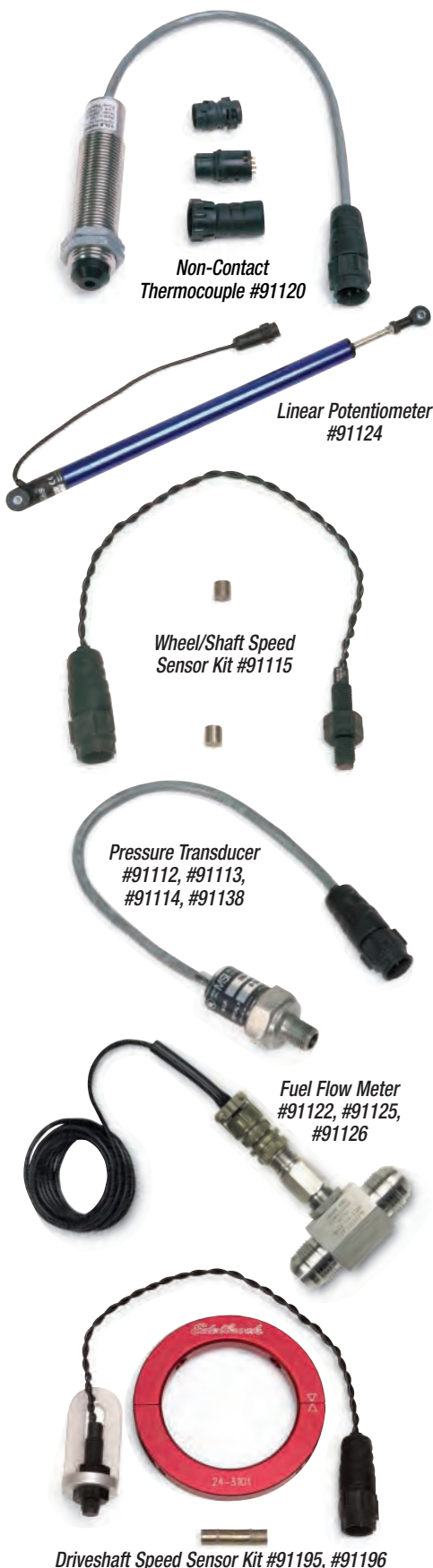
EGT Weldment Kit #91128



EGT Thermocouple #91109

QWIKDATA DATA ACQUISITION SYSTEMS

QWIKDATA SENSORS, THERMOCOUPLES & METERS



Non-Contact Thermocouple #91120

Linear Potentiometer #91124

Wheel/Shaft Speed Sensor Kit #91115

Pressure Transducer #91112, #91113, #91114, #91138

Fuel Flow Meter #91122, #91125, #91126

Driveshaft Speed Sensor Kit #91195, #91196

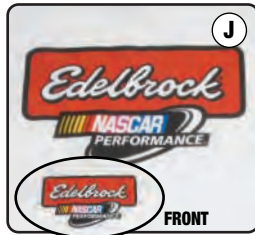
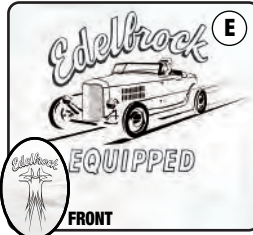
- Non-Contact Thermocouple** (analog)#91120
Infrared temperature sensor commonly used for monitoring tire, track, cylinder head and other temperatures. Range: 32° to 662° F.
- String Potentiometer** (analog).....#91123
Range: 0-5". For measuring throttle position, steering angle, chassis flex, etc.
- Linear Potentiometer** (analog)#91124
Range: 0-5". Includes dual rod ends to measure suspension travel, steering angle, etc.
- Pressure Transducer** (0-15 PSI, analog).....#91138
1/8" NPT stainless steel pressure sensor. Monitor turbo/supercharger boost, fuel pressure, etc.
- Pressure Transducer** (0-100 PSI, analog)#91112
1/8" NPT stainless steel pressure sensor. Monitor turbo/supercharger boost, oil pressure, etc.
- Pressure Transducer** (0-500 PSI, analog)#91113
1/8" NPT stainless steel pressure sensor. Monitor fuel pressure, transmission pressure, etc.
- Pressure Transducer** (0-2500 PSI, analog)#91114
1/8" NPT stainless steel pressure sensor. Monitor brake pressure, nitrous bottle pressure, etc.
- Fuel Flow Meter** (digital)#91122
-8AN inlet/outlet. Range: 1-10 gallons per minute. Turbine meter to measure fuel flow volume. Fuels: all racing gasolines and methanol.
- Fuel Flow Meter** (digital)#91125
-10AN inlet/outlet. Range: 1.25-12.5 gallons per minute. Turbine meter to measure fuel flow volume. Fuels: all racing gasolines, methanol and nitro.
- Fuel Flow Meter** (digital)#91126
-12AN inlet/outlet. Range: 2-20 gallons per minute. Turbine meter to measure fuel flow volume. Fuels: All racing gasolines, methanol and nitro.
- Vacuum Transducer** (0-28.9 in. HG, analog)#91137
1/8" NPT stainless steel vacuum sensor for tuning.
- Shaft Sensor** (magnetic).....#91116
Replacement sensor for all magnetic type shaft speed sensors.
- Cobalt Magnet** (2 per package).....#91117
Replacement rare earth magnets for all shaft speed sensors.
- Wheel/Shaft Speed Sensor Kit** (digital).....#91115
Magnetic type sensor for monitoring converter slip, clutch slip or to use as a replacement sensor for wheel/driveshaft sensor kits. Includes: sensor and two cobalt magnets.
- Digital Driveshaft Speed Sensor Kit** (3.125 O.D. X 1.875 I.D.).....#91195
CNC machined billet aluminum collar for monitoring driveshaft rotation. Includes: 2 piece anodized aluminum collar, four cobalt magnets, magnetic speed sensor and mounting bracket.
- Digital Driveshaft Speed Sensor Kit** (3.125 O.D. X 2.187 I.D.).....#91196
CNC machined billet aluminum collar for monitoring driveshaft rotation. Includes: 2 piece anodized aluminum collar, four cobalt magnets, magnetic speed sensor and mounting bracket.

OPTIONAL PRESSURE SENSORS

TYPICAL SENSOR APPLICATIONS – FOR USE WITH ALL KITS

Application	Part No.	Range	Application Notes
Fuel and Oil Pressure	91112	0-100 PSI	
Fuel Injection Fuel Pressure and Transmission Line Pressure	91113	0-500 PSI	
Nitrous and Brake Pressure	91114	0-2500 PSI	
Crankcase, Barometric and Manifold (Normally Aspirated) Pressure	91137	0-28.9 in/Hg	Vacuum Only
Fuel Pressure (Carburetor, Nitrous Wet System), Manifold Pressure (Boosted Applications)	91138	0-15 PSI	Positive Pressure Only

For tech support call the toll-free Edelbrock Tech Line at 1-800-416-8628 or send us an Email: qd@edelbrock.com



LADIES T-SHIRTS



EDELbrock EQUIPPED HOODY

This chocolate brown and tan hoody looks like two shirts in one and has our small roadster print on the front.

#98412 - M
#98413 - L
#98414 - XL
#98415 - XXL



VINTAGE ROADSTER LONG SLEEVE TEE

This stylish grey and white ladies shirt looks like two shirts in one and features thermal sleeves with a roadster print on the front.

#98422 - M
#98423 - L
#98424 - XL
#98425 - XXL



PINSTRIPED CROSS TEE

This lightweight black and white ladies shirt looks like two shirts in one and logo on the front.

#98432 - M
#98433 - L
#98434 - XL

MENS T-SHIRTS

A - VINTAGE DIAMOND ROADSTER TEE

White wash pre-shrunk tee with large distressed print on back and small diamond logo print on front left chest.

#98063 - L #98064 - XL #98065 - XXL

B - TLC "TOPLESS" TEE

White cotton tee screened with the TLC '32 Roadster "Topless" on the back with a small logo on the front left chest.

#91073 - L #91074 - XL #91075 - XXL

C - VINTAGE EDELBROCK EQUIPPED TEE

Dark wash pre-shrunk tee with large distressed print on back and a small diamond logo print on front left chest.

#98023 - L #98024 - XL #98025 - XXL

D - VINTAGE FLATHEAD TEE

Dark wash pre-shrunk tee with a large distressed print on back and small diamond logo print on front left chest.

#98083 - L #98084 - XL #98085 - XXL

E - RETRO ROADSTER TEE

This white t-shirt with pinstriped logo on the front and "Edelbrock Equipped" roadster logo on the back matches our Retro jacket.

#91233 - L #91234 - XL #91235 - XXL #91236 - XXXL

F - CRATE ENGINE TEE

Black tee with screamin' crate engine graphic screened on back with a small Edelbrock logo on the front left chest.

#98033 - L #98034 - XL #98035 - XXL

G - FLAMED TEE

This black t-shirt has a hot looking Edelbrock flamed logo on the front.

#91213 - L #91214 - XL #91215 - XXL #91216 - XXXL

H - PINSTRIPED CROSS LONG SLEEVE TEE

This long sleeved heavyweight black tee has a cool pinstriped graphic with the Edelbrock cross logo on the back, the front and the sleeves.

#98233 - L #98234 - XL #98235 - XXL

I - RACING TEE

These t-shirts have the classic Edelbrock racing logo on the front and back.

RED #2331 - M #2332 - L #2333 - XL #2334 - XXL

WHITE #2366 - M #2367 - L #2368 - XL #2369 - XXL

J - NASCAR TEE

This white cotton tee has a large Edelbrock/NASCAR logo on the back and a small logo on the front left chest.

#98343 - L #98344 - XL #98345 - XXL

K - GUN METAL TEE

This gun metal grey tee has a unique baseball-style Edelbrock logo on the front.

#98313 - L #98314 - XL #98315 - XXL

L - RED POLO SHIRT

100% cotton short sleeve polo shirt with horn buttons.

#91032 - M #91033 - L #91034 - XL

#91035 - XXL #91036 - XXXL

"EDELbrock: MADE IN USA" BOOK

This book is the story of the Edelbrock Equipment Company's growth from a simple shop at the rear of a gas station to an American institution. Edelbrock Made in USA Book, by Tom Madigan with foreword by NASCAR legend Benny Parsons. 324 pages with hardcover.



Edelbrock: Made In USA#0327

Edelbrock: Made In USA Limited Edition Book & Car Combo#0328

**VISIT THE EDELBROCK.COM
ONLINE STORE FOR MORE!**



BACK



BACK



BACK



BACK



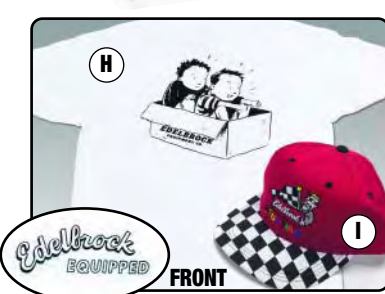
BACK



F



G



H



I

JACKETS & SWEATSHIRTS

A - MECHANIC'S JACKET

This retro-style twill-lined jacket has a large Edelbrock patch on back and small patch on front with vertical black and silver stripes on the front and sleeve pocket.

#98722 - M #98723 - L #98724 - XL #98725 - XXL

B - RETRO JACKET

This great looking jacket includes snap button cuffs and is screened with the "Edelbrock Equipped" roadster logo on the back and a pinstriped Edelbrock logo on the front.

#98702 - M #98703 - L #98704 - XL #98705 - XXL

C - LETTERMAN JACKET

This classic jacket features a wool body, black leather sleeves, a quilted satin lining, a chenille Edelbrock script on the back and an embroidered Edelbrock logo on the front.

#9881 - M #9882 - L #9883 - XL #9884 - XXL

D - ELITE SERIES FLEECE LINED JACKET

This black nylon jacket has a fleece lining, a large Edelbrock logo on the back, a small Edelbrock logo on the front, knit cuffs and waistband.

#91052 - M #91053 - L #91054 - XL

#91055 - XXL #91056 - XXXL

E - VICTOR JR. FLEECE LINED JACKET

This red nylon jacket has a fleece lining, a large Edelbrock logo on the back, a small Edelbrock Racing logo on the front, knit cuffs and waistband.

#98952 - M #98953 - L #98954 - XL

#98955 - XXL #98956 - XXXL

F - PERFORMER HOODY

This heavyweight black sweatshirt includes a hood, front pocket and the classic Edelbrock script logo.

#98502 - M #98503 - L #98504 - XL #98505 - XXL

G - RED RACING SWEATSHIRT

A classic heavyweight, sweatshirt with an Edelbrock logo screened on the front and the back. Made of 80% cotton & 20% polyester blend.

#9856 - M #9857 - L #9858 - XL #9859 - XXL

KIDS

H - KIDS RETRO TEE

This white youth-sized t-shirt has fun box car graphics on the back and an Edelbrock Equipped logo on the front.

#23051 - S #23053 - M #23054 - L

I - JR. FUN TEAM CAP

This bright red cap with a racy checkerboard bill and "Jr. Fun Team" logo is made smaller to fit a child's head.

Jr. Fun Team Cap.....#9848

HATS



BEANIES

Silver flames and an Edelbrock logo are embroidered on the front.

#23247 - Gray

#23249 - Black



SIGNATURE SERIES CAP

With Vic Edelbrock's signature embroidered on the side, this bright red cap is a classic.

#9804



TARANTULA TRUCKER CAP

The black twill front has our vintage Tarantula logo with grey mesh on the back and an Edelbrock logo on the top and bottom of the visor.

#23293



RACING "E" CAP

This black flexfit cap has our distinctive 3-dimensional Edelbrock "E" on the front and the Edelbrock script on the bill (one size fits most 6-7/8" to 7-7/8").

#8992



VINTAGE RETRO PLAQUE CAP

This black FlexFit cap has our vintage roadster on the front and pinstriping on the back to match our Retro jacket and t-shirt (one size fits most 6-7/8" to 7-7/8").

#23248

General Warranty

It is the constant endeavor of the Edelbrock Corporation to give our customers the highest quality products obtainable. Edelbrock warrants each new product, except Edelbrock Crate Engines, Performer Series Carburetors, Race Division Parts, Stainless Steel Tubular Exhaust Systems and Edelbrock IAS Shock Absorbers which are warranted separately, to be free from defects in both workmanship and material for a period of one (1) year from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer or used for racing or competition purposes. Our

warranty service and repair facility is located at 2700 California Street, Torrance, California 90503. Customers who believe they have a defective product should either return it to the dealer from which it was purchased or ship it directly to Edelbrock Corporation along with proof of purchase and a complete description of the problem. The product must be returned freight prepaid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation shall be to repair or replace the product.

Warranty covers only the product itself and not the cost of installation or removal. For details on the Edelbrock Crate Engines please turn to the Crate Engine section on page 18.

Performer Series® Carburetor and Race Division Parts Warranty

Edelbrock Corporation warrants all Performer Series Carburetors and Race Division Products to be free from defects in material and workmanship. This warranty is extended to the original consumer/purchaser and has a duration of ninety (90) days from date of original purchase by such consumer, provided that the products are properly installed, subjected to normal use and service, is not modified or changed in any way. Remanufactured carburetor units are warranted for a period of thirty (30) days. This warranty is void if any Carburetor or Race Division Products are used for race or competition purposes. Any implied warranty determined to be applicable is limited in duration to the duration of this warranty. Some states do not allow limitation on how long an implied warranty is so the above limitation may not apply in your state. Should a part become defective, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock Corporation. It must be accompanied with the sales receipt and a clear description of the problem. Edelbrock Corporation reserves the right to replace or repair the defective part and return said part freight prepaid. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.**

Thunder Series AVS® Carburetor

Edelbrock Corporation warrants all Thunder Series AVS Carburetor Products to be free from defects in material and workmanship. This warranty is extended to the original consumer/purchaser and has a duration of one (1) year from date of original purchase by such consumer, provided that the products are properly installed, subjected to normal use and service, is not modified or changed in any way. Remanufactured carburetor units are warranted for a period of thirty (30) days. This warranty is void if any Thunder Series AVS Carburetor Products are used for race or competition purposes. Any implied warranty determined to be applicable is limited in duration to the duration of this warranty. Some states do not allow limitation on how long an implied warranty is so the above limitation may not apply in your state. Should a part become defective, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock Corporation. It must be accompanied with the sales receipt and a clear description of the problem. Edelbrock Corporation reserves the right to replace or repair the defective part and return said part freight prepaid. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.**

Edelbrock IAS®, Performer Shock, Strut & Extended Travel, Shock Absorbers Limited Lifetime Warranty

Edelbrock Corporation guarantees for a limited lifetime each new Edelbrock IAS or Performer shock absorber including Strut & Extended Travel applications to be free from factory defects (except for finish and shock boot) from date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor damaged because of negligence by customer or installer, or used for racing or competition purposes. Should a part become defective, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock Corporation. It must be accompanied with the sales receipt and a clear description of the problem. This warranty is void on shocks used in racing applications except for known, proven defects in material or workmanship. Edelbrock Corporation reserves the right to replace or repair the defective part and return said part freight prepaid. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.** **Damage or defects resulting from collision, improper installation, off-road use, road hazards or racing, are not covered by this warranty.** The warranty for Edelbrock IAS shock absorber including Strut & Extended Travel applications extends only to the original purchaser only for the lifetime of the original vehicle in which it is installed.

Tubular Exhaust System, Patented Chambered Mufflers, Auto/Diesel Cat-Back Systems, and Shorty Headers Warranty

Edelbrock Corporation guarantees each new Tubular Exhaust System, patented Chambered Muffler, Auto/Diesel Cat-Back System and Shorty Header to be free from defects in materials and workmanship, including tube cracks and welds for a period of one (1) year from date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, negligence by customer or installer, or used for racing or competition purposes. Stainless steel Tubular Exhaust Systems have a limited five (5) year warranty. **NOTE: Engines that generate exhaust tubing temperatures above 1000° F will cause discoloration, peeling and possible burn out, thereby voiding this warranty.** Should a part become defective it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock Corporation. It must be accompanied with the sales receipt and a clear description of the problem. Edelbrock Corporation reserves the right to replace or repair the defective part and return said part freight prepaid. **This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.** Nor does it cover the cost of customer applied aftermarket coatings. **Damage or defects resulting from collision, improper installation, off-road use, road hazards, internal rust, discoloration caused by excessive engine temperature, or exposure to alkali-based chemicals are not covered by this warranty.** This product is only to be cleaned with soap and water. External rust is covered on stainless steel units only.

EnduraShine® Finish

With proper care and cleaning, your EnduraShine parts will continue to look good and keep their high gloss shine for years. Never clean your EnduraShine parts with solvents or carburetor cleaners of any kind. Use of these cleaners will dull the luster and will remove the coating. Never use solvents or carburetor cleaners when rebuilding your EnduraShine carburetor. Do not use paper towels to wipe or clean your EnduraShine parts. Always clean your EnduraShine parts using mild soap, water or non solvent cleaners such as Simple Green. Do not use a chrome polish or a scratch remover that is not clear coat safe. For best results, a high quality polish such as Novus No. 2 Fine Scratch Remover, Meguiars or Mothers Plastic Lens Cleaner should be used. Any cleaning product used on your EnduraShine parts **MUST** be clear coat safe or developed for the cleaning of acrylic coatings. We suggest applying any automotive wax coat after cleaning to help to seal the surface and protect the finish. **Use of abrasive or solvent cleaners will void your manufacturer's warranty.**

Conditional Warranty

All Pro-Flo, Pro-Flo XT or Multi-Point Fuel Injection Systems, Crate Engines, Turbo Systems, Superchargers, Cylinder Heads, Pro-Tuner and QwikData Systems maintain a conditional warranty. These products must not be returned to the dealer; they should be sent to Edelbrock only. The product must be returned freight prepaid. If a thorough inspection of the product by the factory indicates defects in workmanship or material, our sole obligation on all products shall be to repair or replace the product. **Warranty covers only the product itself and not the cost of installation or removal.**

Off-Highway Use

Many of the parts described or listed herein are designed for off-highway use only. Installation of "off-highway" parts may impair your vehicle's emission control system performance, these parts should not be installed on any vehicle used on any street or highway. Any installation as such could adversely affect the warranty coverage for an on-street or highway vehicle and violates state or federal emission laws.

Edelbrock Corporation shall not be liable for any and all consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale in excess of the purchase price of the product sold. If you have any questions regarding a product or installation, please contact our Tech Department toll-free at 800-416-8628 from 7:00am to 5:00pm PST, Monday through Friday.

Edelbrock

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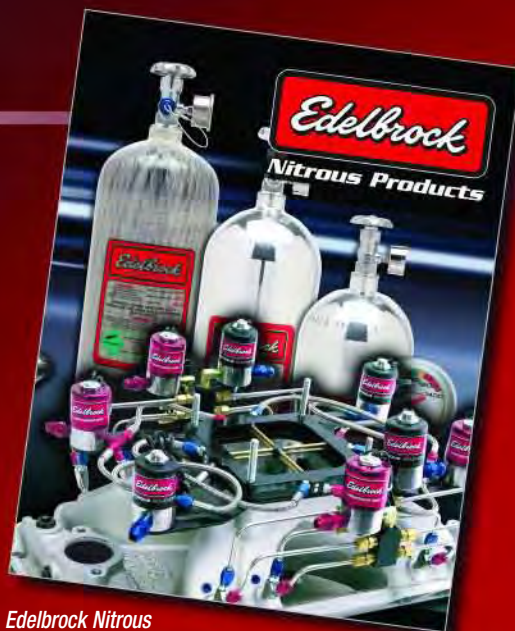
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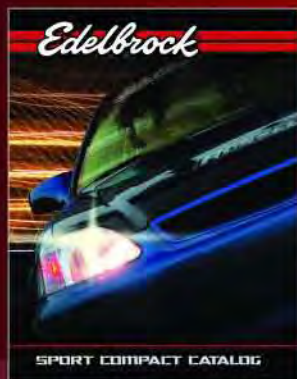
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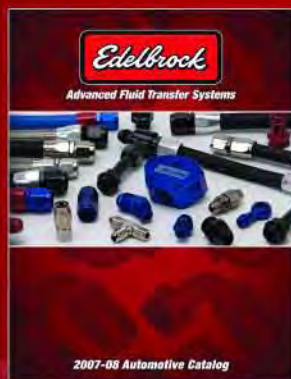
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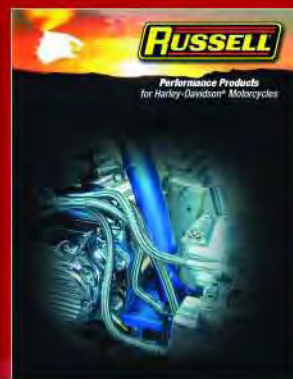
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His wife Nancy kept track of lap times and Mike Eddy prepared the car for battle. They had an outstanding weekend.

After a few years, two identically prepared 1966 Shelby GT 350 Mustangs were prepped for Camee and Christi Edelbrock to drive in the B-Production class with their dad. The competition was friendly and the fans were always pleased to see the Edelbrock 18-wheeler in the paddock. Today, there are two additional cars in the line-up which compete in the exciting Historic Trans Am Series. Vic drives the #16 George Follmer 1969 Boss 302 Mustang and Camee drives the 1968 Smokey Yunick #13 Camaro. Visit www.historictransam.com for a complete listing of every car that competes in this legendary series.

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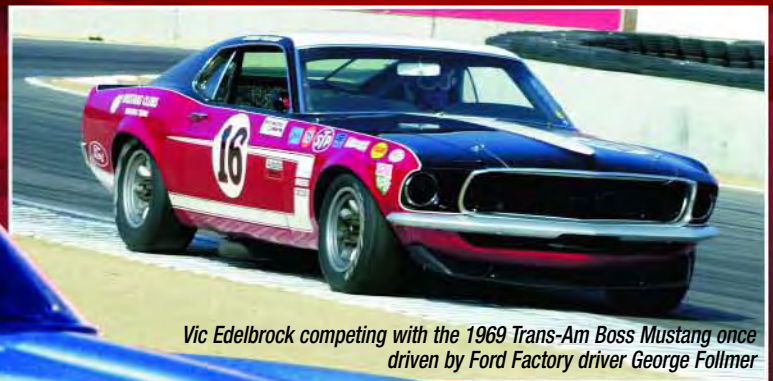
Camee Edelbrock competes in the number "27" Edelbrock equipped 1966 Shelby GT 350



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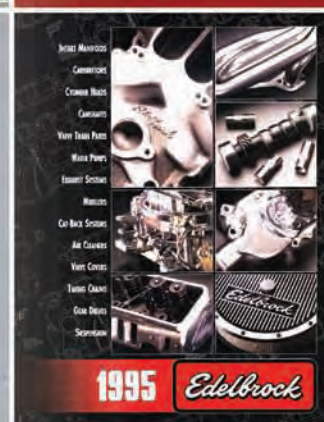
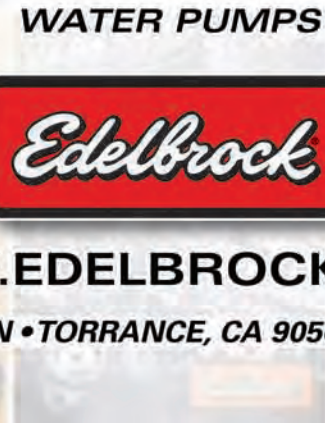
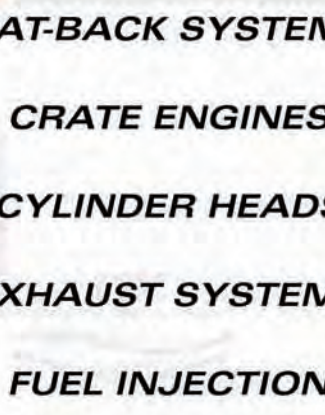
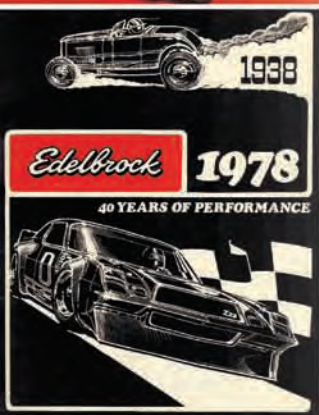
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